

**East Harlem Rezoning Proposal
Final Scope of Work
for an Environmental Impact Statement
CEQR No. 17DCP048M
ULURP Nos. 170358 ZMM, N170359 ZRM & 170360 HAM;
170361 ZMM, N170362 ZRM, 170363 HAM, 170364 PQM, 170365 ZSM,
170366 ZSM, 170367 ZSM & N170368 ZCM
April 21, 2017**

This document is the Final Scope of Work (FSOW) for the East Harlem Rezoning Draft Environmental Impact Statement (DEIS). This FSOW has been prepared to describe the Proposed Project, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

This FSOW incorporates changes in response to project updates that were made subsequent to publication of the Draft Scope of Work (DSOW). The substantive changes to the Proposed Actions since the DSOW was issued are as follows:

- The addition of a City Planning Commission (CPC) Special Permit which would allow for the development, conversion, or enlargement of hotels within the proposed East Harlem Corridors (EHC) Special District.
- Removal of the Harlem-East Harlem Urban Renewal Plan Amendments.

Revisions of the DSOW have been incorporated into this FSOW and are indicated by double-underlining new text and striking deleted text.

A. INTRODUCTION

This ~~Final~~Draft Scope of Work (~~Final~~Draft Scope) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the East Harlem Rezoning proposal. The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a series of land use actions—including zoning map amendments, zoning text amendments, and amendments to the ~~Milbank~~Milbank Frawley Circle-East ~~and Harlem-East Harlem~~ Urban Renewal Plan~~Plans~~ (collectively, the “Proposed Actions”)— as a component of the East Harlem Neighborhood Study (the “Neighborhood Study”), a comprehensive, community-focused effort aimed at identifying opportunities for the creation of new mixed-income housing and the preservation of existing affordable units consistent with Mayor de Blasio’s housing plan, *Housing New York: A Five-Borough, Ten-Year Plan*. The Proposed Actions are intended to facilitate the development of affordable housing, preserve existing neighborhood character, improve the pedestrian experience, and create new commercial and manufacturing space to support job creation adjacent to existing and future transit nodes. Further, in conjunction with other City agencies, the Neighborhood Study will also identify complementary initiatives to address community needs

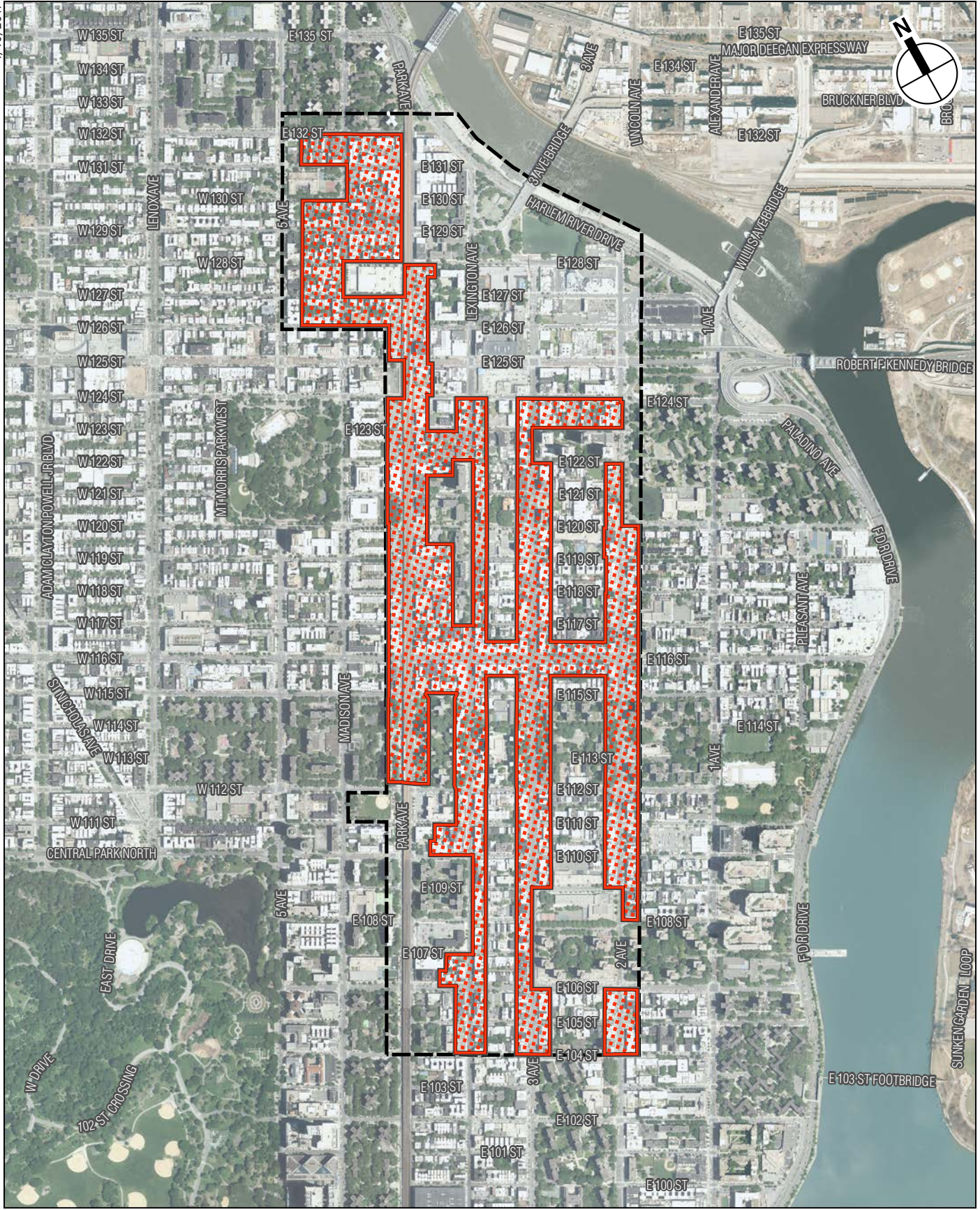
East Harlem Rezoning

related to key infrastructure, economic development, workforce and community wellness issues in response) to implement land use and zoning recommendations in the East Harlem Neighborhood Plan (EHNP), which was developed as part of the Steering Committee process convened by New York City Speaker Melissa Mark Viverito. The East Harlem Steering Committee is comprised of local stakeholders including New York City Council Speaker Melissa Mark Viverito, Manhattan Community Board 11, Community Voices Heard and Manhattan Borough President Gale A. Brewer. The Proposed Actions are intended to facilitate the development of affordable housing, create new commercial and manufacturing space to support job creation, and preserve existing neighborhood character. This proposal has been prepared as a follow up to DCP's East Harlem Neighborhood Plan, which is currently the EHNP subject of an ongoing engagement and community review process, the objective of which was to identify and advocate for community needs, including housing preservation, the creation of create new opportunities for new housing (including affordable housing), improvements to community facilities, and increased economic opportunities for East Harlem residents development. The Proposed Actions would affect an approximately 9695-block area of the East Harlem neighborhood of Manhattan, Community District 11.

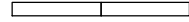
The area that is subject to the Proposed Actions is generally bounded by East 104th Street to the south, East 132nd Street to the north, Park Avenue to the west and Second Avenue to the east (the "Project Area") (see **Figures 1 and 2**, "Project Location"). The Proposed Actions are expected to result in a net increase of approximately 3,500 dwelling units, a substantial proportion of which are expected to be affordable; ~~451,100~~ approximately 122,500 square feet (sf) of commercial retail space (which includes local retail, supermarket, destination retail, grocery, and restaurant, and office uses); 98,900 square feet use); approximately 105,000 sf of community facility space; and approximately 132,400 square feetsf of manufacturing space. The Proposed actionsActions are also expected to result in net decreases of approximately 10,600 square feetsf of auto-related space, 33,000 square feet of hotel space,use; and 53,800 square feet57,600 sf of warehouse/storage space (see Section G, "Analysis Framework," for discussion of the Reasonable Worst Case Development Scenario). This Draft Scope provides a description of the Proposed Actions, the projected and potential development that is reasonably expected to result from those actions, and the technical areas and approaches to be used for analysis in preparing the EIS [RWCDs].

The Proposed Actions build upon and respond to the land use and zoning recommendations in the East Harlem Neighborhood Plan (EHNP), which was developed through a holistic, community-based planning process by a Steering Committee comprised of local stakeholders led by New York City Council Speaker Melissa Mark-Viverito, Manhattan Borough President Gale A. Brewer, Manhattan Community Board 11 and Community Voices Heard. Through a series of meetings on various neighborhood topics ranging from open space to zoning and land use, the Steering Committee produced the EHNP report, which includes 232 recommendations for addressing key neighborhood concerns raised during its engagement process. In February 2016, the EHNP Steering Committee submitted its report to the City for review and to help inform the City's planning efforts within East Harlem. DCP's Neighborhood Study, using the work already completed by the Steering Committee and the Community Board as a baseline, has engaged in extensive coordination with interagency partners to identify actionable priorities in the Plan.

The Proposed Actions evolved fromare a component of DCP's East Harlem Neighborhood Study (the "Neighborhood Study"), a comprehensive, community focused study aimed at identifying opportunities for the creation of new mixed income housing and the preservation of existing affordable units consistent with Mayor de Blasio's housing plan, *Housing New York: A*

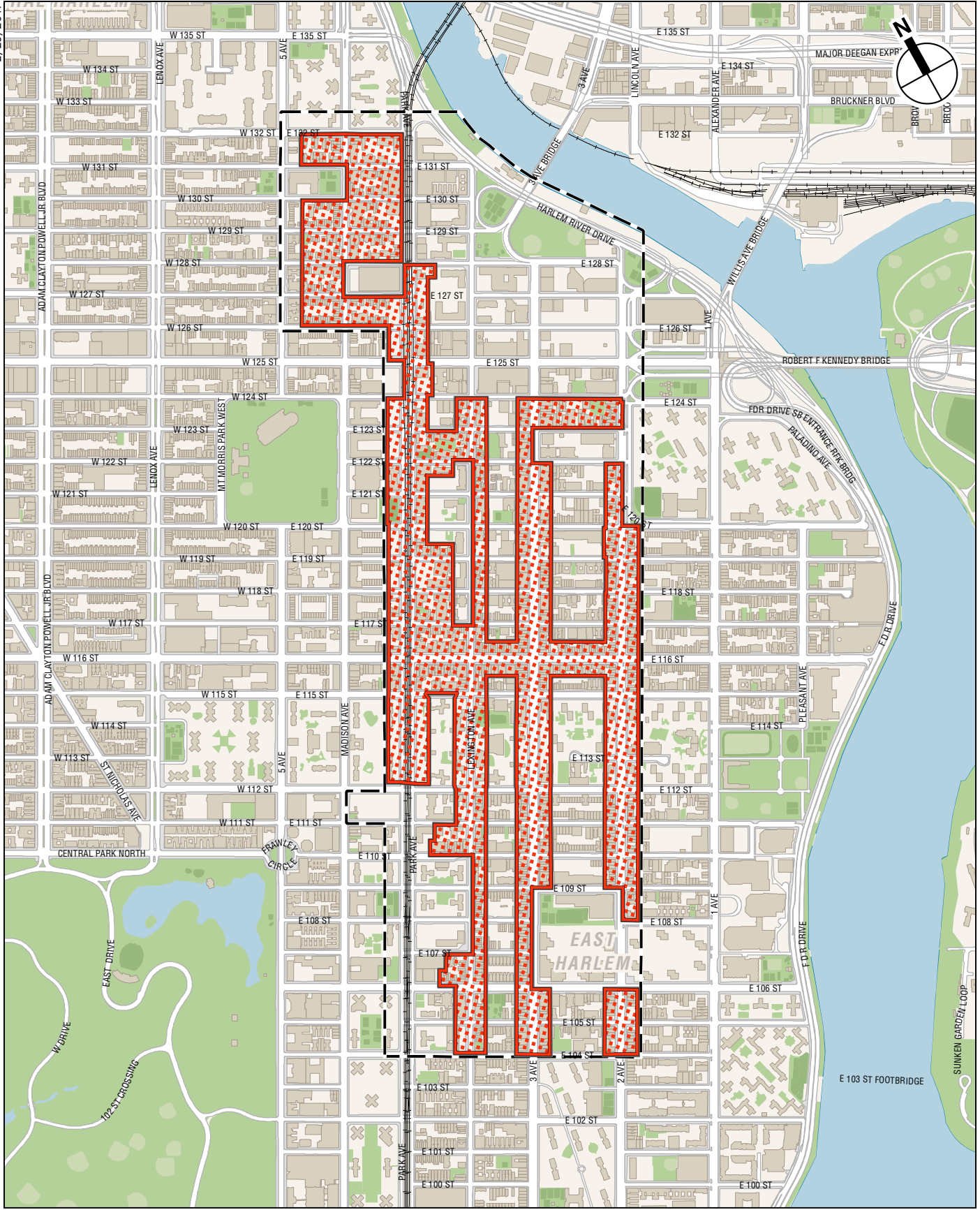


 Project Area
 Neighborhood Study Area

0 1,000 FEET


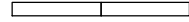
EAST HARLEM REZONING

Project Location - Aerial View
Figure 1



 Project Area
 Neighborhood Study Area

0 1,000 FEET



EAST HARLEM REZONING

Project Location
Figure 2

~~Five Borough, Ten Year Plan. Further, in conjunction with other City agencies, the Neighborhood Study will also identify complementary initiatives to address key infrastructure, economic development, workforce, and community wellness issues. The Neighborhood Study also builds upon the land use and zoning recommendations provided by the EHNP Steering Committee, a group convened by Speaker of the New York City Council Melissa Mark Viverito to engage the community and local stakeholders in a holistic, community based planning approach. The EHNP Steering Committee is comprised of local East Harlem organizations, the Manhattan Borough President's Office, and Community Board 11 leadership. Through a series of meetings on various neighborhood topics ranging from open space to zoning and land use, the Steering Committee produced the EHNP that provided document, which included 232 recommendations for addressing key neighborhood concerns raised during its engagement process. In February 2016, the EHNP Steering Committee submitted its Plan to the City for review and to help inform the City's planning efforts within East Harlem. DCP's Neighborhood Study, using the work already completed by the Steering Committee and the Community Board as a baseline, has coordinated with interagency partners to identify actionable priorities in the Plan.~~

The Proposed Actions reflect DCP's on-going engagement with Community Board 11, the Steering Committee, DCP's interagency partners, and local elected officials to achieve the following land use objectives:

- Create opportunities for requiring permanently affordable housing to ensure that the neighborhood continues to serve diverse housing needs;
- Modify the existing zoning, where appropriate~~needed~~, to preserve the built neighborhood character;
- Create opportunities for economic development while preserving the vitality of ~~the~~ existing commercial and manufacturing uses;
- Establish a Special District that ~~improves the pedestrian experience and~~ establishes urban design controls that balance new development in response to existing neighborhood context and scale and improves pedestrian experience; and
- Ensure a successful neighborhood plan by establishing a planning framework that is inclusive of the relevant capital infrastructure needs and services to support current demand and future growth.

An overview of the Project Area, the purpose and need for the Proposed Actions, and the specific components of the Proposed Actions are discussed below in Sections C through F. The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with DCP acting on behalf of the CPC as the lead agency. The environmental analyses in the EIS ~~will assume~~ a development period of 10 years for the ~~Reasonable Worst-Case Development Scenario (RWCDs)~~ for the Proposed Actions (i.e., an analysis year of 2027). DCP ~~will~~ has conducted a coordinated review of the Proposed Actions with involved and interested agencies.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions encompass discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and CEQR process. The discretionary actions include the following (see Appendix A-1):

East Harlem Rezoning

- **Zoning map amendment.** The proposed rezoning would replace all or portions of existing R7-2, C8-3, M1-2, M1-4, C4-4, C4-4D, R8A, R7A, and C6-3 districts within the rezoning area with M1-6/R9, M1-6/R10, C4-6, C6-4, R10, R9, R7A, R7B, and R7D districts. ~~Also~~In addition, the proposed rezoning would replace or eliminate portions of existing C1-4, C2-4, and C1-5 overlays with C1-5 or C2-5 overlays and establish new C1-5 overlays. The proposed rezoning action would also amend the Zoning Map to include the boundaries of the Special East Harlem Corridors District (EHC) along major thoroughfares within the rezoning area, as well as modified boundaries of the Special Transit Land Use District (TA).
- **Zoning text amendments.** The ~~proposed actions~~Proposed Actions include amendments to the text of the City's Zoning Resolution to:
 - Establish the EHC Special District along major corridors within the rezoning area including Park Avenue, Lexington Avenue, Third Avenue, Second Avenue, and East 116th Street corridors to establish special use, bulk, ground-floor design and parking regulations;
 - Create a new special permit that would allow for related to the development, conversion, or enlargement of hotels within the proposed EHC Special District;
 - Modify a portion existing provisions of the Special 125th Special District applicable to the portion of the special district located at the intersection of East 125th Street and Park Avenue to implement new special use, bulk, ground-floor design, and parking regulations;
 - Modify the boundaries of the TA District to reflect the current plans of the Metropolitan Transportation Authority (MTA) for prospective Second Avenue Subway locations accommodate ancillary support facilities for the future phase of the Second Avenue Subway, and introduce bulk modifications to facilitate the inclusion of necessary transportation-related facilities in new developments within Special District boundaries; and
 - Amend Appendix F of the Zoning Resolution to apply the Mandatory Inclusionary Housing (MIH) program to portions of the proposed rezoning area, including areas where zoning changes would promote new housing.
- **Urban Renewal Plan (URP) amendments.** The Proposed Actions include amendments to the ~~Millbank~~Milbank Frawley Circle-East and ~~Harlem~~East Harlem ~~URPs~~URP; to make the ~~URPs~~URP compatible as warranted with the above zoning actions (see Appendix A-2).
 - Remove the supplementary setback control on Sites along Park Avenue between East 110th Street and East 123rd Street.
 - Change the designated land use of Site 9 from 'residential/public and semi-public' to 'residential.'
 - Change the designated land use of Site 25A from 'residential, residential/commercial, and commercial/semi-public' to 'residential.'
- **Determination of consistency with the Waterfront Revitalization Program (WRP).** Portions of the rezoning area are within the Coastal Zone and will require review by the CPC, in its capacity as the City Coastal Commission (CCC), to determine if they are consistent with the relevant WRP policies.

HPD may provide construction funding in the future through any of its several financing programs intended to facilitate the development of new affordable housing and the preservation

of existing affordable units. In addition, the New York City Housing Development Corporation (HDC) may decide to fund construction of new affordable multi-family apartment buildings and the rehabilitation of existing multi-family apartment buildings.

As part of a separate action, the City is proposing a series of land use actions to facilitate the creation of a substantial amount affordable housing related to an HPD project adjacent to the Project Area that involves the development of an entire city block bounded by East 111th Street, East 112th Street, Park, and Madison Avenues (~~the “East 111th Street” site~~). Sendero Verde Site). The land use actions necessary to facilitate the development of the East 111th Street site, which Sendero Verde Site, are described under “Actions to Support the Sendero Verde Development Alternative” in Section F, “Description of the Proposed Actions,” and are expected to be under public review concurrent with the Proposed Actions.

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) AND SCOPING

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) that examined the Proposed Actions was completed on November 9, 2016 and a Positive Declaration, issued on November 10, 2016, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows elected and appointed officials, governmental officials, other agencies, and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. Therefore, in accordance with City and State environmental review regulations, the Draft Scope of Work to prepare the EIS was issued on November 10, 2016. The public, interested agencies, Manhattan Community Board 11, and elected officials ~~are~~were invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting held on December 15, 2016 at the Silberman School of Social Work at Hunter College, 2180 Third Avenue, New York, New York 10035. The public meeting ~~will~~was held in two sessions, with the first session ~~starting~~beginning at 2:00 PM and the second ~~starting~~beginning at 6:00 PM. Comments received during the Draft Scope’s public meeting and written comments received up to ~~twenty days after the meeting (until 5:00 PM on January 46, 2017), will~~be considered and incorporated as appropriate into the Final Scope of Work (Final Scope). The lead agency ~~will~~oversee the preparation of the Final Scope, which ~~will~~incorporates all relevant comments made during the scoping process and to include any other necessary changes to the scope of work for the EIS. Appendix A includes responses to comments made on the Draft Scope of Work. The written comments received are included in Appendix B. on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during public review of the scope. The Draft EIS (DEIS) will ~~then~~ be prepared in accordance with the Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications 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 respond to all substantive comments made

on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision-makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND TO THE PROPOSED ACTIONS

COMMUNITY ENGAGEMENT AND INTERAGENCY PARTICIPATION

EAST HARLEM NEIGHBORHOOD PLAN

In May 2014, Mayor de Blasio released *Housing New York*, the Administration's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments that together would foster a more equitable and livable New York City through an extensive community engagement process. *Housing New York* calls for 15 neighborhood studies to be undertaken in communities across the five boroughs that are aimed at offering opportunities for new affordable housing. ~~Recognizing~~In 2015, after recognizing East Harlem's neighborhood assets and its position as an area of opportunity, ~~in 2015~~ the Mayor announced East Harlem as one of the neighborhoods included in an effort to increase affordable housing opportunities as well as to address other neighborhood-wide needs. In response, City Council Speaker Melissa Mark-Viverito announced the creation of the EHNP Steering Committee, which is comprised of local community stakeholders charged with engaging the community in identifying community needs.

Structured around ~~With the help of~~ 12 subgroups focused on neighborhood themes ranging from open space to zoning and land use, the main objective of the Steering Committee process was to create a neighborhood plan that could inform the City's efforts. As a result, the Committee produced a plan that provided 232 recommendations for addressing key neighborhood concerns raised during the community engagement process. In February 2016, the EHNP Steering Committee submitted their East Harlem Neighborhood Plan to the City for review and to help inform planning efforts in East Harlem.

PROJECT AREA HISTORY

The Lenni Lenape and Munsee Delaware groups were the first to inhabit the area now known as Harlem, which was part of a fertile farming plain stretching from the Hudson to the East Rivers with several hundred inhabitants. The area that is today known as East Harlem contained farming plots where corn, beans, squash, and other crops were grown, as well as a seasonally occupied village near where 125th Street today meets the Harlem River.

Beginning in the 17th century, Dutch settlers drawn by the grandiose advertising of the Dutch West India Company began to settle in Lower Manhattan, with some intrepid attempts to range farther north into the Harlem area, then known as Muscoota. Eventually, several large plantations owned by Dutch settlers occupied much of the former Lenape and Delaware lands in Harlem, although these were abandoned and rebuilt at various points as conflicts with the native peoples flared and cooled. The administration of Peter Stuyvesant established the farming community of Nieuw Haarlem in 1658, with a town center near what is now 121st Street, east of Lexington Avenue, and 25-acre plots of farmland granted to settlers willing to move uptown.

Dutch rule was short-lived and the British seized New Amsterdam in 1664, renaming Nieuw Haarlem as Lancaster. The new name never stuck, however, and the area continued to be known as simply Harlem from that point forward. A small but thriving village grew in the area of East

Harlem, which contained several inns and a ferry terminal at East 126th Street that connected Harlem with lower Manhattan and Spuyten Duyvil. The area included several small settlements of free and enslaved Africans, who provided much of the labor force for the village and were interred in a burial ground located at East 126th Street. During the Revolutionary War, portions of Harlem served as an important American military encampment before the village was burned to the ground by the British.

Growth in the area was limited in the post-Revolutionary period until the watershed development in the 1830s of the New York and Harlem Railroad along what would become Park Avenue. The completion of the railroad brought Harlem within commuting distance of Lower Manhattan and enabled residents from the crowded tenements in Lower Manhattan to relocate uptown. Distinct from the wealthier rowhouse precincts of West Harlem and the industrial area of Manhattanville, East Harlem was primarily occupied by poorer residents who resided in a shantytown of small shacks. Among the first residents to settle in East Harlem were German Jewish and Irish immigrants with a significant African-American community growing over time. By the late 1800s, however, Italian immigrant families became the dominant ethnic community in East Harlem, ~~moving into densely packed tenements that~~ which eclipsed the Lower East Side in population and eventually ~~forming~~ formed the largest Italian community in the nation.

In the 40 years between 1870 and 1910, approximately 65,000 tenement apartments were built in East Harlem, and the neighborhood became segregated into distinct areas divided by ethnicity that found themselves not infrequently in conflict. As East Harlem became more accessible with the completion of the subway and more housing was constructed, more ethnic groups from the Lower East Side began to populate the area.

During the same period, African-Americans—including migrants from the American South as well as West Indian transplants—began to displace the European immigrants and their descendants, eventually leading to East Harlem becoming the City's second-largest black community by the late 1800s. Puerto Ricans also began to arrive in large numbers during the early decades of the 20th century, joined by immigrants from the Dominican Republic and Cuba, eventually leading to a portion of the neighborhood populated by these newcomers to be called "Spanish Harlem." Given the opportunities in the dress and textile industries, as well as institutionalized racism that prevented their settling in other areas of the City, East Harlem became the natural destination for these newly arriving immigrants looking for employment opportunities. By the 1950s, East Harlem was predominantly African-American and Latino.

The arrival of the black and Latino communities changed the dynamics of the community as stores and markets changed to meet the needs of these newcomers, and both groups ignited wide-reaching cultural and political movements that are still felt to this day. As early as the 1930s, East 116th Street was crowded with stores, restaurants, and music shops reflecting the thriving Puerto Rican culture. A pushcart market under the Park Avenue viaduct between East 111th and East 116th Streets dates back to the 1920s; in the 1930s, Mayor Fiorello LaGuardia enclosed and equipped it with sheds where it has since evolved into the La Marqueta marketplace.

However, as the population increased and the Great Depression and subsequent economic shifts away from manufacturing took their toll on East Harlem's residents, the area began to experience economic decline, which had a devastating effect on housing stock and social stability. Even as the old tenement buildings deteriorated, more and more newcomers crammed into them.

East Harlem Rezoning

In response to East Harlem's growing population and the deteriorating conditions of its tenements, the City, with the assistance of the federal government, used urban renewal programs and funds to create new housing. The federal slum clearance program, as outlined in the Federal Housing Act of 1937, was used to raze dilapidated buildings in East Harlem. Starting in 1938, the New York City Housing Authority (NYCHA) began razing existing tenement buildings and replaced approximately 171 acres with modern high-rise housing projects over the ensuing 20 years.

The population grew after World War II to a peak of 210,000 in the 1950s, a density of 142,000 people per square mile. The push for slum clearance accelerated and public housing projects began replacing many of the old tenement buildings. However, the need for the large tracts of vacant land to construct such housing resulted in the demolition of rowhouses, brownstones, clubs and meeting places, small businesses, and neighborhood centers. Low-rise buildings were also replaced by massive high-rise developments, and by 1967, 15,657 units were built, primarily in high-rise buildings. Despite the "greenbelt" of open space created by this new housing typology, these housing projects cut across old neighborhoods and communities and created physical barriers in the street grid.

In 1967, Mayor John Lindsay formalized the need for community input to the planning process by creating community planning boards, building upon a process that had started earlier under then Manhattan Borough President Robert F. Wagner, Jr. Through this geographic subdivision of the City, the southern portion of the neighborhood, by then known as El Barrio (Spanish Harlem), was merged with the predominantly African-American northern section to form Manhattan Community Board 11, or "East Harlem."

Also included in East Harlem were Randall's and Wards Islands in the East River, which are located opposite the stretch from East 103rd to East 125th Streets. During the 19th century, these islands were used mainly for garbage disposal, cemeteries, and poorhouses. Wards Island was also used to process immigrants until the operation was transferred to Ellis Island at the end of the 19th century. The islands also became known for their hospitals. The earliest was built in 1843, followed by the Manhattan State Hospital in 1890 and by two 10-story buildings in 1918, which served as a military hospital.

During the 1930s, the islands became accessible with the completion of the Triborough Bridge and shortly after, then Parks Commissioner, Robert Moses set about developing them into recreational parkland. Commissioner Moses connected the islands by landfilling, thereby adding 46 acres. Facilities that were also created included the 22,000-seat Downing Stadium, athletic fields, and a parking lot for 4,000 vehicles. In 1951, the area became further accessible from East Harlem via a footbridge at East 103rd Street to Wards Island, where a park and ~~ball~~ ballfields were developed.

PROJECT AREA

The Proposed Actions would affect a ~~9596~~-block area of Manhattan Community District 11, extending from East 104th Street to the south to East 132nd Street to the north, generally between Fifth and Second Avenues (see **Figure 1**). The area is defined by a series of north-south corridors, with 125th Street dividing the north and central sections and East 116th Street dividing the central and southern sections. Major corridors and areas of the neighborhood are described below.

NORTH OF 125TH STREET

The project area north of East 125th Street extends along portions of both sides of Park Avenue extending west to the midblock between Madison and Fifth avenues and is comprised of ~~mixed~~ mix of land uses, ranging from residential, commercial, automotive-oriented uses, manufacturing uses, and parking. The area west of Park Avenue between East 125th and East 132nd Streets is characterized by well-maintained ~~3~~three- to ~~4~~four-story brownstones on the mid-blocks and ~~5~~five- to ~~7~~seven-story mid-rise buildings on the avenue. The surrounding area is predominantly residential with a few ground-floor retail uses along portions of Madison Avenue.

The northern portion of Park Avenue has a different neighborhood character from that found along Madison Avenue. The MTA Metro-North Railroad viaduct is a dominant structure along Park Avenue and the area beneath the structure provides both area for public parking as well as at grade as well as and parking for vehicles owned by the Department of Sanitation (DSNY) facilities at grade. The predominant uses in this area are automotive-oriented uses and manufacturing. Along the west side of Park Avenue there are residential and commercial uses as well as a structures and surface parking, a gas station, and a large storage facility with office space and community facility uses on the ground floor. The east side of Park Avenue is characterized by manufacturing uses and parking. DSNY leases a large parking facility on the east side of the avenue, and Consolidated Edison has a substation, which is also on the east side of the avenue. There are also community facility, institutional, and parking uses along the east side. Although residential uses are only zoned in the most northern portion of Park Avenue, there are residential uses along the west side of Park Avenue in non-residential districts that predate the 1961 Zoning Resolution.

EAST 125TH STREET AND PARK AVENUE

The area surrounding the intersection of East 125th Street and Park Avenue represents the meeting of two critical neighborhood corridors that connect the northern portion of Park Avenue to the mid-section of East 125th Street. In 2008, this portion of East Harlem was rezoned; however, there were maximum height and setback rules embedded in the zoning that limited building heights. The southwestern corner was mapped with a higher density zoning to accommodate a known development at the time of the rezoning. The northwestern corner of 125th Street ~~was modified with the~~ is occupied by the prominent and historic Corn Exchange Building. This building, originally known as the Mount Morris Bank, had been a mixed-use building with retail, office, and residential uses, however, the building fell into disrepair after the 1970s. In recent years it was restored, offering new opportunities for retail and office space. The northeast corner is occupied by a 12-story building that is used as office space with ground-floor retail, and the southeast corner is occupied by a number of smaller ~~by a number of smaller~~ buildings with ground-floor retail space with residential use above.

In additional to the retail and office uses located at this commercial node, the elevated Harlem-125th Street Metro-North Railroad station is located on the northern portion of the intersection at East 125th Street and Park Avenue and is a major regional transit node. The current station was built in 1897, and regional rail service provides connections to Grand Central Terminal to the south and to the Bronx, Westchester County, and Connecticut to the north. The southern portion of the block is occupied by a non-functioning comfort station, which has not been used in a number of years. In 2013, a New York City Department of Transportation (DOT) Plaza program reactivated the space in front of the comfort station as a public plaza.

East Harlem Rezoning

BETWEEN EAST 125TH AND EAST 116TH STREETS

The project area between East 125th and East 116th streets includes portions of This portion of Park, Lexington, Third, and Second Avenues stretches from East 124th to East 115th Streets. This segment of Park Avenue is characterized by the elevated Metro-North Railroad viaduct structure, flanked by residential, institutional, and manufacturing uses with surface parking, including public and institutional parking, some of which are located beneath the viaduct. The west side of Park Avenue is mainly characterized by a number of parking lots and institutional uses with few residential uses located in the southern portion of this area. As the result of t[The Millbank Milbank Frawley Circle-East and Harlem East Harlem-URP, residential development was prohibited- prohibits residential development within 100 feet of the western side of the Metro-North viaduct on the western side. The east side of Park Avenue, roughly from East 123rd Street to 119th Street, is characterized by active manufacturing uses while the southern portion on both sides of the avenue is primarily residential with few commercial uses. As a result Because of the number of parking lots fronting onto Park Avenue and the disconnected and limited amount of commercial space, Park Avenue has very limited pedestrian activity and is mainly used as an east west connector crossed by those moving in easterly or westerly directions on the numbered streets and beneath the Metro-North viaduct structure.

Lexington Avenue, while being narrower in width than other East Harlem avenues, is a major north-south corridor in East Harlem. The subway operates along Lexington Avenue with stations at East 103rd, East 110th, East 116th, and East 125th Streets. Express service is also provided at the East 125th Street station. Lexington Avenue is characterized by mixed-use buildings with residential and ground-floor retail space. South of East 115th Street, the The residential character of Lexington Avenue is predominately tenement-style buildings ranging in height from four to six stories. This building form changes between East 118th and 122nd Streets, where tower-in-the-park buildings are located on the west side of Lexington Avenue with heights ranging from 11 to 32 stories. Between East 115th and East 112th Streets, the building heights are typical of the tower-in-the-park building typology with 14-story buildings located on both sides of Lexington Avenue. The midblocks between Lexington and Park Avenues are predominantly residential in character with some community facility uses. The residential buildings range in height from five to seven stories and the community facility uses include churches and schools. Some of the midblocks contain open spaces that are accessory to the residential towers along Lexington Avenue. There are no commercial uses between Park and Lexington Avenues except along East 116th and 124th Streets, where commercial overlays are currently mapped.

Third Avenue is an extraordinarily wide street at 100 feet in width and, unlike Park Avenue, has greater pedestrian activity with active local retail uses. Although a 2003 East Harlem Rezoning did not result in many new residential developments occupyingutilizing the higher density envelopes, the corridor remains an active commercial destination for local residents. However, the lack of development has resulted in the underutilization of many sites and buildings with vacant upper stories along Third Avenue. SomeSeveral buildings along Third Avenue have upper stories that are sealed off and/or used as storage. Although a few recent developments have resulted in building envelopes that reflect the existing zoning, most buildings along Third Avenue have very few residential units and/or are occupied by one-story commercial uses. Taino Towers, located at East 122nd and East 123rd Streets between Third and Second Avenues, is one of largest residential developments in East Harlem. Built in 1979 with federal assistance, Taino Towers includes four 35-story residential towers with 656 units atop a four-story commercial

base. Portions of the Robert Wagner Houses, a NYCHA development, are located on a superblock along Second Avenue between East 120th and East 124th Streets.

The remainder portion of the Project Area along Second Avenue extends from East 108th to East 122nd Street, which is primarily characterized by tenement-type buildings with ground-floor retail. Newly constructed developments along Second Avenue are typically seven-story or higher apartment buildings with elevators (e.g. 2147 Second Avenue and 2167 Second Avenue). The Jefferson Cartier School (P.S. 102) is located at East 113th Street, within the President Thomas Jefferson NYCHA complex.

EAST 116TH STREET

East 116th Street is one of the major commercial corridors in East Harlem and a major east–west connector ~~connecting between~~ East Harlem ~~to and~~ Central Harlem. This corridor is the center of the El Barrio/Spanish Harlem Neighborhood and provides a variety of local retail uses that cater to Latino residents. The built form is characterized by four- to seven-story tenement-style residential buildings with ground-floor retail. At Park Avenue and East 116th Street is La Marqueta, a retail space originally created as the Park Avenue Retail Market under Mayor LaGuardia. This underutilized market space was once a thriving market where as many as 500 local vendors operated, selling ethnic food for the Caribbean and Latino diaspora. However, the limited pedestrian traffic and commercial uses along Park Avenue have affected the vitality of the La Marqueta space. Two important nodes along East 116th Street are at Lexington Avenue, where the local subway line is located, and Third Avenue, which connects 116th Street to the Third Avenue commercial corridor.

BETWEEN EAST 104TH STREET AND EAST 116TH STREET

The project area between East 104th and East 116th streets includes portions of Park, Lexington, Third, and Second Avenues. Much of Park Avenue within this area is typified by large, tower-in-the-park NYCHA developments. The Lehman and Carver houses are located on the west side of Park Avenue between East 104th and 110th Streets. The Metro-North Railroad viaduct transitions at East 110th Street from an open steel to a solid stone structure. The stone viaduct allows pedestrians to cross at each intersection; however, the pedestrian conditions along and underneath the viaduct require improvements to enhance safety and create a more welcoming walking environment. The east side of Park Avenue is characterized by a mix of uses ranging from public housing, commercial uses, ~~and to,~~ community gardens.

This section of Lexington Avenue has a neighborhood character that is similar to that of the northern part of Lexington Avenue, with mixed-use residential and commercial buildings. With the exception of the 18-story NYCHA buildings on the west side of Lexington Avenue, the building heights step down to a range of between four and eight stories.

The conditions along Third Avenue south of East 116th Street are similar to those above 115th Street. Despite the 2003 East Harlem Rezoning, which increased the residential density, much of the area is still characterized by four- to seven-story tenement-style buildings with ground-floor retail. Although the area is residentially zoned, there are a number of properties where the upper stories are vacant and ground-floor retail is the only use. Franklin Plaza Co-op Houses is the largest residential development in this area. Created in 1960, it is a multi-family development with fourteen 20-story buildings along segments of Third and Second Avenues.

Second Avenue, similar to Third Avenue, is characterized by four- to seven-story residential buildings and ground-floor retail. However, there has been some new residential development on small lots with buildings as tall as 10 stories.

D. EXISTING ZONING

East Harlem in Community District 11 is comprised of approximately 2.4 square miles in Upper Manhattan. The portions of the Community District not affected by the Proposed Actions are generally east of Second Avenue, west of Park Avenue, south of East 104th Street, and Randall's and Wards Islands.

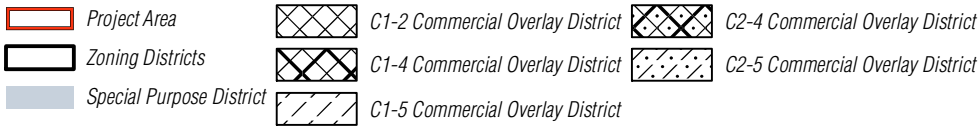
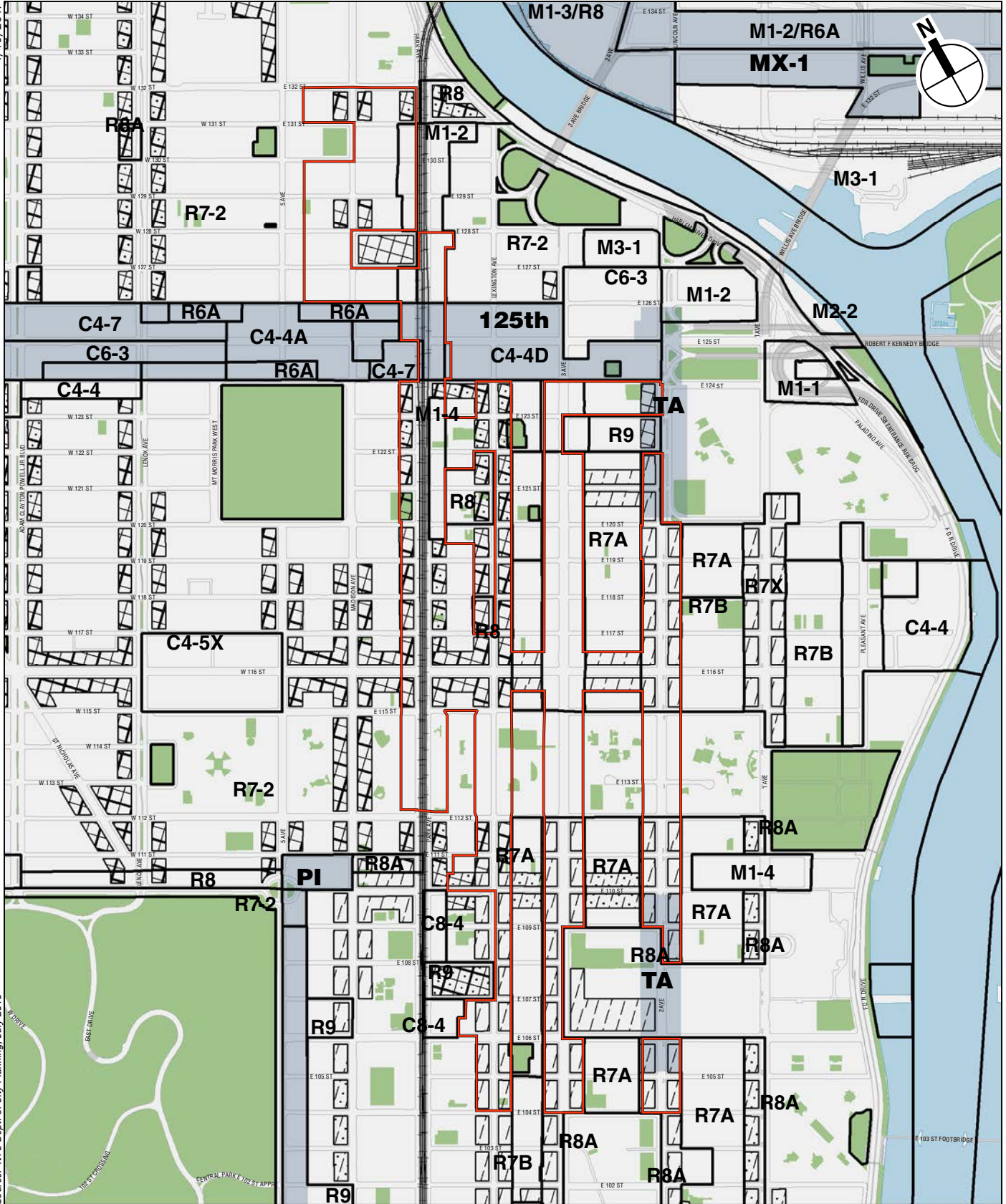
Much of the current zoning has remained unchanged since the 1961 Zoning Resolution was established, with the exception of three zoning map amendments adopted over the last 13 years. The East Harlem Rezoning, adopted in 2003, changed most of the mapped R7-2 and C4-4 districts to contextual districts in an effort to facilitate additional residential and commercial opportunities. The 2003 rezoning boundaries were from East 96th to 124th Streets and east of Lexington Avenue. The 125th Street Rezoning, which rezoned portions of East Harlem, was adopted in 2008, and mapped the 125th Street corridor as a special district from Broadway to Second Avenue between 124th and 126th Streets. The East 125th Street rezoning, also in 2008, rezoned the block bounded by East 125th and East 126th Streets and Second and Third Avenues to C6-3 to facilitate the development of a mixed-use project, including residential, commercial, entertainment, and community facility uses.

Existing zoning districts are shown in **Figure 3** and discussed below.

M1-2 & M1-4

M1 districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the City's Zoning Resolution (ZR). An M1-2 district is located in the northern portion of the Project Area. The M1-2 district mapped on the east side of Park Avenue between East 128th and East 131st Streets allows manufacturing and commercial uses at a maximum FAR of 2.0 and community facility uses at a maximum FAR of 4.80. M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 60 feet in M1-2 districts. M1-2 districts are subject to parking requirements based on the type of use and size of an establishment. ~~M1 districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the Zoning Resolution (ZR).~~

~~M1-4 is a light manufacturing district mapped in the Mid-East Harlem portion of the district. The M1-4 is mapped on the east side of Park Avenue, roughly between East 124th and East 119th Streets, and allows 6.5 FAR for community facility uses and 2.0 FAR for commercial and manufacturing uses. Residential uses and community facility uses with sleeping accommodations are not permitted in M1 districts, but commercial uses and a wide range of light manufacturing, warehousing, and auto service uses are permitted. Many commercial uses are restricted to 10,000 square feet in M1-4 districts.~~



0 1,000 FEET

EAST HARLEM REZONING

Existing Zoning
Figure 3

Existing land uses within the M1-2 and M1-4 districts include warehouses/storage for light industrial uses, auto-related businesses such as garages and surface parking, wholesale market office, flooring business, a moving facility and vacant or underutilized land.

C8-3

There are two C8-3 districts mapped in the northern portion of the Project Area along the west side of Park Avenue between East 126th and East 127th Streets and between East 128th and East 131st Streets. C8-3 districts are designed for heavy commercial uses, such as auto service, sales, and repairs. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. C8 districts have a base height limit, above which a structure must fit with a sloping sky exposure plane; this base height is 60 feet in C8-3 districts, and typically produces low-rise, one-story structures. C8-3 districts also permit community facility uses at a maximum FAR of 6.5. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community facilities, self-storage facilities, hotels and amusements, such as theatres are also permitted. No new residential uses are permitted.

Existing land uses within the C8 districts include gas stations, car sales lots, auto-repair shops, small local retail shops mixed with grandfathered residential uses above the ground floor ~~and~~ storage and office space.

C6-3

The C6-3 district is mapped along ~~portions~~ a portion of Park Avenue within the Special 125th Street District. The C6-3 district, outside of the Core Subdistrict of the Special 125th Street District ~~of the Core Subdistrict~~, allows a maximum residential and commercial FAR of 6.0 (8.0 with Voluntary Inclusionary Housing or Visual or Performing Arts Bonus) and community facility FAR of 6.0. As included in the Special 125th Street District provisions, there are special height and setback regulations pertaining to the C6-3 district. The minimum and maximum base height of the streetwall is 60 to 85 feet and the maximum building height is 160 feet. Regarding streetwall location, all portions of buildings or other structures that exceed a height of 85 feet in the C6-3 district shall be set back at least 15 feet from the street line. Additionally, the maximum length of any story located above a height of 85 feet shall not exceed 150 feet.

R7-2

~~The~~ R7-2 districts ~~is~~ are currently mapped on approximately 39 full or partial blocks along the Park Avenue corridor, on portions of the mid-blocks between Park and Lexington Avenues, and between Madison and Park Avenues from East 126th and East 132nd Streets. R7-2 districts are medium-density residential districts that permit a maximum FAR of ~~3.44~~ 4.0 for residential uses on wide streets (an FAR of 3.44 is allowed along narrow streets) and 6.5 for community facility uses. Commercial overlays mapped in this district ~~permits~~ permit a maximum allowable FAR of 2.0. The R7-2 district regulations encourage residential towers on large lots and allow new development that could be out of scale or that could conflict with the context of certain portions of the neighborhood. R7-2 districts do not have provisions for new buildings to line up with adjacent buildings, allowing new development to break the continuity of the streetwall.

However, the optional Quality Housing Program ~~includes~~ is available in R7-2 districts, with height, setback, and bulk regulations designed to produce a building form that is consistent with the contextual characteristic of the neighborhood. The Quality Housing Program permits a slightly denser development in exchange for height limits and consistent streetwalls. In R7-2

East Harlem Rezoning

districts on narrow streets (less than 75 feet wide), the Quality Housing Program allows 3.44 residential FAR with a maximum base height of 60 feet and maximum building height of 75 feet. On wide streets, the Quality Housing Program allows buildings up to 4.0 residential FAR with a maximum base height of 65 feet and a maximum building height of 85 feet.

Parking is required for 50 percent of the residential units but may be waived or reduced.

The existing land uses in these areas include parking lots, multi-family residences and community facilities, and vacant land and community gardens.

R8A

The R8A district is mapped mostly in the southern portion of Third Avenue between East 112th and East 104th Streets and along entire portion of Second Avenue within the Project Area (and is a result of the 2003 rezoning of East Harlem). However, an R8A district is mapped on the south side of East 111th Street between Park and Madison Avenues. In R8A districts, the contextual Quality Housing Program bulk regulations are mandatory. These regulations typically result in high lot coverage 10- to 12-story apartment buildings set at or near the street line. Limitations on the base height and maximum building height of new buildings ensure compatibility with existing buildings on the street. R8A districts allow a maximum residential floor area of 6.02 and maximum community facility FAR of 6.5. Commercial overlays mapped in this district allow a maximum FAR of 2.0. The maximum allowable building height is 120 feet (125 feet with a qualifying ground-floor use) and minimum and maximum base height between 60 ~~to 85~~ and 85 feet.

R7A

The R7A district is mapped along East 116th Street, east of Lexington Avenue (and is a result of the 2003 rezoning of East Harlem). In R7A districts, the contextual Quality Housing Program bulk regulations are mandatory. These regulations typically result in high lot coverage buildings up to 80 feet in height. Limitations on the base height and maximum building height of new buildings ensure compatibility with existing buildings on the street. R7A districts allow a maximum residential and community facility floor area ratio of 4.0. Commercial overlays mapped in this district allow a maximum FAR of 2.0. The maximum allowable building height is 80 feet (85 feet with a qualifying ground-floor use) and minimum and maximum base height between 40 and 75 feet.

C4-4 AND C4-4D

There is one C4-4 district mapped on the west side of Third Avenue between East 122nd and 123rd Streets and on both sides of Third Avenue between East 123rd and East 124th Streets. C4-4 districts are intended for larger stores serving an area wider than the immediate neighborhood. Commercial uses in C4-4 districts have a maximum FAR of 3.4. Residential and community facility uses in C4-4 districts must comply with the R7-2 bulk requirements; the maximum residential FAR is 3.44 under the standard R7-2 height factor regulations, or 4.0 on wide streets under the Quality Housing Program. The maximum FAR for community facility uses is 6.5. One off-street parking space per 1,000 feet of commercial floor area is required; however, parking is waived if the retail use requires less than 40 parking spaces.

A C4-4D district is mapped along the entire portion of Third Avenue from East 115th Street to East 122nd Street. The C4-4D district allows the same range and density of commercial uses as the C4-4 but has a greater residential density. The C4-4D must comply with the R8A bulk requirements; the maximum residential FAR is 6.02 and the community facility FAR is 6.5.

Similar to the C4-4 district, the maximum commercial FAR is 3.4. Building and streetwall heights must comply with the R8A bulk regulations.

C1-9

The C1-9 district is a commercial district that is predominantly residential in character. These commercial districts are mapped along major thoroughfares in medium and higher-density areas. The C1-9 has a maximum commercial FAR ~~is of~~ 2.0 and a maximum residential and community FAR of 10.

The C1-9 district in East Harlem is mapped on the westernmost portion of a city block bounded by Third and Second Avenues between East 122nd and East 123rd Streets. The district was designated to accommodate the Taino Towers, a federally funded residential complex with four 35-story towers atop a four-story commercial base.

COMMERCIAL OVERLAYS

Commercial district overlays permitting local commercial retail uses are mapped along Park, Lexington, Third, and Second Avenues, as well as along much of East 116th Street.

C1-2, C1-4 & AND C1-5

There are C1-2, C1-4, and C1-5 commercial overlays mapped throughout the Project Area and along the corridors within the Special District. Residential, community facility, and specific commercial uses are permitted within these commercial overlays. C1 districts facilitate local shopping that serves the immediate surrounding residences (Use Group 6). Commercial buildings in C1 overlays have a maximum permitted FAR of 2.0. Otherwise, residential, mixed residential/commercial, and community facility uses in C1 commercial overlays are regulated by the bulk regulations of the underlying residential districts. In addition, commercial uses in mixed commercial and residential buildings in these districts cannot be located above the ~~first~~second floor. Often mapped only in high-density residential areas, C1-4 districts typically require one parking space per 1,000 square feet of commercial use, whereas C1-5 districts do not require parking accessory to commercial use. C1-2 districts are typically mapped in a low-density area and require one parking space per 300 square feet of commercial floor area.

C2-4 AND C2-5

C2-4 and C2-5 commercial overlays are mapped along select block frontages on Park and Lexington Avenues. The C2-4 ~~district is~~districts are mapped along portions of Park Avenue north of East 116th Street and along portions of Park and Lexington Avenues below East 112th Street. The C2-5 ~~district is~~districts are mapped in the southern portion of the Project Area along Third Avenue between East 104th and East 112th Streets. C2 commercial overlays are intended to provide local shopping needs, as well as meet broader shopping and service needs than daily activities typically require (Use Groups 6 through 9). Commercial buildings in C2 district overlays have a maximum permitted FAR of 2.0. Otherwise, residential, mixed residential/commercial, and community facility uses in C2 commercial district overlays are regulated by the bulk regulations of the underlying residential districts. C2-5 districts do not require parking accessory to commercial use, but C2-4 districts typically require one parking space per 1,000 square feet of commercial use.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

East Harlem is a transit-rich community with vibrant commercial corridors and an existing housing stock that is largely affordable. However, like many other neighborhoods throughout the City with similar assets, East Harlem is facing increasing pressure as new, market-rate development permitted under existing zoning holds the potential to ~~threaten~~ affect East Harlem's continued affordability and neighborhood character. The Neighborhood Study is the City's effort to leverage these community assets and preserve existing affordability while creating new opportunities for housing and economic development. The Proposed Actions were informed by and ~~builds off of~~ draw from the recommendations included in the EHNP, a community-based plan created by local stakeholders and residents.

DCP is proposing these land use actions in response to the recommendations identified in the EHNP and the Community Board's 11 East Harlem Land Use and Rezoning Initiative. DCP, in conjunction with other City agencies, developed a plan to achieve these goals through new zoning and other land use actions, expanded programs and services, and capital investments.

Under the current zoning in the neighborhood, much of which dates to the original zoning districts mapped in 1961, many of the recommendations highlighted in the Plan would not be implementable. New residential developments in key areas and along major corridors are not permitted due to the presence of manufacturing zoning districts. In areas where residential use is permitted, the existing zoning restricts new development to densities that limit the production of substantial amounts of housing, particularly affordable housing pursuant to the Mandatory Inclusionary Housing (MIH) provisions, which ~~limits~~ inhibits the potential of the major corridors from becoming vibrant pedestrian destinations.

The Proposed Actions seek to facilitate a vibrant, inclusive residential neighborhood with a wide variety of local and regional commercial activities, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors. Opportunities for new housing, including affordable housing, along key corridors, particularly Park, Third, and Second Avenues, would provide more housing choices for current and future residents. Modification of the zoning, as per the Proposed Actions, would unlock development opportunities and allow for a growing and diverse residential population. As a part of the Proposed Actions, a new special permit for hotel use would be established to ensure that new hotel development does not conflict with thriving residential districts or the creation of opportunities for requiring permanently-affordable housing. These actions would also facilitate the expansion of customer bases for existing and new businesses, such as grocery stores, pharmacies, and other services, which would help these businesses continue to flourish. The Proposed Actions also seek to reinforce and protect the existing character and context of the residential core by focusing new residential density along the major north-south corridors in the Project Area, and by introducing contextual residential districts on select mid-blocks.

Additionally, though not part of the Proposed Actions, DCP's East Harlem Neighborhood Study calls for strategic infrastructure investments to support anticipated development activity. These improvements and investments could include streetscape improvements along key corridors, and would be implemented separately from the Proposed Actions. While the Proposed Actions are a key component to facilitate the implementation of the City's overall Plan, they are not dependent on these additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the City's overall Plan for the neighborhood that are not yet known to a sufficient level of detail to include in the EIS analyses. The Proposed Actions reflect

DCP's on-going engagement with Community Board 11, the East Harlem Steering Committee, DCP's interagency partners, and local elected officials to achieve the following land use objectives:

- Create opportunities for requiring permanently affordable housing to ensure that the neighborhood continues to serve diverse housing needs;
- Modify the existing zoning, where needed, to preserve the built neighborhood character;
- Create opportunities for economic development while preserving the vitality of ~~the~~ existing commercial and manufacturing uses;
- Establish a Special District that improves the pedestrian experience and establishing urban design controls that balance new development in response to existing neighborhood context and scale; and
- Ensure a successful neighborhood plan by establishing a planning framework that is inclusive of the relevant capital infrastructure needs and services to support current demands and future growth.

CREATE OPPORTUNITIES FOR REQUIRING PERMANENTLY AFFORDABLE HOUSING AND PRESERVE EXISTING AFFORDABILITY TO ENSURE THAT THE NEIGHBORHOOD CONTINUES TO SERVE DIVERSE HOUSING NEEDS.

The Proposed Actions would promote the development of permanently affordable housing and facilitate mixed-income communities by requiring affordable housing units to be included in any new residential development, which is not required by zoning today.

As asking rents continue to increase and wages remain stagnant throughout the City, East Harlem, like other neighborhoods, is experiencing a shortage of available affordable housing. In East Harlem, more than 30 percent of the population is living in poverty, approximately 12 percent of the population is unemployed, and nearly 50 percent of households are rent burdened. These conditions have threatened the housing security of existing residents and affect the economic development potential of the neighborhood.

Park, Third, and Second Avenues present the greatest opportunity for the development of affordable housing. The width of the streets, access to transit, and the presence of a number of significant sites with potential for redevelopment provide these corridors with the capacity to support significant growth. Zoning changes to allow residential development at higher densities would enable the construction of affordable apartment buildings along these corridors and would expand the neighborhood's supply of affordable housing.

New multifamily housing in the vicinity of the Project Area has consisted of privately developed and publicly financed housing developments. The proposed MIH program would require that residential development include an affordable component, ensuring that new market-rate development would facilitate mixed-income communities. In addition, it is expected that a variety of City and State financing programs for affordable housing will continue to be available to help support the new development and preservation of affordable housing in the area.

MODIFY THE EXISTING ZONING, WHERE ~~NEEDED~~ APPROPRIATE, TO PRESERVE THE BUILT NEIGHBORHOOD CHARACTER.

East Harlem's rich cultural and social history has made it a community of choice for a number of immigrants, who are drawn to the cultural allure of this vibrant neighborhood. The northern portion of Project Area, bounded by East 126th and East 132nd Streets and Park and Madison

East Harlem Rezoning

Avenues, reflects the neighborhood's historic built character with well-maintained mid-rise row houses and brownstones in the midblock. The existing zoning in this area of East Harlem may encourage development that is out of scale with the existing built context. Changing the existing medium-density height factor district currently mapped in this area would provide a greater level of protection for the existing built context, and would discourage ~~tear-downs~~teardowns and the development of out-of-scale buildings. The proposed zoning will preserve residential neighborhoods and promote contextual infill development. Contextual zoning would ensure that new infill development complements the existing residential character by promoting consistent building height and size.

CREATE OPPORTUNITIES FOR ECONOMIC DEVELOPMENT WHILE PRESERVING THE VITALITY OF ~~THE~~ EXISTING COMMERCIAL AND MANUFACTURING USES.

A vital component of DCP's Neighborhood Study is the creation of new economic development and commercial opportunities along key corridors, especially within the areas surrounding Park Avenue and East 125th Street. Key corridors in East Harlem, such as East 125th Street, East 116th Street, and Third Avenue, are currently fragmented, disconnected, and do not operate at their full potential. Although the 2003 East Harlem Rezoning and the 125th Street Rezoning in 2008 were both aimed at increasing the commercial capacity of these key corridors, the amount of commercial development envisioned for these areas was never realized. Given the potential Second Avenue Subway terminus and the existing regional Metro-North Railroad Station at East 125th Street and Park Avenue, these key corridors have the potential for becoming a center for local and regional commercial and economic development activity.

Park Avenue, both in the northern and mid-section of the Project Area, has growth potential that can accommodate new economic development opportunities like life sciences, office space, and commercial uses without precluding residential development. Growth in this area will activate the Park Avenue corridor and facilitate the transformation of this underutilized corridor to accommodate the proposed residential growth.

Although Third Avenue and East 116th Street each have a strong local retail corridor, the Proposed Actions would strengthen the opportunities along these corridors and better situate them economically within the district.

ESTABLISH A SPECIAL DISTRICT THAT IMPROVES THE PEDESTRIAN EXPERIENCE AND ESTABLISHES URBAN DESIGN CONTROLS THAT BALANCE NEW DEVELOPMENT IN RESPONSE TO EXISTING NEIGHBORHOOD CONTEXT AND SCALE.

The Proposed Actions would establish a new special district known as the Special East Harlem Corridor ~~Special Corridors District~~. (EHC). The special district would cover the key corridors within the Project Area: East 116th Street and Park, Third, and Second Avenues. The Proposed zoning changes would promote active non-residential ground-floor uses along the key corridors to facilitate a better pedestrian experience by activating the streetscape. This would also create a more active and safe environment along Park Avenue, which is currently underutilized and has very limited pedestrian activity.

The Special District would also introduce a new requirement for a special permit for the creation of any new hotel floor area. This discretionary action ensures that new hotel development will not conflict with the Proposed Actions' goals of creating new housing opportunities and ensuring safe and active residential corridors.

The urban design controls that would be included in the Special District would regulate streetwall conditions, minimum and maximum base heights, parking requirements, and eliminate the plaza bonus. These provisions within the special district would allow for the introduction of flexible streetwalls along the key corridors and ensure a balance between existing and new development. These provisions would also strengthen the commercial corridors by requiring base heights that are harmonious with the existing built context and allowing for streetwall continuity. Further, the reduction in the amount of required parking would allow for more active ground-floor uses.

ENSURE A SUCCESSFUL NEIGHBORHOOD PLAN BY ESTABLISHING A PLANNING FRAMEWORK THAT IS INCLUSIVE OF THE RELEVANT CAPITAL INFRASTRUCTURE NEEDS AND SERVICES TO SUPPORT CURRENT DEMANDS AND FUTURE GROWTH.

The Proposed Actions would catalyze new development; modifying and enhancing the character of the key corridors included in the Project Area. As a part of the Neighborhood Study, it was essential to coordinate not only with community partners—the Community Board 11 and the Steering Committee—but also DCP’s interagency partners to ensure that planning framework was inclusive of the relevant capital infrastructure needs and services to support growth within the Project Area.

Although many of the infrastructure and service needs are outside of the purview of zoning, they are crucial to the planning and development of the community. The EHNP, through its recommendations, highlighted a number of community needs. The Plan has been used as a guide to inform the on-going engagement process between the Community and the City and has been instrumental in formulating the planning framework for this community. DCP, in conjunction with other city agencies, continues to work with Community Board 11 and the Steering Committee to address as many of the recommendations, as feasible, to ensure that relevant infrastructure and service needs are a part of the overall planning process.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the objectives of DCP’s Neighborhood Study, which shares the long-term vision articulated in the ~~East Harlem Neighborhood Plan~~ EHNP for the creation of more affordable housing and more diverse commercial and retail uses, to spur economic development, foster safer streets, and generate new community resources. To accomplish these goals, DCP is proposing zoning map and text amendments that would affect ~~a total of approximately 9596~~ blocks in the three sections in East Harlem, described in detail above (see **Appendix 41** for affected blocks and lots). Additionally, HPD is proposing amendments to the ~~Millbank~~ Millbank Frawley Circle-East and ~~Harlem East Harlem URPs~~ URP to make the plans compatible with the zoning actions (see **Appendix A-2**).

DCP will be acting as lead agency on behalf of CPC and will conduct a coordinated environmental review. HPD will be the co-applicant for the Urban Renewal Plan amendment and, as the result, will serve as an involved agency under CEQR.

Each of these actions is discretionary and subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. The proposed actions are described in more detail below.

PROPOSED ZONING DISTRICTS

The proposed rezoning would replace all or portions of existing R7-2, C8-3, M1-2, M1-4, C4-4, C4-4D, R8A, R7A, and C6-3 districts within the rezoning area with M1-6/R9, M1-6/R10, C4-6, C6-4, R10, R9, R7A, R7B, and R7D districts. The proposed rezoning would replace or eliminate portions of existing C1-4, C2-4, and C1-5 overlays with C1-5 or C2-5 overlays and establish new C1-5 overlays. The proposed rezoning would also amend the Zoning Map to include boundaries of the new EHC Special District as well as modified boundaries of the TA Special District. A portion of the C6-3 District at the intersection of East 125th Street and Park Avenue within the Special 125th Street District would be replaced with a C6-4 district. **Figure 4** presents the proposed zoning districts. Figures 1-3a through 1-3c present detailed maps showing existing and proposed zoning districts for the Project Area north of East 125th Street, between East 125th and East 116th Streets and the portion of the Project Area south of East 116th Street. map changes, which are discussed in greater detail below

PROPOSED SPECIAL EAST HARLEM CORRIDORS DISTRICT

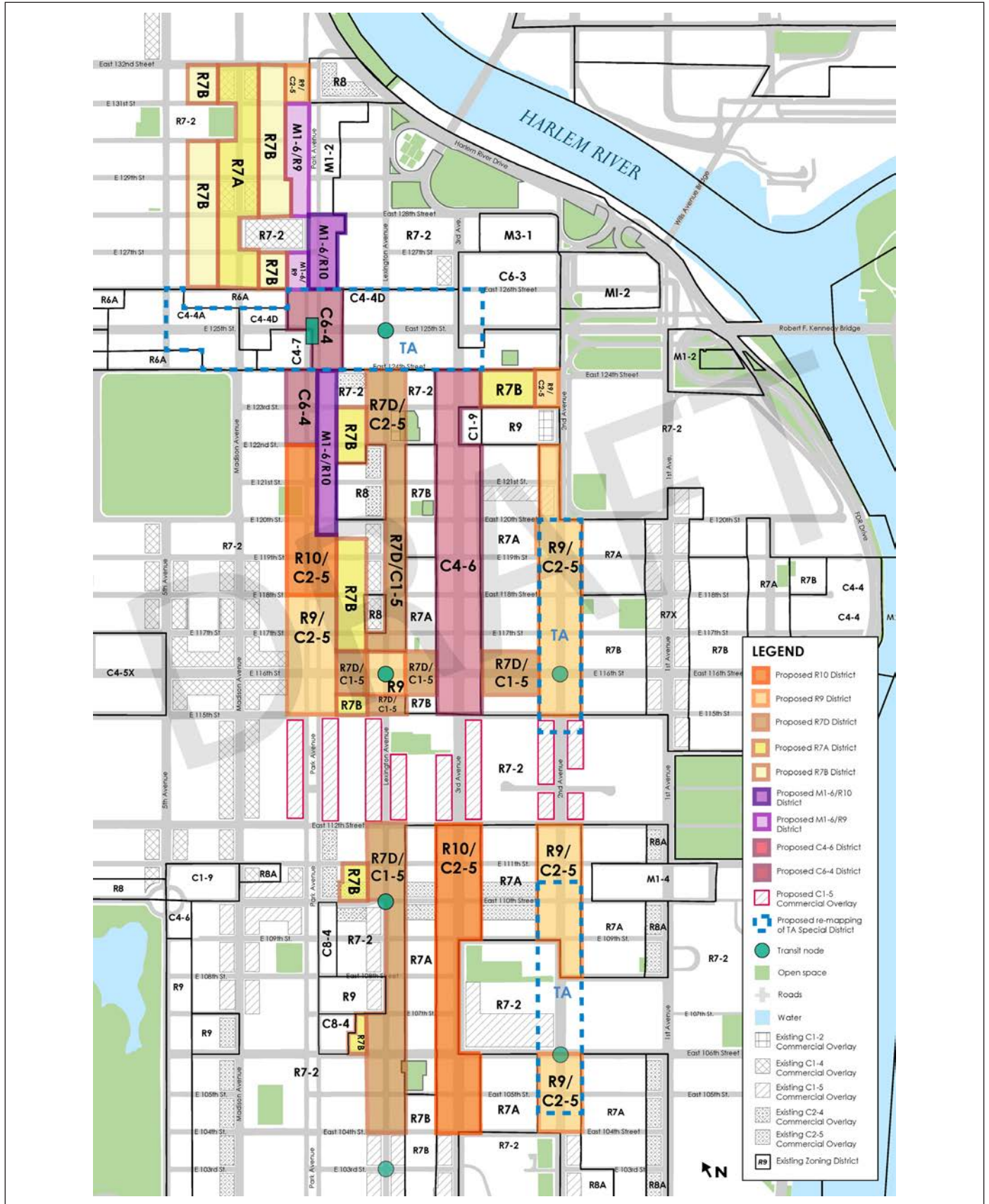
The proposed EHC-Special East Harlem Corridors District (EHC) would be mapped along major corridors within the rezoning area, including Park Avenue, Lexington Avenue, Third Avenue, Second Avenue, and East 116th Street, to establish special use, bulk, ground-floor design, and parking regulations (see Figure 1-3d).

Use Regulations: Within proposed M1-6/R9 and M1-6/R10 Districts, the EHC would apply special use regulations similar to that of the Special Mixed Use District (Article XII, Chapter 3). The EHC would allow limited public parking garages to be as-of-right within proposed commercial and manufacturing districts, just as they are currently permitted in the existing districts including C2-4, C4-4, C4-4D, C8-2, and M1-2 districts. The EHC would also introduce a requirement for a new special permit in order to permit the development of new floor area designated for hotel use. ~~Finally, the proposed special district would impose appropriate controls on transient hotels to achieve the goals and objectives~~

Floor Area regulationsRegulations: Within certain high-density residential, commercial, and manufacturing districts, the EHC would apply special FAR regulations, as described in detail below, to ensure a desirable mix of these uses that support the objectives of the plan. The underlying public plaza and arcade floor area bonus provisions of non-contextual commercial and manufacturing districts would be eliminated.

Streetwall locationLocation: The EHC would modify the underlying streetwall location regulations to facilitate the creation of a desirable pedestrian environment and a consistent urban design approach. Along Park Avenue, the EHC would modify the varying streetwall location regulations of proposed districts to apply one consistent streetwall location rule: at least 70 percent of a streetwall must be located within eight feet of a street line. Along Third Avenue, the underlying streetwall location regulation of a tower development option will be modified to require a consistent streetwall at the street line except for permitted recesses and courts.

Contextual Quality Housing Option: The EHC would modify the underlying minimum base height requirements of optional contextual Quality Housing bulk regulations of R9, R10, and their equivalent commercial districts. Along Park Avenue, the minimum base height would be lowered to allow the residential portion of a mixed-use building to setback from the Metro-North viaduct. Along other corridors, the minimum base height would be lowered to 60 feet to avoid requiring overly high streetwalls.



Quality Housing Tower Option: In non-contextual R9 and R10 districts, and their equivalent commercial districts, where a tower development option is available, the EHC would modify the underlying tower regulations to require a contextual base to create consistent and active pedestrian environment. The EHC would also require such tower to comply with the Quality Housing provisions of Article II, Chapter 8 of the Zoning Resolution to require a building to provide certain amenities to its residents.

Ground-Floor Design Requirements: The EHC would require a set of ground-floor design requirements including mandatory active, non-residential uses on the ground floor, minimum levels of transparency limiting curb cuts, where appropriate. The controls would foster a safe, varied, and walkable pedestrian experience along these corridors.

Parking Regulations: The EHC would eliminate the underlying accessory residential parking requirements. In addition, the EHC would allow limited public parking garages to be as-of-right within proposed commercial and manufacturing districts, just as they are currently permitted in the existing districts including C2-4, C4-4D, M1-2, and C8-3 districts.

PROPOSED M1-6/R10 WITHIN THE EHC

(Existing M1-2 and M1-4 District)

An M1-6/R10 mixed-use district is proposed in two sections of the ~~East Harlem Special District Corridor~~ EHC. In the northern section of the Project Area along the east side of Park Avenue between East 126th and East 128th Streets and in the mid-section roughly along the east side of Park Avenue between East 119th and East 124th Streets. M1-6/R10 districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 12.0 in a mixed-use building. To support the economic development and commercial growth objectives of the plan, the EHC would impose a non-residential use requirement of 2.0 FAR before any permitted residential floor area could be utilized. The special streetwall and minimum base height provisions of Park Avenue within the EHC, as described above, would apply. The maximum base height would be 125 feet and the maximum overall building height would be 350 feet with a penthouse allowance of up to 40 feet. The special ground-floor design and parking provisions of the EHC would apply.

PROPOSED M1-6/R9 WITHIN THE EHC

(Existing C8-3 District)

An M1-6/R9 mixed use district is proposed northern section of the Project Area along the west side of Park Avenue between East 126th and East 128th Streets and between East 128th and East 131st Streets. M1-6/R9 districts permit residential and community facility uses within Use Groups 1 through 4, and commercial and manufacturing uses within Use Groups 5 through 15 and 17 at a maximum FAR of 8.5 in a mixed-use building. To support the economic development and commercial growth objectives of the plan, the EHC would impose a non-residential use requirement of 1.5 FAR before any permitted residential floor area could be utilized. The special streetwall and minimum base height provisions of Park Avenue within the EHC, as described above, would apply. The maximum base height would be 105 feet and the maximum overall building height would be 350 feet with a penthouse allowance of up to 40 feet. The special ground-floor design and parking provisions of the EHC would apply.

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PROPOSED ~~C4-6~~C6-4 WITHIN THE EHC

(Existing R7-2)

A C6-4 district is proposed on the east side of Park Avenue between East 122nd and East 124th Streets within the EHC Special District.

The C6-4 district would allow a maximum FAR of 10.0 (with MIH requirements) for residential, 10.0 for community facility and commercial uses. The EHC would impose a non-residential use requirement of 2.0 FAR before any permitted residential floor area could be utilized and the overall maximum floor area for a mixed-use development would be 12.0 FAR. Pursuant to the special bulk provisions of the EHC as described above, a development would have contextual Quality Housing and Quality Housing tower bulk options. For both options, the streetwall location and minimum base height provisions along Park Avenue of the EHC would apply. For the contextual Quality Housing option, the maximum base height would be 155 feet and the maximum building height would be 235 feet after a required setback above the base height. For the Quality Housing tower option, the maximum base height would be 85 feet and the maximum residential tower lot coverage would be between 40 and 50 percent depends on the size of a zoning lot and maximum commercial or community facility tower lot coverage would be 50 percent. The special ground-floor design and parking provisions of the EHC would apply.

PROPOSED R9/C2-45 WITHIN THE EHC

(Existing R7-2 and R8A)

The proposed R9 district would be mapped within the EHC in the following areas:

- The west side of Park Avenue between East 131st and East 132nd Streets;
- Both sides of Park Avenue between East 115th and East 118th Streets;
- The intersection of East 116th Street and Lexington Avenue;
- The west side of Second Avenue between East 123rd and East 124th Streets;
- The west side of Second Avenue between East 120th and 122nd Streets;
- Both sides of Second Avenue between East 115th and East 120th Streets;
- Both sides of Second Avenue between East 112th and East 109th Streets;
- The east side of Second Avenue between East 108th and East 109th Streets; and
- Both sides of Second Avenue between East 104th and East 106th Streets.

R9 districts, within the EHC, will have maximum FAR of 8.5 for community facility uses and residential uses under the Inclusionary Housing program. Commercial overlays mapped in this district would allow a maximum FAR of 2.0. Pursuant to the special bulk provisions of the EHC as described above, a development would have contextual Quality Housing and Quality Housing tower bulk options. For both options, the streetwall location and minimum base height provisions along Park Avenue or other avenues, as applicable, of the EHC would apply. For the contextual Quality Housing option, the maximum base height would be 125 feet and the maximum building height would be 175 feet after a required setback above the base height. For the Quality Housing tower option, the maximum base height would be 85 feet and the maximum residential tower lot coverage would be between 40 and 50 percent depends on the size of a zoning lot and maximum commercial or community facility tower lot coverage would be 50 percent. The special ground-floor design and parking provisions of the EHC would apply.

PROPOSED R10/C2-5 WITHIN THE EHC

(Existing R8A and R7-2)

The proposed R10 would be mapped within the EHC in the following areas:

- The west side of Park Avenue between East 122nd and East 118th Streets;
- The east side of Park Avenue on the southern portion of the block between East 120th and East 119th Streets;
- Both sides of Third Avenue between East 109th and East 112th Streets;
- The west side of Third Avenue between East 106th and East 109th Streets; and
- Both sides of Third Avenue between East 104th and East 106th Streets.

R10 districts permit residential uses at a maximum FAR of 12.0 in areas designated as part of the Inclusionary Housing program, and a maximum FAR of 10 for community facility uses. Commercial overlays mapped in this district allow a maximum commercial FAR of 2.0. Pursuant to the special bulk provisions of the EHC as described above, a development would have contextual Quality Housing and Quality Housing tower bulk options. For both options, the streetwall location and minimum base height provisions along Park Avenue or other Avenues, as applicable, of the EHC would apply. For the contextual Quality Housing option, the maximum base height would be 155 feet and the maximum building height would be 235 feet after a required setback above the base height. For the Quality Housing tower option, the maximum base height would be 85 feet and the maximum residential tower lot coverage would be between 40 and 50 percent depends on the size of a zoning lot and maximum commercial or community facility tower lot coverage would be 50 percent. The special ground-floor design and parking provisions of the EHC would apply.

PROPOSED C4-6 WITHIN THE EHC

(Existing C4-4D district)

A C4-6 district is proposed along Third Avenue in the mid-section of the Project Area between East 115th and East 124th Streets, with the exception of the east side of Third Avenue between East 122nd and East 123rd Streets.

The C4-6 district would allow a maximum FAR of 12.0 (with MIH requirements) for residential, 10.0 for community facility and 3.4 for commercial uses. Pursuant to the special bulk provisions of the EHC as described above, a development would have contextual Quality Housing and Quality Housing tower bulk options. For both options, the streetwall location and minimum base height provisions along Avenues, other than Park Avenue, of the EHC would apply. For the contextual Quality Housing option, the maximum base height would be 155 feet and the maximum building height would be 235 feet after a required setback above the base height. For the Quality Housing tower option, the maximum base height would be 85 feet and the maximum residential tower lot coverage would be between 40 and 50 percent depends on the size of a zoning lot and maximum commercial or community facility tower lot coverage would be 50 percent. The special ground-floor design and parking provisions of the EHC would apply.

PROPOSED R7D WITHIN THE EHC

(Existing R7-2 and R7A)

The proposed R7D would be mapped in the following sections within the study area:

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- Both sides of Lexington Avenue from East 104th Street to East 107th Street;
- The west side of Lexington Avenue from East 107th Street to East 110th Street;
- Both sides of Lexington Avenue from East 110th Street to East 112th Street;
- Both sides of the mid-blocks on East 116th Street between Park Avenue and 2nd Avenue;
- Both sides of Lexington Avenue from East 115th Street to midway between East 115th and East 116th Streets;
- Both sides of Lexington Avenue from midway between East 116th and East 117th Streets to East 117th Street;
- The east side of Lexington Avenue from East 117th Street to East 122nd Street; and
- Both sides of Lexington Avenue from East 122nd Street to East 124th Street.

R7D is a mid-density contextual district that has a minimum base height of 60 feet, a maximum base height of 95 feet and a maximum building height of 115 feet with a Mandatory Inclusionary Housing development with Qualifying Ground Floor. The maximum residential FAR in a Mandatory Inclusionary Housing Area is 5.6. The maximum allowable community facility FAR is 4.2 and commercial overlays mapped in these districts permit a maximum commercial FAR of 2.0. The special ground-floor design and parking provisions of the EHC would apply.

PROPOSED AMENDMENT TO THE SPECIAL 125TH STREET DISTRICT

The Proposed Actions would modify the Special 125th Street District at three of the corners adjacent to the intersection of East 125th Street and Park Avenue. The existing C6-3 currently mapped on both sides of Park Avenue between East 125th and East 126th Streets and on the east side of Park Avenue between East 124th and 125th Streets would be rezoned to a C6-4 and would be subject to provisions ~~be~~ consistent with the proposed use, bulk, ground-floor design and parking regulations included in the proposed EHC.

PROPOSED C6-4

(Existing C6-3)

A C6-4 District is proposed along Park Avenue near the East 125th Street node, within the 125 Special District, at:

- The southeast corner Park Avenue between East 125th and East 124th Streets;
- The northeast corner of Park Avenue between East 125th and East 126th Streets; and
- The northwest corner of Park Avenue between East 125th and East 126th Streets.

The C6-4 district would allow a maximum residential FAR of 10.0 (with Mandatory Inclusionary Housing requirements) ~~for residential~~, with 10.0 also available for community facility and commercial uses. The proposed text modifications to the Special 125th Street District ~~125~~ would impose a non-residential use requirement of 2.0 FAR before any permitted residential floor area could be utilized and the overall maximum floor area for a mixed-use development would be 12.0 FAR. Pursuant to the existing special bulk provisions of the Special 125th Street District ~~125~~, developments would provide a contextual base between 60 feet and 85 feet in height along East 125th Street. The streetwall location and minimum base height provisions along Park Avenue of the EHC would apply to the portion of a building along Park Avenue. The maximum lot coverage length of the portion of a building above the contextual base will be limited to ~~150 feet or less to prevent an excessively wide tower along Park Avenue~~ 40 percent to 50 percent

depends on type of uses occupying such portion of the building. The addition, for the eastern block frontage of Park Avenue between 124th Street and 125th Street, any development or horizontal development would be required to provide a sidewalk widening of at least 10 feet. The existing special ground-floor design provisions of the 125 Special District would apply. The underlying parking provisions of the 125 would be modified to be consistent with that of the EHC.

PROPOSED R7A AND R7B

(Existing R7-2)

The proposed R7A and R7B districts would be mapped in the northern section of the Project Area outside of the proposed special district and on a number of the mid-blocks between Lexington and Park Avenues between East 104th and East 124th Streets.

The R7A district would be mapped along Madison Avenue between ~~East 126th~~ East 126th to East 132nd Streets with the exceptions of the east side of Madison Avenue between East 127th and East 128th Streets and the west side of Madison Avenue between East 130th and East 131st Streets. The R7B would be mapped on the mid-blocks between Fifth and Madison Avenues and Park and Madison Avenues from East 126th to East 132nd Streets. The R7B district will not be mapped on the mid-blocks bounded by East 128th Street, East 127th Street, Madison, and Park Avenues and East 130th and East 131st Streets and Madison and Fifth Avenues.

The R7B district will also be mapped along the midblock between East 123rd and East 124th Streets between Third and Second Avenues, and on the following midblocks between Lexington and Park Avenues:

- Roughly between East 121st and East 123rd Streets;
- Roughly between East 116th and East 120th Streets;
- Roughly between East 115th and East 116th Streets;
- Roughly between East 110th and East 111th Streets;
- Roughly between East 106th and East 107th Streets;
- A portion of the mid-block between East 123rd and East 124th Streets; and
- A portion of the mid-block between East 121st and East 122nd Streets.

The R7A and the R7B are contextual districts that have maximum base heights and maximum building heights. The ~~R7B~~ R7A permits buildings of up to 85 feet in height, with a street minimum and maximum base height between 40 and 65 feet. The maximum residential and community facility FAR is 4.0. The R7B permits buildings of up to 75 feet in height, with a street minimum and maximum base height between 40 and 60 feet. The maximum residential and community facility FAR is 3.0. Commercial overlays mapped in these districts have a maximum FAR of 2.0.

PROPOSED R9/C2-5

~~The proposed R9/C2-5 district would be mapped over a city block bounded by Park Avenue to the east, East 111th Street to the south, Madison Avenue to the west, and East 112th Street to the north. An R9 district is a high density non-contextual district that allows 8.0 FAR of residential floor area (with Mandatory Inclusionary Housing) and 10.0 FAR of Community Facility floor area. The C2-5 commercial overlay allows up to 2.0 FAR of local retail and service uses. Within an R9 district, a development may comply with either contextual Quality Housing or tower on-~~

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~~a base height and setback options. For the contextual Quality Housing option, the minimum and maximum base heights are 60 feet and 125 feet, respectively, and the maximum overall building heights are 165 feet along narrow streets and 175 feet along wide streets. For the tower on a base option, the minimum and maximum base heights are 60 feet and 85 feet, respectively, and the portion of a building exceeding the maximum base height will be subject to the maximum tower coverage of 40 percent.~~

PROPOSED COMMERCIAL OVERLAYS

Existing C1 and C2 commercial overlays are mapped intermittently throughout the Project Area. C1 districts permit commercial Use Groups 5 and 6 while C2 districts permit Use Groups 5 through 9 and 14.

There are C1-5 overlays mapped throughout the Project Area and along the corridors within the Special District. DCP is proactively working with NYCHA to ~~expand~~ introduce commercial overlays to areas where they do not currently exist, in order to increase the potential supply of retail and commercial services available to NYCHA residents on their campuses. Mapping these commercial overlays on NYCHA campuses does not by itself effectuate any development on NYCHA properties as is only one step in allowing commercial development in these areas, and this action would establish a zoning district that would allow NYCHA to pursue numerous additional approvals by others would be required to advance commercial development on these campuses. This proposal would map commercial overlays to a depth of 100 feet to reflect the typical depth of existing lots along these corridors, and to define appropriate zones for potential future commercial uses on ~~prevent commercial uses from encroaching too far into~~ NYCHA campuses.

C1-5 commercial overlays are proposed to be mapped over portions of the proposed R7D districts, and in existing R7-2 districts. The proposed rezoning would replace or eliminate portions of existing C1-4 and C2-4 overlays and establish new C1-5 overlays. The affected area is as follows:

- Proposed R7D: five full or partial block frontages on Lexington Avenue between East 116th and East 120th Streets;
- Proposed R7D: two partial block frontages on Lexington Avenue between East 115th and East 116th Streets;
- Proposed R7D: four full or partial block frontages along Lexington Avenue between East 110th and East 112th Streets; and
- Existing R7-2: on Park, Lexington, Third, and Second Avenues, roughly between East 112th and East 115th Streets.

C1-5 overlays permit residential, community facility, and specific commercial uses. C1 districts facilitate local shopping that serves immediate surrounding residences (Use Group 6). Commercial buildings in C1 overlays have a maximum permitted FAR of 2.0. Otherwise, residential, mixed residential/commercial, and community facility uses are regulated by the bulk regulations of the underlying residential districts in C1 commercial overlays. Commercial uses in mixed commercial and residential buildings in these districts cannot be located above the first floor. The C1-5 district does not require parking accessory to the commercial use.

C2-5 commercial overlays are proposed to be mapped over portions of the proposed R7D, R9 and R10 districts as follows. The proposed rezoning would also replace or eliminate portions of

existing C1-2, C1-4, C1-5, and C2-4 overlays and establish new C2-5 overlays. The affected area is as follows:

- Proposed R7D: six full block frontages along Lexington Avenue between East 120th and East 124th Streets;
- Proposed R9: one full block frontage along Park Avenue between East 131st and East 132nd Streets;
- Proposed R9: six full block frontages along Park Avenue between East 118th and East 115th Streets;
- Proposed R9: one full block frontage on the east side of Madison Avenue between East 111th and East 112th Streets and one full block frontage on the west side of Park Avenue between East 111th and East 112th Streets;
- Proposed R9: four half block frontages at the intersection of Lexington Avenue and East 116th Street;
- Proposed R9: one block frontage on the east side of Second Avenue between East 123rd and East 124th Streets;
- Proposed R9: 12 full block frontages along Second Avenue between East 115th and East 122nd Streets;
- Proposed R9: seven full block frontages along Second Avenue between East 108th and East 112th Streets;
- Proposed R9: four block frontages along Second Avenue between East 104th and East 106th Streets;
- Proposed R10: six full or partial blocks along Park Avenue between East 118th and East 122nd Streets;
- Proposed R10: 13 full/partial blocks on Third Avenue between East 112th and East 104th Streets; and
- Eight full/partial blocks on the New York Housing Authority superblocs along Park, Third and Second avenues between East 112th and East 115th Streets.

C2-5 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR. In these areas, the C2-5 commercial overlays will support the development of mixed residential/commercial uses. This proposal would map commercial overlays to a depth of 100 feet to reflect the typical depth of existing lots along these corridors and to prevent commercial uses from encroaching on residential side streets.

PROPOSED ZONING TEXT AMENDMENTS

The Proposed Actions include amendments to the text of the New York City Zoning Resolution. A new special district known as the EHC Special District would be established. It would cover the key corridors in the study area. The new MIH program would also be mapped along the corridors within the special district, setting mandatory affordable housing requirements pursuant to the MIH program.

EHC SPECIAL EAST HARLEM CORRIDORS DISTRICT

Once established, the EHC would modify the underlying zoning regulations, establish additional requirements, and allow for greater flexibility in the type and shape of future development, as described in the Zoning Map Amendments section above.

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MANDATORY INCLUSIONARY HOUSING PROGRAM

DCP proposes a Zoning Text amendment to apply the MIH program to portions of the proposed rezoning area, including where zoning changes are promoting new housing. The MIH program would apply within the following districts: M1-6/R9, M1-6/R10, R9, R10, C4-6, C6-4, and R7-D districts within the rezoning area (see [Figure 1-3e](#)). The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped “Mandatory Inclusionary Housing Areas” (MIHAs). The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH designated areas or, as an additional option for developments between 10 and 25 units, or 12,500 to 25,000 square feet, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 square feet of residential floor area will be exempt from the requirements of the program.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent AMI. Option 2 would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. The City Council and CPC could decide to apply an additional, limited workforce option for markets where moderate- or middle-income development is marginally financially feasible without subsidy. For all options, no units could be targeted to residents with incomes above 130 percent AMI. Additionally, a Deep Affordability Option could also be applied in conjunction with Options 1 and 2. The Deep Affordability Option would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI.

PROPOSED AMENDMENT TO THE SPECIAL 125TH STREET DISTRICT

The Proposed Actions would modify the existing 125th Street Special District at three of the corners at 125th Street and Park Avenue to be consistent with the proposed use, bulk, ground-floor design, and parking regulations included in the proposed Special East Harlem Corridors District, as described in the Zoning Map Amendments section above.

PROPOSED AMENDMENT TO THE ~~TA~~ SPECIAL DISTRICT

The Proposed Actions include modifications to the TA Special District to facilitate the inclusion of necessary transportation-related facilities in new developments. The proposed modifications include:

Proposed Map Modifications

- Introduce a new TA Special District location along Second Avenue, roughly between East 115th and East 120th Streets.
- Modify existing TA Special District locations as follows:

- Expand the TA Special District on Second Avenue at 106th Street by 100 feet to the north and south, with a slight 100-foot extension to the east along the south side of East 106th Street.
- Relocate the TA Special District on Second Avenue near East 125th Street, to be located roughly along East 125th Street between Park and Third Avenues.

Proposed Text Modifications

- Modify the existing text and add new text to exclude floor area for any subway transit-related uses such as subway entrances and ancillary facilities (e.g., vent facilities, emergency egress) from the definition of zoning floor area.
- Modify text and tables to allow for greater flexibility in transit easement volumes to accommodate entrances and/or ancillary facilities that meet ADA requirements, ventilation requirements, and other technical requirements in Community Board 11.
- Modify the text to specifically include ADA-compliant amenities and non-pedestrian transit functions such as ancillary (ventilation) facilities in Community Board 11.

~~PROPOSED AMENDMENT TO MILLBANK FRAWLEY CIRCLE EAST AND HARLEM EAST HARLEM URPS, AND LAND DISPOSITION~~

URBAN RENEWAL PLAN AMENDMENTS

The proposed amendments to the ~~Millbank~~Milbank Frawley Circle-East ~~and Harlem East Harlem URPs~~URP would conform with land use restrictions to zoning and would refresh the general provisions of the URPs. ~~Additionally, disposition approval of the urban renewal site would allow development pursuant and in accordance with the urban renewal plan. As part of the Proposed Actions, the following sites within the Urban Renewal Area would be granted disposition approval:~~

- ~~Block 1617: Lots 20, 22, 23, 25, 28, 29, 31, 33, 35, 37 43, 45, 46, 48, 50 54, 121, and 122; bounded by Park Avenue, Madison Avenue, East 111th, and East 112th Streets.~~

WRP REVIEW PROCESS AND DETERMINATION

Portions of the Project Area are within the coastal zone and would therefore be reviewed by CPC, in its capacity as the City Coastal Commission (CCC) to determine if the Proposed Actions are consistent with the relevant WRP policies.

POTENTIAL MODIFICATIONS TO THE PROPOSED ACTIONS TO SUPPORT THE EAST 111TH STREETSENDERO VERDE DEVELOPMENT ALTERNATIVE

~~As noted in Section H, “Task 22 – Alternatives,” the DEIS will include~~The DEIS includes an alternative that considers, in addition to the Proposed Actions as described above, a series of actions needed to facilitate an HPD-sponsored affordable housing development proposed ~~on the site bounded by East 112th Street, Park Avenue, and Madison Avenue (the East 111th Street Site) for Sendero Verde (“the Sendero Verde Development Alternative”).~~ The affected property is a public site owned by the City of New York (under the jurisdiction of HPD), and bounded by East 111th Street, Madison Avenue, East 112th Street, and Park Avenue. The site is over 76,500 square feet in size and encompasses community gardens and space formerly used as a baseball field. There are two privately owned parcels on the block. HPD is proposing to develop the site to facilitate the creation of a mixed-use development with residential, commercial, and community facility uses.

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In February 2017, the City designated a development team led by Jonathan Rose Companies and L+M Development Partners (“Development Team”) along with several community partners to develop a three-phased, mixed-use, and sustainable development containing residential and community facility space. In addition to the development expected under the Proposed Actions, the alternative assesses 663 affordable DUs, 15,065 sf of retail space, 159,840 sf of community facility space and new community gardens. All of the proposed residential units would be affordable in accordance with HPD affordability requirements. Additionally, the The proposed development would incorporate four of the existing gardens and relocate two of the other gardens elsewhere within the surrounding neighborhood. These lots will would be transferred to the Department of Parks and Recreation (NYC Parks) as GreenThumb gardens- upon project completion. NYC Parks is working with has helped the organization that currently utilizes formerly used the baseball field to obtain a permit for another field in the area. HPD is currently evaluating Request for Proposal (RFP) submissions based on the quality and feasibility of the proposals, as well as the responsiveness to the priorities articulated by the community. A developer is anticipated to be selected by the end of 2016.

The land use actions necessary to facilitate the development of the East 111th Street Sendero Verde Site are expected to enter public review as a separate land use application concurrent with the Proposed Actions. The actions are anticipated to include: (a) zoning map amendment to rezone the R7-2 district to R9; (b) zoning text amendment to apply the MIH program to the site; (c) disposition of city-owned land; UDAAP designation and project approval for the Disposition Area and disposition of City-owned property; (d) acquisition of a portion of the Disposition Area by the City for community garden use; (e) amendment to the Millbank Frawley Circle East Urban Renewal Plan, and (e) special permit pursuant to Section 74-743 to modify the bulk regulations within for a large scale general development Large Scale General Development (LSGD) to allow for modifications to height and setback requirements and/or accessory off-street parking requirements and yard requirements applicable to the Proposed Development; (f) and acquisition of community garden spaces special permit pursuant to Section 74-744(b) to permit commercial floor area to be located above the second story in a mixed-use building; (g) special permit pursuant to Section 74-752 to waive up to 129 accessory parking spaces required in connection with non-income restricted dwelling units within the proposed development; and (h) City Planning Commission certification pursuant to Section 32-435 to waive the requirement that a minimum of 50 percent of a building wall facing upon a wide street be occupied at the ground level by commercial use.

THE DEVELOPMENT OF THE EAST 111TH STREET SITE PROPOSED ZONING DISTRICTS

HPD seeks a Zoning Map Amendment to change an R7-2 district with C1 -4 commercial overlays along the Park and Madison Avenue frontages to a R9 district with C2 -5 commercial overlays along the Park and Madison Avenue frontages.

Proposed R9/C2-5

With the Sendero Verde Development Alternative in place, the proposed R9/C2-5 district would be mapped over a city block bounded by Park Avenue to the east, East 111th Street to the south, Madison Avenue to the west, and East 112th Street to the north. This action within the rezoning would only take place with the Sendero Verde Development Alternative, which would include an additional projected development site bounded by Madison and Park Avenues, between East 111th and East 112th Streets. The Sendero Verde Site would be undertaken by HPD. PROPOSED ZONING text amendment

HPD seeks to amend Appendix F of the Zoning Resolution to establish a Mandatory Inclusionary Housing Area (MIHA) over the Project Area. HPD is proposing to utilize Option 2, and therefore requests that the CPC and City Council allow the MIH affordable housing requirements to be met by complying with the Section 23-154(d)(3)(ii) requirements and providing no less than 30 percent of residential floor area to households earning an average of 80 percent of AMI.

DISPOSITION OF CITY-OWNED PROPERTY

HPD is seeking UDAAP designation, project approval and approval for the disposition of City-owned parcels including Block 1617, Lots 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 38, 39 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 121, and 122.

~~RE~~ACQUISITION OF COMMUNITY GARDEN SPACE

HPD seeks approval to reacquire a portion of the Site for use as 4 four community gardens. The Community Gardens portion would be acquired upon or before project completion. NYC Parks would assume jurisdiction of the gardens.

CPC SPECIAL PERMITS

Large Scale General Development (LSGD)

HPD and the Development Team seek a Special Permit, pursuant to ZR Section 74-743, to modify the bulk regulations within a Large Scale General Development to modify height and setback restrictions and yard requirements applicable to the development proposed for the Sendero Verde Site.

Modification of Use Regulations

HPD and the Development Team seek a Special Permit pursuant to ZR Section 74-744(b), to allow commercial use above the level of the second story in a mixed use building contrary to the provisions set forth in ZR Section 32-42 and 32-435(c). Section 32-42 does not permit commercial uses within a predominantly residential building to be located above the second level. The Sendero Verde Development includes space for health care related offices on the second and third levels of Building A. The Special Permit is necessary to allow health care offices to be located above the second level of Building A.

Reduction of Parking Spaces to Facilitate Affordable Housing

HPD and the Development Team seek a Special Permit pursuant to ZR Section 74-533, to waive the 66-up to 129 accessory off-street parking spaces required in connection with up to 322 164 non-income restricted dwelling units within the proposed development. Under the proposed Rezoning, accessory off-street parking spaces are required for a minimum of 40 percent of non-income restricted dwelling units. Providing the 66-required parking spaces would make it infeasible to provide the important amenities in the Sendero Verde Development, including below-grade community facility amenities and common open spaces as well as the community gardens. Accordingly, a waiver of the parking requirement is requested to facilitate the development of the income-restricted dwelling units.

CITY PLANNING COMMISSION CERTIFICATION

HPD and the Development Team requests a certification from the CPC pursuant to ZR Section 32-435 to waive the requirement that a minimum of 50 percent of a building wall facing upon a wide street be occupied at the ground level by commercial uses.

The Sendero Verde Development requires significant coordination between HPD, various city agencies, property owners and the developer. ~~This coordination effort will define, among other items, specific requirements for the development's program and design development team.~~ Given the uncertainty of the coordination outcome, the DEIS will include an alternative that encompasses the necessary actions to facilitate this proposed HPD-sponsored affordable housing development in addition to the Proposed Actions.

G. ANALYSIS FRAMEWORK

RWCDS

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Actions, ~~an~~ RWCDS was developed for both the current (future ~~No Action~~No Action) and proposed zoning (future ~~With Action~~With Action) conditions for a 10-year period (analysis year 2027). See also Appendix A-3 for detailed tables showing the RWCDS. The incremental difference between the ~~No Action~~No Action and ~~With Action~~With Action ~~conditions~~Conditions will serve as the basis for the impact analyses of the EIS. A 10-year period typically represents the amount of time developers would act on the proposed action for an area-wide rezoning not associated with a specific development.

To determine the ~~With Action~~With Action and ~~No Action~~No Action ~~conditions~~Conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

GENERAL CRITERIA FOR DETERMINING DEVELOPMENT SITES

In determining the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario for the Proposed Actions 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;²
- Lots with a total size of 5,000 square feet or larger (may include potential assemblages totaling 4,500 square feet, respectively, if assemblage seems probable¹) or where a smaller sized site (2,000 square feet or greater) is substantially underutilized as defined below;²
- Underutilized lots which are defined as vacant, occupied by a vacant building, a building with only a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning;² and

¹ Assemblages are defined as a combination of adjacent lots, which satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the aforementioned soft site criteria; or (2) at least one of the lots, or combination of lots, meets the aforementioned soft site criteria, and ownership of the assemblage is shared by no more than three distinct owners.

- Lots located in areas where changes in use would be permitted.

Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment. However, recently constructed or altered lots that were built to less than or equal to half of the maximum allowable FAR under the proposed zoning have been included for consideration as likely development sites.
- The 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 the 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, and assemblages of buildings with a total of 10 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, regional centers of national corporations, 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, highly irregular shape, or highly irregular topography 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.

PROJECTED AND POTENTIAL DEVELOPMENT SITES

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 10-year analysis period. Potential sites are considered less likely to be developed over the approximately 10-year analysis period. Potential development sites were identified based on the following criteria:

- Lots whose with slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with 10 or more commercial tenants, which may be difficult to dislodge due to long-term leases.
- Lots where the conversion of an existing building to residential use could occur.
- Active businesses, which may provide unique services or are prominent, and successful neighborhood businesses or organizations unlikely to move.

East Harlem Rezoning

- Sites divided between disparate zoning districts.
- Sites smaller than 9,500 square feet where residential uses are currently permitted unless they are underutilized as defined above and/or within close proximity to subway stations.
- Sites consisting of interior lots whose longest dimension (either width or depth) is less than 80 feet.

Based on the above criteria, ~~a total of 101~~102 development sites (~~6968~~ projected and ~~3234~~ potential) have been identified in the rezoning area. These projected and potential development sites are depicted in **Figure 5** and the detailed RWCDs tables provided in **Appendix A-32** identify the uses expected to occur on each of these sites under ~~No Action~~No Action and ~~With Action~~With Action conditions.

The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted in order to ensure a conservative analysis.

DEVELOPMENT SCENARIO PARAMETERS

Dwelling Unit Factor

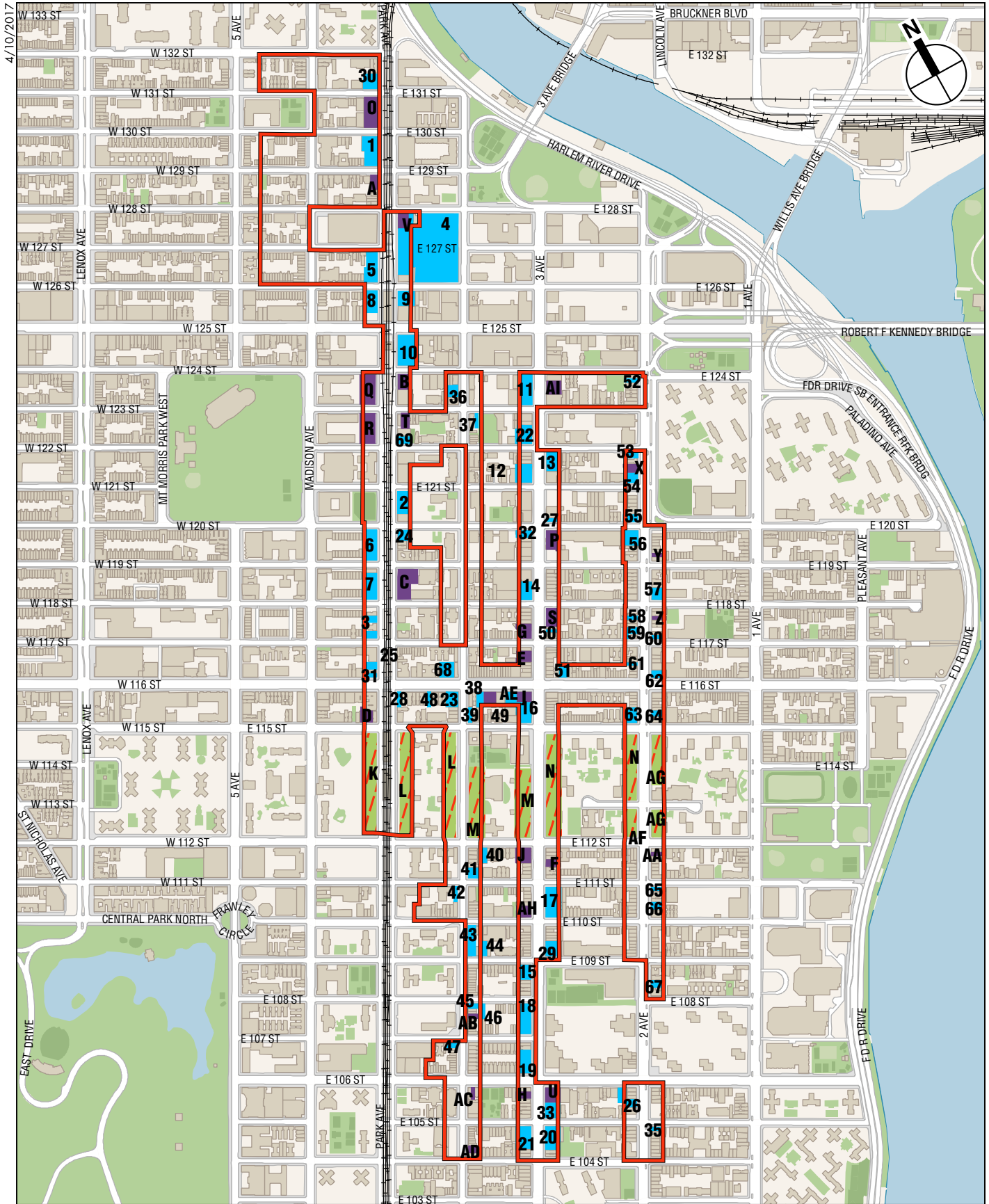
The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 900 and rounding to the nearest whole number.

East 111th Street Site Transportation-Related Facilities within Transit Areas

Select developments sites were identified along Second Avenue within the proposed TA Districts that could potentially accommodate MTA ancillary support facilities for the future phase of the Second Avenue Subway in addition to private development that would occur on those sites as the result of the Proposed Actions. These select developments sites are examples that demonstrate the bulk that may be needed to accommodate the MTA ancillary support facilities on these sites under the future With Action condition. The final location of such facilities will be informed by designs for subsequent phases of the Second Avenue Subway, and as such, their precise location is not definitively known at this time. The exact location of such developments sites cannot currently be known as design of additional phases of the Second Avenue Subway has not progress sufficiently to determine where MTA ancillary support facilities would be located within the Project Area.

Sendero Verde Development Alternative

As discussed earlier in this document, the ~~East 111th Street site~~Sendero Verde Development Alternative involves the proposed redevelopment of City-owned parcels on the block bounded by East 112th Street to the north, Park Avenue to the west, East 111th Street to the south, and Madison Avenue to the east would be facilitated by a separate land use application by the City. HPD is leading a coordination effort between various governmental agencies, community organizations, and the ~~anticipated developer for the project~~Development Team. Because certain



- Project Area
- Potential Development Sites
- Projected Development Sites
- Potential NYCHA Overlay Development Sites (subject to additional approvals)

0 1,000 FEET

development specifications for this site are unknown at this time pending completion of that coordination effort, the DEIS will include an alternative that encompasses the necessary actions to facilitate the development of the East 111th Street Site in addition to the Proposed Actions.

THE FUTURE WITHOUT THE PROPOSED ACTIONS (~~NO ACTION~~ NO ACTION CONDITION)

In the future without the Proposed Actions (~~No Action~~ No Action condition Condition), the identified projected development sites are assumed to either remain unchanged from existing conditions, or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. **Table 1a** shows the ~~No Action~~ No Action conditions Condition for the projected development sites.

As detailed below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately ~~3,076,097 square feet~~ 2,978,556 sf of built floor area on the ~~6968~~ projected development sites. Under the RWCDS, the total ~~No Action~~ No Action development would comprise ~~2,561 residential~~ 472 dwelling units (DUs), with no guarantees for affordability, ~~401,465 square feet~~ 385,009 sf of retail space, ~~82,853 square feet~~ 76,559 sf of office space, ~~32,974 square feet~~ sf of hotel space, ~~10,592 square feet~~ sf of auto-oriented commercial uses, ~~53,834 square feet~~ use; 57,614 sf of commercial storage, ~~7,395 square feet~~ sf of community facility ~~uses~~ space, and ~~22,777 square feet~~ sf of industrial space. The ~~No Action~~ No Action Condition estimated population would include approximately ~~6,173,959~~ residents and ~~1,800,723~~ workers on these projected development sites.

THE FUTURE WITH THE PROPOSED ACTIONS (~~WITH ACTION~~ WITH ACTION CONDITION)

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As discussed above, the possible future development of the East 111th Street Site will be analyzed as an alternative in the DEIS; the analysis framework for this alternative is described later in this narrative section.

Under the Proposed Actions, the total development expected to occur on the ~~6968~~ projected development sites would consist of approximately ~~6,516,688 square feet~~ 433,375 sf of built floor area, including approximately ~~6,055,960~~ DUs, a substantial proportion of which are expected to be affordable, ~~511,598 square feet~~ 507,551 sf of commercial retail space, ~~221,181 square feet~~ 219,771 sf of office space, ~~102,192 square feet~~ 112,437 sf of community facility ~~uses~~ space and ~~155,171 square feet~~ of industrial use (see **Table 1a**). The projected incremental (net) change between the ~~No Action~~ No Action and ~~With Action~~ With Action ~~conditions~~ Conditions that would result from the Proposed Actions would be a net increase of ~~3,494,488~~ DUs; ~~151,062 square feet~~ 122,542 sf of commercial retail space,² ~~94,797 square feet~~ 143,212 sf of office space, ~~105,042 square feet~~ sf of community facility space; and ~~132,394 square feet~~ sf of industrial space; and net decreases of ~~10,592 square feet~~ sf of auto-related space, ~~32,974 square feet~~ of hotel space, and ~~53,834 square feet~~ 57,614 sf of commercial storage space.

Based on 2010 Census data, the average household size for residential units in Manhattan Community District 11 is 2.41. Based on these ratios and standard ratios for estimating

² Includes retail, supermarket, restaurant, and office uses.

East Harlem Rezoning

employment for commercial, community facility, and industrial uses, **Table 1a** also provides an estimate of the number of residents and workers generated by the Proposed Actions. As indicated in **Table 1a**, the Proposed Actions would result in a net increment of 8,420~~405~~ residents and a net increase of 1,479~~543~~ workers.

Table 1a
2027 RWCDS No Action and With Action Land Uses

<u>Land Use</u>	<u>No Action Condition</u>	<u>With Action Condition</u>	<u>Increment</u>
Residential			
<u>Total Residential</u>	2,561 DU <u>2,472 DU</u>	6,055 DU <u>5,960 DU</u>	+ 3,494 DU <u>+ 3,488 DU</u>
<u>Affordable Residential at 25%</u>	<u>27 DU</u>	<u>1,490 DU</u>	<u>+ 1,463 DU</u>
<u>Affordable Residential at 30%</u>	<u>27 DU</u>	<u>1,788 DU</u>	<u>+ 1,761 DU</u>
Commercial			
<u>Commercial Retail</u>	401,465 sf <u>385,009 sf</u>	511,598 sf <u>507,551 sf</u>	+ 110,133 sf <u>+ 122,542 sf</u>
<u>Hotel</u>	<u>32,974 sf</u>	<u>0 sf</u>	<u>- 32,974 sf</u>
<u>Office</u>	82,853 sf <u>76,559 sf</u>	221,181 sf <u>219,771 sf</u>	+138,328 sf <u>+ 143,212 sf</u>
<u>Auto-related</u>	<u>10,592 sf</u>	<u>0 sf</u>	<u>- 10,592 sf</u>
<u>Storage</u>	53,834 sf <u>57,614 sf</u>	<u>0 sf</u>	-53,834 sf <u>- 57,614 sf</u>
<u>Total Commercial</u>	581,718 sf <u>562,748 sf</u>	732,779 sf <u>727,322 sf</u>	+ 151,061 sf <u>+ 164,575 sf</u>
Other Uses			
<u>Total Community Facility</u>	<u>7,395 sf</u>	406,317 sf <u>112,437 sf</u>	+ 98,922 sf <u>+ 105,042 sf</u>
<u>Total Industrial</u>	<u>22,777 sf</u>	<u>155,171 sf</u>	<u>+ 132,394 sf</u>
Parking			
<u>Parking (floor area)</u>	<u>120,907 sf</u>	<u>102,504 sf</u>	<u>- 18,403 sf</u>
Population¹			
<u>Residents</u>	6,173 <u>5,959</u>	44,593 <u>14,364</u>	+ 8420 <u>+ 8,405</u>
<u>Workers</u>	4,800 <u>1,723</u>	3,279 <u>3,265</u>	+ 1479 <u>+ 1,543</u>
Note:			
1. Assumes 2.41 persons per DU for residential units in Manhattan Community District 11. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail, 1 employee per 25 DU, 1 employee per 2.67 hotel rooms (400 sf per hotel room), 1 employee per 1,000 sf of industrial, 1 employee per 15,000 sf of warehouse uses, 1 employee per 11.4 students in Pre-K school uses, 3 employees per 1,000 sf of all other community facility uses, 1 employee per 50 parking spaces, 1 employee per 200 sf restaurant, 1 employee per 250 sf grocery store, and 1 employee per 25 dwelling units (residential).			

Thirty-twofour sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see **Appendix A-32**). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in accommodating the development anticipated in the RWCDS. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

EAST 111TH STREET SITE/SENDERO VERDE DEVELOPMENT ALTERNATIVE

As shown in **Table 1b**, under the alternative where possible future development of the East 111th Street site would occur, the total development expected for that site in combination with the ~~6968~~ projected development sites ~~of associated with~~ the Proposed Actions would consist of approximately ~~7,141,190 square feet~~~~220,363 sf~~~~7,254,107~~ of built floor area, including approximately ~~6,723,623~~ DUs, a substantial proportion of which are expected to be affordable, ~~541,598 square feet~~~~520,188~~~~522,616 sf~~ of retail space, ~~221,181 square feet~~~~219,771~~~~244,574 sf~~ of office space, ~~166,317 square feet~~~~265,268~~~~272,277 sf~~ of community facility uses, and ~~155,171 square feet~~ of industrial use. The projected incremental (net) change between the ~~No Action~~ ~~No Action~~ and ~~With Action~~ ~~With Action~~ conditions ~~Conditions~~ that would result under this alternative would be an increase of a total of ~~4,162,143~~ DUs, ~~140,133 square feet~~~~129,135,557 sf~~ of retail space, ~~138,328 square feet~~~~143,212~~~~168,015 sf~~ of office space, ~~158,922 square feet~~~~257,873~~~~265,882 sf~~ of community facility space and ~~132,394 square feet~~ of industrial space; and a net decrease of ~~32,974 square feet~~ of hotel space, a net decrease of ~~10,592 square feet~~ of auto-oriented commercial use, and a net decrease of ~~53,834 square feet~~~~57,614 sf~~ of commercial storage space.

Based on the average household size for residential units in Manhattan Community District 11 of 2.41 and standard ratios for estimating employment for commercial, community facility, and industrial uses, **Table 1b** also provides an estimate of the number of residents and workers generated by the East 111th Street site development alternative. As indicated in **Table 1b**, this alternative would result in a net increment of ~~10,030~~~~9,984~~ residents and a net increase of ~~1,802~~~~893~~ workers.

The EIS will analyze the projected developments for all technical areas of concern and ~~also will~~ evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary source air quality, and noise.

Table 1b
2027 RWCDS No Action and With Action Land Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential	2564 DU <u>2,480 DU</u>	6,723 DU <u>6,623 DU</u>	+ 4,162 DU <u>+ 4,143 DU</u>
Affordable Residential at 25%	<u>27 DU</u>	<u>2,153 DU</u>	<u>+ 2,126 DU</u>
Affordable Residential at 30%	<u>27 DU</u>	<u>2,451 DU</u>	<u>+ 2,424 DU</u>
Commercial			
Commercial Retail	401,465 sf <u>387,059 sf</u>	541,598 sf <u>522,616</u> <u>520,188 sf</u>	+ 138,328 sf <u>±</u> <u>135,557</u> <u>133,4</u> <u>29 sf</u>
Hotel	<u>32,974 sf</u>	<u>0 sf</u>	<u>- 32,974 sf</u>
Office	82853 sf <u>76,559 sf</u>	221,181 sf <u>244,574</u> <u>219,774 sf</u>	+ 138,328 sf <u>±</u> <u>168,015</u> <u>143,2</u> <u>42 sf</u>
Auto-related	<u>10,592 sf</u>	<u>0 sf</u>	<u>- 10,592 sf</u>
Storage	53,834 sf <u>57,614 sf</u>	<u>0 sf</u>	<u>- 53,834 sf</u> <u>- 57,614 sf</u>
Total Commercial	684,748 sf <u>564,798 sf</u>	762,779 sf <u>767,190</u> <u>739,959 sf</u>	+ 184,064 sf <u>±</u> <u>202,393</u> <u>175,4</u> <u>62 sf</u>
Other Uses			
Total Community Facility	<u>7,395 sf</u>	466,317 sf <u>272,277</u> <u>265,268 sf</u>	+ 158,922 sf <u>±</u> <u>264,882</u> <u>257,8</u> <u>73 sf</u>
Total Industrial	<u>22,777 sf</u>	<u>155,171 sf</u>	<u>+ 132,394 sf</u>
Parking			
Parking (floor area)	<u>120,907 sf</u>	<u>102,504 sf</u>	<u>- 18,403 sf</u>
Population¹			
Residents	6,473 <u>5,978</u>	46,203 <u>15,962</u>	+ 10,030 <u>+ 9,984</u>
Workers	4,800 <u>1,729</u>	3,602 <u>3,803</u>	+ 1,802 <u>+ 2,074</u>
Note:			
1. Assumes 2.41 persons per DU for residential units in Manhattan Community District 11. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail; 1 employee per 25 DU; 1 employee per 2.67 hotel rooms (400 sf per hotel room); 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse uses; 1 employee per 11.4 students in Pre-K school uses; 3 employees per 1,000 sf of all other community facility uses; 1 employee per 50 parking spaces; 1 employee per 200 sf restaurant; 1 employee per 250 sf grocery store; and 1 employee per 25 dwelling units (residential).			

H. PROPOSED SCOPE OF WORK FOR THE EIS

Because the Proposed Actions would affect various areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, an EIS will be prepared for the Proposed Actions that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act

(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 and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

- A description of the Proposed Actions and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any 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 proposed to eliminate or minimize any significant adverse environmental impacts.

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential development sites for site-specific effects, such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDs with the greater potential environmental impact for each impact area. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; 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 Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDs for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, 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 the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies.

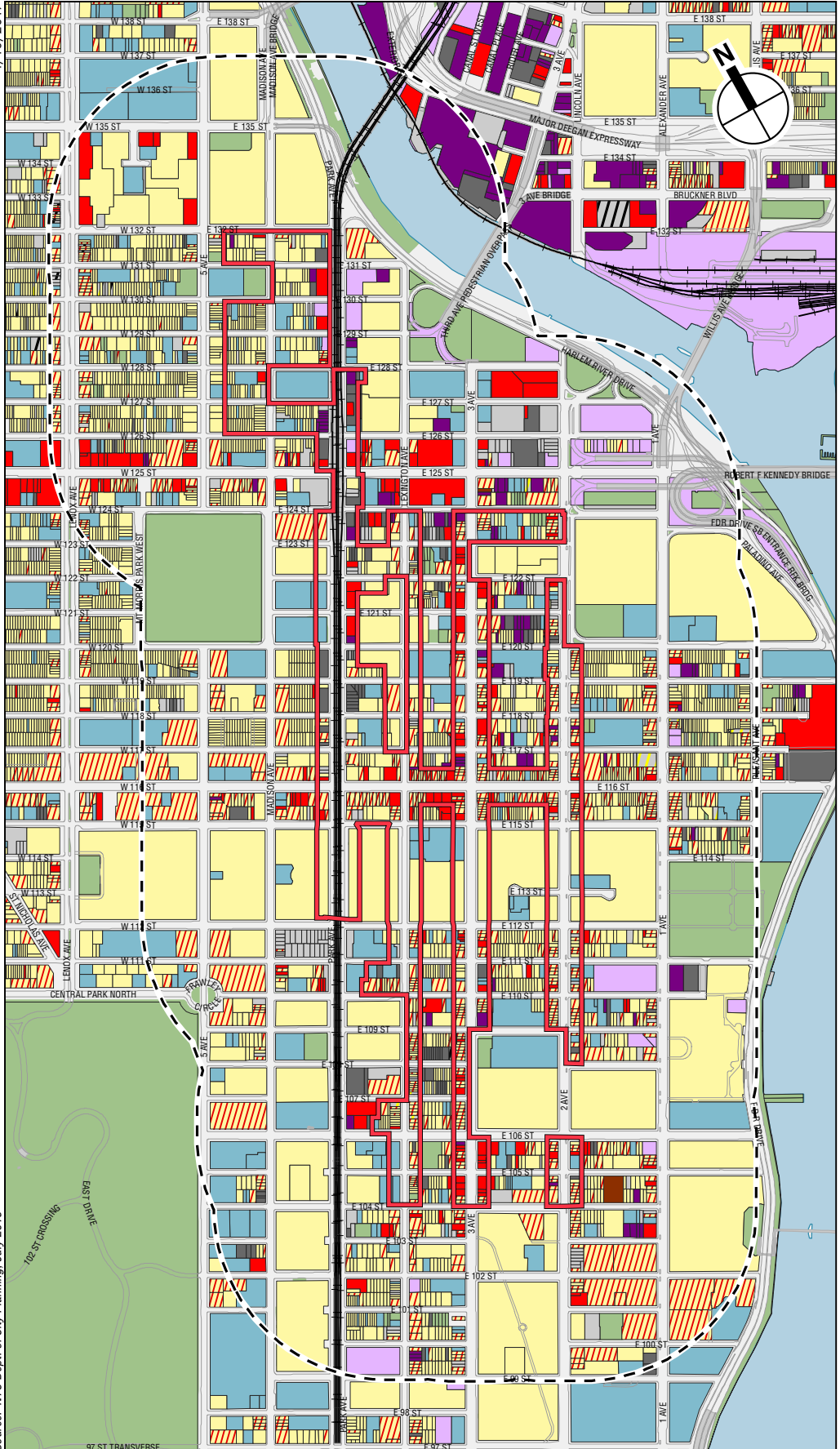
This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*.















The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area will include neighboring areas within a ¼-mile boundary from the primary study area, which could experience indirect impacts (see **Figure 6**). The analysis will include the following tasks:

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the rezoning area). Recent trends in the rezoning area will be noted. Other public policies that apply to the study areas will also be described including: Housing New York, the East Harlem Neighborhood Plan, the Millbank Frawley Circle-East and Harlem-East Harlem URPs, Vision Zero, the FRESH Program, applicable business improvement districts (BIDs), and the City's sustainability/PlaNYC/OneNYC policies.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2027 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions.
- Describe proposed zoning changes and the potential land use changes based on the Proposed Actions' RWCDs for future conditions with the Proposed Actions.
- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on development trends and conditions in the primary and secondary study areas.
- Assess the Proposed Actions' conformity to city goals, including consistency with the WRP as revised by the City in 2013 and approved in 2016. The EIS will also discuss all relevant area planning documents and their implications for existing land use and future development.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area as required by CEQR.



-  Primary Study Area (Project Area)
-  Secondary Study Area (1/4-mi boundary)
-  Commercial and Office Buildings
-  Hotels
-  Industrial and Manufacturing
-  Open Space and Outdoor Recreation
-  Parking Facilities
-  Public Facilities and Institutions
-  Residential
-  Residential with Commercial Below
-  Transportation and Utility
-  Vacant Land
-  Vacant Building
-  Under Construction

0 1,000 FEET

EAST HARLEM REZONING

Land Use
Figure 6

The socioeconomic study area boundaries are expected to be similar to those of the land use study area, and will be dependent on the size and characteristics of the RWCDs associated with the Proposed Actions, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Actions are expected to generate a net increase of approximately 3,500 residential units. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, the socioeconomic study area would be expanded to a half-mile radius, if the RWCDs associated with the Proposed Actions would increase the population by 5 percent compared to the expected ~~No Action~~No Action population in a ¼-mile study area, consistent with the *CEQR Technical Manual*.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual* guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future ~~No Action~~No Action and ~~With Action~~With Action conditions in 2027, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

DIRECT BUSINESS DISPLACEMENT

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDs associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its “trade area” to

local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

INDIRECT BUSINESS DISPLACEMENT

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such

a trend. The Proposed Actions would introduce more than 200,000 square feet of new commercial uses to the area, which is the CEQR threshold for “substantial” new development warranting a preliminary assessment. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census and discussions with real estate brokers.
- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Actions and associated RWCDS are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. The Proposed Actions and associated RWCDS are expected to result in a net increase in total commercial retail space of approximately ~~110,164,955~~ 400 square feet as compared with the No Action condition. This retail space would not be concentrated on a single site, but would be distributed among the projected development sites in the Project Area, and is expected to largely consist of local retail. Projects resulting in less than 200,000 square feet of regional-serving retail in the study area, or less than 200,000 square feet of locally or regionally serving retail on a single development site would not typically result in socioeconomic impacts, according to the guidelines established in the *CEQR Technical Manual*. As the Proposed Actions and associated RWCDS would not exceed the CEQR threshold, no further analysis is warranted.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

The analysis of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the Future without the Proposed Actions. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.

- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. The RWCDs associated with the Proposed Actions would add approximately 3,500 (net) new residential units to the area. 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. While the RWCDs would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be provided in the EIS.

PUBLIC SCHOOLS

- The primary study area for the analysis of elementary and intermediate schools should be the school districts’ “~~sub-district~~subdistrict” in which the project is located. As the Project Area is located within Community School District (CSD) 4, ~~Sub-district~~Subdistricts 1 and 2 and CSD 5, ~~Sub-district~~Subdistricts 1, the elementary and intermediate school analyses will be conducted for schools in those ~~sub-district~~subdistricts. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- Public elementary and intermediate schools serving the ~~sub-district~~subdistrict will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected ~~sub-district~~subdistrict will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Manhattan high schools in accordance with *CEQR Technical Manual* guidelines.
- Conditions that would exist in the ~~No Action~~No Action condition for the ~~sub-district~~subdistrict will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected ~~sub-district~~subdistrict, using the New York City School Construction Authority’s (SCA) Projected New Housing Starts. 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 new school space prior to the analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE’s Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDs to the projections for the ~~No Action~~No Action condition. Impacts will be assessed based on the difference between the future ~~With Action~~With Action projections and the ~~No Action~~No Action projections (at the ~~sub-district~~subdistrict level for elementary and intermediate schools) for enrollment, capacity, and utilization in the analysis year.
- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would

result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the ~~sub-district~~subdistrict study area that is equal to or greater than 100 percent in the ~~With-Action~~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~~No Action and ~~With-Action~~With Action conditions. If impacts are identified, mitigation will be developed in consultation with SCA and DOE.

LIBRARIES

- The local public library branch(es) serving the area within approximately ¾-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with New York Public 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~~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 existing conditions, holdings per resident in the ~~No-Action~~No Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the ~~With-Action~~With Action condition will be estimated and compared to the ~~No-Action~~No Action holdings estimate.
- If the Proposed Actions would increase a branch library's ¾-mile study area population by five percent or more over ~~No-Action~~No Action levels, and it is determined, in consultation with the New York Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation.

CHILD CARE CENTERS

- Existing publicly funded child care centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS).
- For ~~No-Action~~No Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the ~~No-Action~~No Action RWCDs (see "Analysis Framework"), 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~~No Action condition.

East Harlem Rezoning

- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the ~~No-Action~~ analysis.
- A determination of whether the Proposed Actions would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the ~~With-Action~~With Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the ~~No-Action~~No Action and ~~With-Action~~With Action conditions.

TASK 5. OPEN SPACE

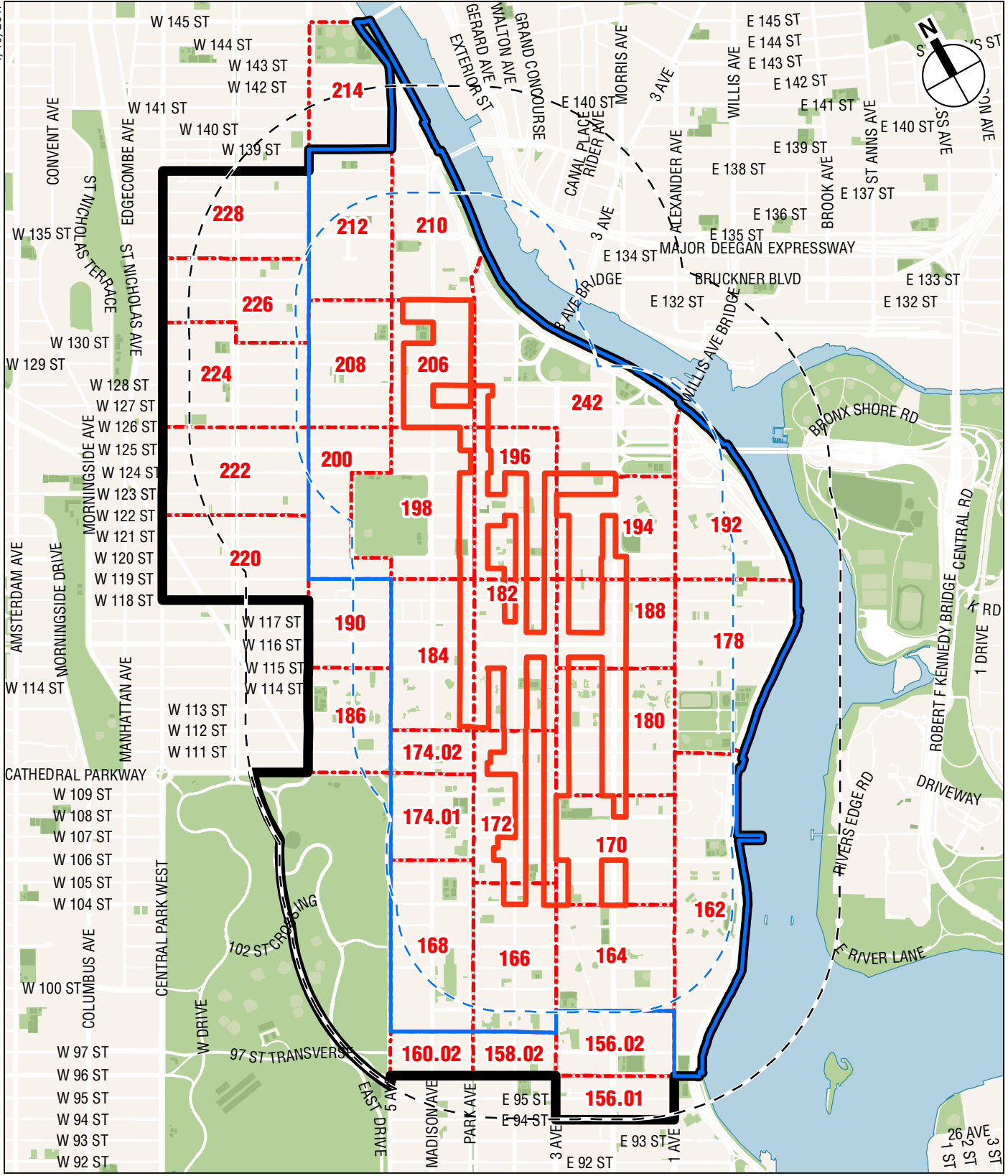
If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For ~~the majority of most~~ projects, an assessment is conducted if the proposed project would generate more than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The Project Area encompasses areas that are neither underserved nor well-served and exceeds the respective residential and worker analysis thresholds. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and the ½-mile radius of the rezoning area³ (see **Figure 7**).

The detailed open space analysis in the EIS will include the following tasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, ~~2010 U.S. Census~~2011-2015 ACS data will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be

³ ¼-mile and ½-mile radii adjusted to be coterminous with the boundaries of census tracts with existing populations that have 50 percent of their area within the radius; the ¼-mile and ½-mile radii was not adjusted to be coterminous with census tracts without existing populations (e.g., census tracts entirely comprised of open space).



- Project Area
- Non Residential Open Space Study Area
- Project Area 1/4-Mile boundary
- Residential Open Space Study Area
- Project Area 1/2-Mile boundary

0 1,000 FEET

described based on the inventory and field visits. In accordance with *CEQR Technical Manual* guidelines, field visits will be conducted during peak hours of use and in good weather. Passively programmed open spaces will be visited during peak weekday midday hours and actively programmed open spaces (or actively programmed portions of open spaces that have both active and passive open space resources) will be visited during both weekday midday and peak weekend hours. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.

- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future ~~No-Action~~No Action conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential populations added under the RWCDS associated with the Proposed Actions will be assessed. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the ~~No-Action~~No Action versus ~~With-Action~~With Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following tasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
 - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
 - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
 - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDs, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.
- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDs (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (~~No Action~~No Action), which will be compared to the future condition resulting from the Proposed Actions (~~With Action~~With Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:
 - The analysis will be documented with graphics comparing shadows resulting from the ~~No Action~~No Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
 - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
 - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. As the Proposed Actions would induce development that could result in new in-ground disturbance, demolition of existing buildings,

and new construction, the Proposed Actions have the potential to result in impacts to archaeological and architectural resources.

Impacts on architectural resources are considered on the affected site and in the area surrounding identified development sites. The architectural resources study area is therefore defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to ~~No Action~~No Action conditions. Architectural resources may be directly affected through demolition and construction activities and also indirectly affected through visual and contextual changes. Therefore, consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks.

- Provide an overview of the study area's history and land development.
- Initiate consultation with the New York City Landmarks Preservation Commission (LPC) to request a preliminary determination of archaeological sensitivity for any portions of the areas expected to experience subsurface disturbance. These would be the projected and potential development sites where new in-ground disturbance is expected to occur as a result of the Proposed Actions. If LPC determines that no sites are sensitive for archaeological resources, no further archaeological analysis will be required.
- If it is determined that one or more sites require archaeological study, a Phase 1A Archaeological Documentary Report will be prepared for those projected and potential developments sites identified as requiring further study. The Phase 1A study will be submitted to LPC for review. The Phase 1A will include an evaluation of archaeological resources within each of the development sites of concern documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase IA report.
- If any developments sites are identified as having archaeological potential in the Phase 1A report and LPC concurs, the Proposed Actions effect on those resources will be evaluated to determine if a significant adverse impact would result due to the Proposed Actions. If it is found that a significant adverse impact to archaeological resources would occur, LPC will be consulted on what, if any, mitigation measures may be available to address those impacts.
- In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources will be identified in the project and study area and include: New York City Landmarks (NYCLs), Interior Landmarks, Scenic Landmarks, NYCHDs; resources calendared for consideration as one of the above the by LPC; resources listed on or formally determined eligible for inclusion on the S/NR, or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.
- Conduct a field survey of the project and study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Actions on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts.

Potential impacts will be evaluated through a comparison of the future no action condition and future with action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.

- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density and map new zoning districts within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS. The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, "Land Use, Zoning, and Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects in the future ~~No Action~~No Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as streetwall height, setback, and building envelope. The analysis of urban design will rely on drawings, maps, renderings, photographs and photographic montages taken from pedestrian eye level. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis in accordance with *CEQR Technical Manual* guidelines will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed action condition, in comparison to the future without the proposed action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. NATURAL RESOURCES

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

The rezoning area is adjacent to the Harlem River, which is considered under CEQR guidelines to be a natural resource. Therefore, the Proposed Actions have the potential to create a significant adverse impact on natural resources, and further analysis is warranted. Accordingly, an analysis of natural resources will be provided in the EIS following CEQR guidance, as described below. Much of the area of the rezoning area and surrounding area has been developed with building and paved surfaces.

An information and background search will be conducted as part of the Natural Resources Chapter of the EIS that will include a review of existing documentary resources that will help inform the identification of existing natural resources in the study area. Resources to be reviewed will include:

- USGS Map;
- SSURGO Soils Map;
- NYSDEC Tidal and Freshwater Wetlands and streams map;
- USFWS National Wetland Inventory Map;
- FEMA Preliminary DFIRM Flood map;
- NYSDEC mapping of rare plants and animals and significant natural communities;
- USFWS iPaC Trust Resource Data Base; and
- NMFS records of fishery resources and endangered and threatened marine species.

A field investigation effort will be conducted on the project site to document existing ecological conditions in the study area. The field investigation will focus on the study area, as it is the most sensitive area potentially affected by development resulting from the rezoning. The field investigation will identify and characterize environmental characteristics and wildlife, wetlands, and aquatic habitat in the project area. Potential impacts to natural resources will be based upon the results of the field investigation that will include an inventory of existing natural resources features in the study area. The environmental setting within the study area, including the habitat in and adjacent to the Harlem River, will be described. The potential impact of proposed development activities that could have an impact on the environment will be evaluated

The future conditions for the natural resources within the project area without the proposed project will be described in the EIS as the baseline condition. The potential effects of the proposed project on natural resources, in comparison to the ~~No Action~~ No Action condition, will be assessed. The short-term and long-term impacts of the proposed development on the environment will be discussed, as well as concepts for the potential mitigation of identified significant impacts to natural resources.

TASK 10. HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the Proposed Actions' projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible. The Proposed Actions include an area-wide rezoning, and nearly all of the identified projected and potential development sites are not in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation⁴ in accordance with Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations or, for any City-owned parcel, a restriction comparable to an (E) designation through a future Land Disposition Agreement (LDA) between the City and the selected developer.

The hazardous materials assessment will include the following tasks:

- Perform exterior site inspections of each parcel to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that could indicate environmental impact;
- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties;
- Review and evaluate relevant existing data to assess the potential for environmental concerns on the subject sites; and
- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations and/or land disposition restriction may be appropriate.

TASK 11. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of

⁴ A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. For the Proposed Actions, an analysis of water supply is warranted as the RWCDS associated with the Proposed Actions are expected to result in a water demand of more than one million gallons per day (gpd) compared with ~~No Action~~No Action conditions. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is warranted as the RWCDS for the Proposed Actions is expected to result in more than 1,000 dwelling units and over 250,000 square feet of development. Therefore, this chapter will analyze the Proposed Actions' potential effects on the water, wastewater and stormwater infrastructure. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the RWCDS for the Proposed Actions. The New York City Department of Environmental Protection (NYCDEP) will be consulted in preparation of this assessment.

WATER SUPPLY

- The existing water distribution system serving the rezoning area will be described based on information obtained from NYCDEP's Bureau of Water Supply and Wastewater Collection.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDS will be projected for ~~No Action~~No Action and ~~With Action~~With Action conditions.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the projected development sites in the ~~With Action~~With Action condition and the demand in the ~~No Action~~No Action condition

WASTEWATER AND STORMWATER INFRASTRUCTURE

- The appropriate study area for the assessment will be established in consultation with NYCDEP. The Proposed Actions' directly affected area is primarily located within the service area of the Wards Island Wastewater Treatment Plant (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using NYCDEP's volume calculation worksheet.
- The existing sewer system serving the rezoning area will be described based on records obtained from NYCDEP. The existing flows to the Wards Island WWTP, which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the NYCDEP volume calculation worksheet.

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- Sanitary sewage generation for the projected development sites identified in the RWCDS will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Wards Island WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDS associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with NYCDEP.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the ~~With Action~~With Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared to ~~No Action~~No Action conditions, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDS and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices.
- Estimate solid waste generation by the RWCDS projected development sites for existing, ~~No Action~~No Action, and ~~With Action~~With Action conditions.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 13. ENERGY

An EIS is to include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Actions' RWCDS will be provided in the EIS. Con Edison will be consulted in preparation of the energy impact analysis. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation (for projected development sites) will be estimated based on the average and annual whole-building energy use rates for New York City. If warranted, the Mayor's Office of

Sustainability (MOS) and/or the power utility serving the area (Con Edison of New York) will be consulted.

TASK 14. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, and community facility development, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

TRAVEL DEMAND AND SCREENING ASSESSMENT

A detailed travel demand forecast has been prepared for the RWCDs using standard sources, including the *CEQR Technical Manual*, U.S. Census data, previously approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour and, mode of travel, as well as by person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of ~~walk~~ pedestrian trips ~~that would use~~ traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast ~~has~~ have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) Technical Memorandum (refer to **Appendix 3**). ~~In addition to the travel demand forecast, detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for quantified analysis.~~

TRAFFIC

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. Based on the travel demand forecast, the Proposed Actions are expected to result in more than the CEQR Technical Manual analysis threshold of 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods will therefore be included in the analysis of traffic conditions. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the CEQR Technical Manual analysis threshold of 50 additional vehicle trips per hour.

In consultation with DCP and DOT, a total of 50 representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were selected for detailed analysis based on the assignments of net increment traffic, the locations of existing bottlenecks, and prevailing travel patterns in the study area. **Figure 1** shows the locations of these 50 intersections which include 49 signalized intersections and one unsignalized intersection. The majority of analyzed intersections are located along the couplet of northbound Third Avenue and southbound Second Avenue (16 intersections and 11 intersections, respectively). Other north-south corridors with analyzed intersections include First Avenue (two intersections), Lexington Avenue (five intersections), Park Avenue (four intersections northbound and five intersections southbound) and Madison Avenue (six

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~~intersections). There is also one analyzed intersection along the southbound FDR Drive Service Road (at East 106th Street). The RWCDs exceeds the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the Proposed Actions would generate 50 or more vehicle trips in any peak hour. Based on a preliminary forecast, the Proposed Actions are expected to generate more than 50 additional vehicular trips per hour in the weekday AM, midday, and PM periods, as well as on Saturday. Based on a preliminary vehicle trip assignment, it is anticipated that the traffic study area will include approximately 50 intersections for analysis. These intersections are expected to be primarily concentrated along key corridors within the study area including Second, Third, Lexington, and Park Avenues, and Madison Avenue, and East 111th, 112th, 119th, 120th, 125th, 126th and 128th Streets.~~

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDs:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the rezoning area and along key routes leading to and from the rezoning area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts. ~~If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide as supporting data for air quality and noise analyses.~~ Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. ~~Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area.~~ The turning movement counts, ~~vehicle classification counts and travel time studies~~ will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analyzed intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No-Action condition), as well as the demand from other major developments planned in the vicinity of the study area by the 2027 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives, if any, will be included in the future No-Action network, as applicable.

- Compute the ~~No-Action~~No Action condition traffic volumes based on approved background traffic growth rates for the study area (0.25 percent per year for years one through five, 0.125 percent for years six and beyond, per *CEQR Technical Manual* guidelines) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by the analysis year, and determine the ~~No-Action~~No Action v/c ratios, delays, and levels of services at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, and data from previous studies, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDs. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Actions as described in the TPF/TDF Technical Memorandum and approved by DCP in consultation with DOT. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. 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 the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TRANSIT

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by MTA and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest.

Based on the travel demand forecast summarized in the TPF/TDF Technical Memorandum included in Appendix 3, the Proposed Actions' RWCDs is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria.

SUBWAY

There are a total of eight existing subway stations located in proximity to the Project Area that would potentially be utilized by action-generated trips. As discussed in the TPF/TDF Technical Memorandum in Appendix 3, incremental demand from the Proposed Actions would exceed the 200-trip CEQR Technical Manual analysis threshold in one or both peak hours at the following four Lexington Avenue Line subway stations served by the No. 6 local and/or Nos. 4 and 5

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express services: 103rd Street (6), 110th Street (6), 116th Street (6) and 125th Street (4, 5, 6). The analysis of subway conditions in the EIS will therefore focus on these four stations. ~~In addition, MTA is planning to construct in the foreseeable future three additional subway stations within the Project Area as part of their second phase of the Second Avenue Subway. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:~~

- Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by ~~No Action~~No Action development on projected development sites or other major projects in the vicinity of the ~~study area~~Project Area.
- Add action-generated demand to the ~~No Action~~No Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions .
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the five existing subway routes serving the area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

In addition, MTA is planning to construct in the foreseeable future three additional subway stations within the Project Area as part of the second phase of the Second Avenue Subway. The effects on analyzed subway services from opening of the Second Avenue Subway by 2027 will be assessed qualitatively.

BUS

The Project Area ~~East Harlem~~ is served by 13 local bus routes, six Limited (LTD) bus routes and two Select Bus Service (SBS) routes operated by the MTA ~~multiple local bus routes operated by Metropolitan Transportation Authority New York City Transit (MTA-NYCT) and MTA Bus~~ that connect the area with other parts of Manhattan as well as Queens and the Bronx. A detailed analysis of bus conditions is generally not required if a proposed action is projected to result in ~~fewer than 50 or more~~ 50 or more peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by MTA and specified in the *CEQR Technical Manual*. As discussed in the TPF/TDF Technical Memorandum included in Appendix 3, two of the 21 bus routes serving the Project Area are expected to experience 50 or more new trips in one direction in at least one peak hour—the M15 SBS and the M101 LTD. ~~As the incremental person trips by~~

~~bus generated by the Proposed Actions would exceed 50 peak hour trips in one direction on one or more of the routes serving the Project Area, t~~The EIS will therefore include a quantitative analysis of conditions on these local bus routes~~conditions~~. For ~~that the~~ analysis, trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the ~~No Action~~No Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

PEDESTRIANS

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. As discussed in the TPF/TDF Technical Memorandum in Appendix 3, bBased on the level of new pedestrian demand generated by the Proposed Actions' RWCDS, it is anticipated that ~~action~~project-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS. As shown in Figure 2, a total of 93 representative pedestrian elements where new project-generated trips are expected to be most concentrated were selected for analysis in consultation with DCP and DOT. These elements are primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes. As shown in Figure 2, they include a total of 32 sidewalks, 47 corner reservoir areas, and 14 crosswalks primarily located along the Park Avenue, Lexington Avenue and Third Avenue corridors.

As discussed in the TPF/TDF technical memorandum included in Appendix 3, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip CEQR Technical Manual analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday midday peak hours for retail demand. Each of these peak hours will therefore be included in the analysis, focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips.

Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. ~~No Action~~No Action and ~~With Action~~With Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by ~~No Action~~No Action development on projected development sites and other major projects in the vicinity of the ~~study area~~Project Area, and ~~action~~project-generated demand. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

VEHICULAR AND PEDESTRIAN SAFETY

Data on crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified (based on *CEQR Technical Manual* criteria) as high crash locations and whether vehicle and/or pedestrian trips and any street

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network changes resulting from the Proposed Actions may adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, practicable measures to enhance pedestrian/bicycle safety at these locations will be explored to alleviate potential safety issues.

PARKING

Parking demand from commercial and retail uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period.

It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when commercial parking demand typically peaks) to document the existing supply and demand for each period. The parking analyses will document changes in the parking supply and utilization in proximity to projected development sites under the ~~No Action~~No Action and ~~With Action~~With Action conditions based on accepted background growth rates and projected demand from ~~No Action~~No Action and ~~With Action~~With Action development on projected development sites and other major projects in the vicinity of the ~~study area~~Project Area. The parking study area will encompass the ~~rezoning area~~Project Area as well as a ¼-mile radius around the Project Area.

Parking demand generated by the projected residential component of the Proposed Actions' RWCDs will be forecasted based on auto ownership data for the rezoning area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with ~~the projected development sites' No Action~~ land uses displaced from projected development sites under the Proposed Action RWCDs.

The forecast of new parking supply under the RWCDs will be based on the number of accessory net change in parking spaces that would be provided on projected development sites in both the No Action and With Action conditions. As currently contemplated, the Proposed Actions would eliminate required accessory parking for new residential units developed in the proposed special district. The forecast of future supply will also account for accessory parking spaces associated with the ~~With Action~~With Action commercial uses, which typically have lower parking demand in the overnight hours.

TASK 15. AIR QUALITY

An air quality assessment is required for actions that could have potential to result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

MOBILE SOURCE ANALYSIS

The increased traffic associated with the RWCDs projected development sites is not likely to exceed the CEQR Technical Manual's carbon monoxide (CO) screening threshold of 170 vehicles in a peak hour at any intersection or the particulate matter (PM) emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the CEQR Technical Manual. ~~would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to impact air quality significantly at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadways intersections and parking garages. There is the potential for the action-generated trips to exceed the CEQR Technical Manual CO analysis screening threshold at a number of locations throughout the study area. In addition, the projected number of heavy duty trucks or equivalent vehicles associated with the RWCDs could exceed the applicable fine particulate matter (PM_{2.5}) screening thresholds. Therefore, it is anticipated that the mobile source air quality analysis will include a screening analysis; if screening thresholds are exceeded, an analysis of CO and PM mobile source emissions at affected intersections may~~ would be warranted. However, the Proposed Project's parking facilities will be analyzed to determine their effect on air quality.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by the New York State Department of Environmental Conservation [NYSDEC]) will be compiled for the analysis of existing and future conditions.
- A screening analysis for CO and PM for the worst case scenario location(s) will be prepared based on the traffic analysis and the above mentioned CEQR criteria. If screening levels are exceeded, a dispersion analysis would be required.
- ~~Critical intersection locations exceeding the CEQR screening thresholds will be selected, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 14, Transportation). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.~~
- ~~The United States Environmental Protection Agency's (USEPA) first level CAL3QHC intersection model will be utilized to predict maximum changes in CO concentrations. The refined EPA CAL3QHCR intersection model will be used to predict the maximum changes in PM_{2.5} concentrations, with five years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program.~~
- ~~Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on CEQR Technical Manual guidance and the EPA procedure defined in AP-42.~~
- ~~At each mobile source microscale receptor site, (1) the one hour and eight hour average CO concentrations will be calculated for each applicable peak period for existing, No Action, and With Action condition; and (2) the maximum 24-hour and annual average PM_{2.5} concentrations will be calculated for the No Action and With Action conditions.~~
- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

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- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on CEQR Technical Manual guidance and the EPA procedure defined in AP-42.
- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on *CEQR Technical Manual* guidance and the EPA procedure defined in AP-42.
- Future pollutant levels with the Proposed Actions for parking facilities will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and PM_{2.5} *de minimis* guidance criteria to determine the impacts of the Proposed Actions.
- The consistency of the Proposed Actions with the strategies contained in the State Implementation Plan (SIP) for the area will be determined. At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

STATIONARY SOURCE ANALYSIS

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites' fossil-fuel fired heating and hot water systems to impact existing land uses significantly or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the rezoning area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources would be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Heat and Hot Water Systems Analysis

- A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential for impacts air quality impacts from heating and hot water systems of the projected and potential development sites.
- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards. If warranted by the analysis, requirements related to fuel type, exhaust stack locations and/or other appropriate parameters will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section.
- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the EPA AERSCREEN model. In the event that violations of standards at one or more clusters are predicted, measures to reduce pollutant levels to within standards will be examined.

Industrial Source Analysis

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from NYCDEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal-or State-permitted facilities within 1,000 feet of the development sites.
- Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for analysis.
- For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.
- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to NYSDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

Large and Major Source Analysis

- An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects of the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO₂, SO₂, and PM₁₀, as well as applicable criteria for PM_{2.5}.

Further details on the air quality analysis approach for the Proposed Actions is provided in **Appendix 4** to this document (Air Quality Analysis Methodology Memorandum).

TASK 16. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDs associated with the Proposed Actions exceeds the 350,000 square feet development threshold, a GHG emissions assessment will be prepared. Per the CEQR Technical Manual guidance, the rezoning under the Proposed Actions would result in construction on sites that are not under the control of the City, and therefore emissions associated with those developments generated by the Proposed Actions will not be quantified but will include a qualitative and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS. The emissions associated with the Sendero Verde

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Alternative will be quantified, as that development would be under HPD's control. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the ~~projected developments~~ Sendero Verde Alternative based on the calculations of energy use estimated as part of Task 13, "Energy."
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 14, "Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

Portions of the Project Area are located within the federally mapped 100- and 500-year floodplains and future potential floodplains and may be susceptible to storm surge and coastal flooding. This chapter of the EIS will include a qualitative discussion of potential effects of climate change and potential design measures that could be incorporated into new development projected to occur in the Project Area.

TASK 17. NOISE

A noise analysis will be included in the EIS, as the Proposed Actions would result in additional vehicle trips to and from the rezoning area; would introduce new sensitive receptors in the vicinity of heavily trafficked roadways, as well as an elevated rail line along Park Avenue. The noise analysis will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, impacts would be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, community facility, and industrial development. It would also alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 14, "Transportation," a screening analysis will be conducted to determine whether there are any locations where there is the potential

for the RWCDs associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.

- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDs ~~With Action~~With Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.
- At the identified locations, noise measurements will be conducted during typical weekday AM, PM peak, midnight, 24-hour periods (coinciding with the traffic peak periods as well as sensitive average periods for aircraft flight noise), as applicable. Noise measurements will be measured in units of “A” weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), day and night noise level (L_{dn}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1 , L_{10} , L_{50} , and L_{90} . A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future ~~No Action~~No Action and ~~With Action~~With Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. Where necessary, the level of building attenuation necessary to satisfy HUD interior noise level recommendations will be determined based on the estimated L_{dn} noise level. The building attenuation requirements will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section. The EIS would include (E) designation language describing the requirements for each of the blocks and lots to which they would apply.
- If the results of the screening analysis indicate that any sensitive receptor location would experience a doubling of traffic between the ~~No Action~~No Action and ~~With Action~~With Action conditions, a detailed mobile source noise analysis would be performed at that location.

Further details on the noise analysis methodology and technical approach for the Proposed Actions is provided in **Appendix 5** (Noise Monitoring Approach Memorandum) to this document.

TASK 18.PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these

technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 19. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, 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, etc. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the ~~With-Action~~With Action condition and compare to the ~~No-Action~~No Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted.

TASK 20. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual* based on a conceptual construction schedule with anticipated RWCDs construction timelines for each of the projected development sites. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessment indicates the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems*: The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the RWCDs peak construction period will be prepared and compared to the trip projections under the operational condition. ~~The construction traffic analysis will be performed, if necessary, for existing conditions, No-Action condition, and With-Action condition.~~

- *Air Quality:* The construction air quality impact section will include a quantitative dispersion modeling of construction equipment operational impacts on sensitive land uses within the Project Area during the representative worst-case time period(s). Air pollutant sources will include combustion exhaust associated with non-road engines, on-road engines, and on-site activities that generate fugitive dust. A discussion of measures to reduce impacts, ~~if any,~~ will also be included.
- *Noise:* The construction noise impact section will contain discussion of noise impacts at sensitive land uses and buildings within the Project Area to be analyzed with a quantitative noise modeling for the worst-case noise condition from on-site construction equipment/vehicles activity. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted and duration of sustained noise levels exceeding the significance threshold will be estimated.
- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as ~~historic resources, hazardous materials, public health, socioeconomic conditions, land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, and hazardous materials~~—will be analyzed for potential construction-related impacts.

Further details on the construction air quality and noise analysis methodology and technical approach for the Proposed Actions is provided in **Appendix 6** to this document.

TASK 21. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary, including the LPC, DOT, and NYCDEP. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

The purpose of an alternative section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a ~~No Action~~No Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. A lesser density alternative would be pursued only if it is found to have the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

In addition to the alternatives discussed above, the EIS will include an alternative that considers the projected development generated by the Proposed Actions and the development of a City-owned site under HPD jurisdiction known as the ~~East 111th Street site~~Sendero Verde Site. The site occupies the block bounded by East 112th Street to the north, Park Avenue to the west, East 111th Street to the south, and Madison Avenue to the east. The EIS will analyze the additional development that could be realized on the Sendero Verde Site~~East 111th Street site~~ in addition to

the projected development expected under the Proposed Actions (see Section G, “Analysis Framework,” for full details).

TASK 23. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to “secondary” impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irrecoverable Commitments of Resources*: which summarizes the Proposed Actions and its impact 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 24. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency. *

Appendix A
Response to Comments

**East Harlem Rezoning
Response to Comments on the
Draft Scope of Work
for an Environmental Impact Statement
CEQR No. 17DCP048M
ULURP Nos. 170358 ZMM, N170359 ZRM & 170360 HAM;
170361 ZMM, N170362 ZRM, 170363 HAM, 170364 PQM, 170365 ZSM,
170366 ZSM, 170367 ZSM & N170368 ZCM
April 21, 2017**

A. INTRODUCTION

This document summarizes and responds to all substantive comments on the Draft Scope of Work (Draft Scope or DSOW) for the East Harlem Rezoning made during the public review period. For the Draft Scope, these consist of oral comments received during a public scoping meeting held by the New York City Planning Commission (CPC) on December 15, 2016. Written comments on the Draft Scope were generally accepted through the public comment period, which ended on January 6, 2017. Written comments received on the Draft Scope are included in **Appendix B**.

Section B lists the elected officials, community boards, government agencies, organizations, and individuals who commented on the Draft Scope. Section C summarizes and responds to the substance of these comments. The organization and/or individual that commented is identified after each comment. These summaries convey the substance of the comments but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the structure of the Draft Scope. Where more than one commenter expressed a similar view, the comments have been grouped and addressed together.

Where relevant and appropriate, the requested edits from partner agencies and other city entities, as well as other substantive changes, have been incorporated into the Final Scope of Work (FSOW).

B. LIST OF ELECTED OFFICIALS, ORGANIZATIONS, AND INDIVIDUALS WHO COMMENTED ON THE DRAFT SCOPE OF WORK

ELECTED OFFICIALS AND COMMUNITY BOARD

1. Speaker of the New York City Council, Melissa Mark-Viverito, oral comments presented December 15, 2016 and written comments dated January 6, 2017 (Mark-Viverito)
2. Manhattan Borough President's Office, oral comments presented by Ahmed Tigani, December 15, 2016 and written comments submitted by Gale A. MBPO, dated January 17, 2017 (MBPO)

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3. Diane Collier, Chair, Community Board 11, written comments dated January 18, 2017 (CB11)
4. José M. Serrano, New York State Senator, 29th District, written comments, Undated (Serrano)

ORGANIZATIONS AND INTERESTED PUBLIC

5. 596 Acres, written comments by Paula Z. Segal, Esq., Undated (596Acres)
6. Artimus, written comments by Robert Ezrapour, Principal, December 27, 2016 (Artimus)
7. Pearl Barkley, Resident, oral comments, December 15, 2016 (Barkley)
8. Jordan Baltimore, written comments, December 24, 2016 (Baltimore)
9. Amanda Brown, representing New York Restoration Project (NYRP), oral comments, December 15, 2016 (Brown1)
10. George Brown, 32BJ, oral comments, December 15, 2016 (Brown2)
11. Janeil Cabrera, representing Park East High School, oral and written comments, December 15, 2016 (Cabrera)
12. Andre Caliman, representing Park East High School, oral and written comments, December 15, 2016 (Caliman)
13. Kelly Casado, representing Park East High School/Community Voices Heard, oral and written comments, December 15, 2016 (Casado)
14. Casandra Charles, representing East Harlem Talent Network, oral comments, December 15, 2016 (Charles)
15. Ana Chireno, representing El Museo del Barrio (SC), oral comments, December 15, 2016 (Chireno)
16. Community Voices Heard, written comments (CVH)
17. Elena Conte, representing Pratt Center for Community Development, oral comments, December 15, 2016 (Conte)
18. Andre Cruz, representing Park East High School, oral and written comments, December 15, 2016 (Cruz)
19. Pilar de Jesus, oral comments, December 15, 2016 (deJesus)
20. Esther Devore, representing Community Voices Heard, oral and written comments, December 15, 2016 (Devore)
21. Lisa Duke, representing Community Voices Heard, oral and written comments, December 15, 2016 (Duke)
22. Elsie Encarnacion, representing Innovation (SC), oral comments December 15, 2016 (Encarnacion)
23. Ruben Florencio, representing Movement for Justice in El Barrio, oral comments, December 15, 2016 (Florencio)
24. Jose Garcia, representing Movement for Justice in El Barrio, oral comments, December 15, 2016 (Garcia)

25. Jonathan Guilford, written comments, December 30, 2016 (Guilford)
26. Rafael Guzman, representing Park East High School, oral and written comments, December 15, 2016 (Guzman)
27. Gabriel Halili, representing the Municipal Arts Society, oral comments, December 15, 2016 (Halili)
28. El Barrio Unite!, oral and written comments submitted by Roger Hernandez, Jr., December 15, 2016 (ElBarrioUnite)
29. Herrick, Feinstein, LLP, written comments submitted by Anne F. McCaughey, Counsel, dated January 4, 2017 (HerrickFeinstein)
30. George M. Janes, AICP, Principal, George M. Janes & Associates, written comments dated January 4, 2017 (Janes)
31. Christine Johnson, written comments, January 4, 2017 (Johnson)
32. Heather Kelly, oral comments, December 15, 2016 (Kelly)
33. Phil Kelly, written comments, December 30, 2016 (PKelly)
34. Robert M. Kligerman, representing Lexington Commons LLC, oral comments, December 15, 2016 (Kligerman)
35. Salome Leone, representing Movement for Justice in El Barrio, oral and written comments, December 15, 2016 (Leone)
36. Lexington Commons, LLC, written comments submitted by Robert M. Kligerman and John Anderson, Managing Members, January 4, 2017 (LexingtonCommons)
37. Kimberly Libman, representing the New York Academy of Medicine, oral and written comments, December 15, 2016 (Libman)
38. Ray Lopez, representing Community Voices Heard, oral and written comments, December 15, 2016 (Lopez)
39. Lott Community Development Corporation, written comments submitted by Christopher Cirillo, Executive Director/President, January 6, 2017 (LottDC)
40. Erika Martinez, representing Park East High School, oral and written comments, December 15, 2016 (Martinez)
41. Madeline Mendez, representing CASA, oral comments, December 15, 2016 (Mendez)
42. Jameson Mitchell, representing the Speaker's East Harlem Steering Committee and Civitas, oral comments, December 15, 2016 (Mitchell)
43. Sandy Morales-De Leon, representing Union Settlement Business Development Center, oral and written comments, December 15, 2016 (Morales-DeLeon)
44. Movement for Justice in El Barrio, written comments, November 17, 2016 and Undated (MovementforJustice)
45. The Municipal Arts Society of New York, written comments, January 4, 2017 (MAS)

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46. New Yorkers for Parks, The Arthur Ross Center for Parks and Open Spaces, written comments submitted by Lynn B. Kelly, Executive Director, January 4, 2017 (NYersforParks)
47. Kensing Ng, representing Community Voices Heard, oral comments, December 15, 2016 (Ng)
48. David Nocenti, representing Union Settlement, oral comments, December 15, 2016 (Nocenti)
49. Ron Novita, representing City Center R.9., oral comments, December 15, 2016 (Novita)
50. Dennis Osorio, member of Community Voices Heard, written comments, Undated (Osorio)
51. Maria Pacheco, representing Community Voices Heard, oral and written comments, December 15, 2016 (Pacheco)
52. Emily Parkey, representing Harlem RBI, oral comments, December 15, 2016 (Parkey)
53. Catalina Perez, written comments, January 2, 2017 (Perez)
54. Robert Perkins, representing Harlem Neighborhood Block Association, oral comments, December 15, 2016 (Perkins)
55. Pratt Center for Community Development, written comments submitted by Elena Conte, Director of Policy, December 29, 2016 (Pratt)
56. Casylee Rivera, representing Park East High School, oral and written comments, December 15, 2016 (Rivera1)
57. Sandra Rivera, oral comments, December 15, 2016 (Rivera2)
58. Ivette Rosario, representing Park East High School, oral and written comments, December 15, 2016 (Rosario)
59. Josefina Salazar, representing Movement for Justice in El Barrio, written comments, Undated (Salazar)
60. Frederick Schneider, oral comments, December 15 2016 (Schneider)
61. Jeziel Sewer, representing Park East High School, oral and written comments, December 15, 2016 (Sewer)
62. Sheldon Lobel PC, written comments submitted by Richard Lobel, January 4, 2017 (SheldonLobel)
63. Christopher Smith, oral comments, December 15, 2016 (Smith)
64. Heather Spore-Kelly, written comments, November 11, 2016 (Spore-Kelly)
65. Tahl Propp Equities, written comments submitted by Paul J. Proulx of Holland & Knight, January 3, 2017 (Tahl Propp)
66. Evelio Tamayo, representing El Barrio's Operation Fight Back, oral comments, December 15, 2016 (Tamayo)
67. Raymond Tirado, resident and representing Community Voices Heard, oral and written comments, December 15, 2016 (Tirado)

- 68. Amanda Torres, representing Park East High School, oral and written comments, December 15, 2016 (Torres)
- 69. Josmar Trudillo, oral comments, December 15, 2016 (Trudillo)
- 70. Oba Watson, representing Local 79, oral comments, December 15, 2016 (Watson)
- 71. Sam Rahiem Williams, representing Park East High School, oral and written comments, December 15, 2016 (Williams)
- 72. Marie Winfield, written comments, January 4, 2017 (Winfield)
- 73. Jonathan Winstone, written comments, December 28, 2016 (Winstone)

C. COMMENTS AND RESPONSES

COMMUNITY ENGAGEMENT AND BACKGROUND

Comment 1: It is inappropriate for DCP to characterize its Neighborhood Study as building off of the EHNP when that Study is not yet complete, and the action that is being forwarded by DCP is a land use proposal that excludes major portions of the Study Area in the EHNP. In fact, there is no timeline offered whatsoever for when DCP’s Neighborhood Study will be completed, and no information about the process beyond the land use review. The promise that DCP’s Study will “also identify complementary initiatives to address key infrastructure, economic development, workforce and community wellness issues” (page 2 DSOW) is overly broad, and given the great divergence between the land use proposals that were part of the EHNP and the Proposed Actions, there is little reason to believe that the complementary initiatives referenced will be faithful to the full breadth of the EHNP. Instead, it appears as though DCP is preparing to be selective about the elements of the EHNP it wishes to advance, while using that robust process as political cover to justify its choices. If this is not the intention, DCP should make clear the process and timeline for completion of the Neighborhood Study, and ensure that it is finished and available for public review before any proposed land use actions are certified. (CVH)

Response: As indicated in Section E. “Purpose and Need for the Proposed Actions” of the Draft Scope of Work (DSOW), the Department of City Planning’s rezoning proposal builds upon and responds to the zoning and land use recommendations included in the East Harlem Neighborhood Plan. While the Department continues to work with its interagency partners to respond to other recommendations included in the EHNP outside the scope of zoning, the Draft Environmental Impact Statement (DEIS) and the associated Uniform Land Use Review Procedure (ULURP) will relate solely to the Proposed Actions as articulated in the DSOW.

The DEIS will be prepared in accordance with the City Environmental Quality Review (CEQR) Technical Manual guidelines. As discussed in Section B.

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“Required Approvals and Review Procedures” of the DSOW, once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comments. After certification of the Proposed Actions, the seven-month public review process will commence, which will contain robust opportunities for public engagement including a Public Hearing where members of the public will again be invited to comment upon the proposal. The ULURP process will also include referrals to Community Board 11, the Manhattan Borough President’s Office and eventually the City Council. Information regarding City responses to EHNP recommendations other than zoning and land use will be shared as it becomes available throughout the course of this process.

Information about key milestones, important project dates and other announcements will be posted to DCP’s East Harlem Neighborhood Study website: <http://www1.nyc.gov/site/planning/plans/east-harlem/east-harlem.page>.

Comment 2: It is imperative that community members are continuously engaged and are aware of any new progress with the East Harlem Rezoning proposal as it moves through each and every remaining step. (Serrano)

Response: Please see the response to Comment #1. The Department of City Planning will continue to meet and engage with the community as the East Harlem Rezoning advances, as such engagement is fundamental to the ULURP process.

Comment 3: We are shocked and dismayed that your department has excluded our 10-Point Plan to Preserve Rent-stabilized Housing from your East Harlem rezoning process. As you know, your office received this plan numerous times: via mail on November 5, 2015, and as part of written testimony hand-delivered for DCP hearings on rezoning on 12/22/15 and 2/10/16, and yet you have not mentioned it or included it in any of your recent presentations about the East Harlem rezoning. We are calling on you to stop excluding us from the rezoning process. (MovementforJustice, Florencio, Leone, Garcia)

Response: As discussed in Section A. “Introduction” of the DSOW, the Proposed Actions involve zoning and land use actions subject to CPC approval. Housing code enforcement and landlord-tenant disputes, as referenced in the 10-Point Plan, fall under the jurisdiction of the Department of Housing Preservation and Development (HPD), and do not involve actions under the purview of the City Planning Commission (CPC) or the Department of City Planning (DCP).

Comment 4: The insulting aspects of this whole scenario are that the long process of community visioning that took place, where citizens participated in a democratic process and came up with a plan for this community, is not being honored as it should. (Barkley)

Response: Please see the response to Comment #1.

Comment 5: Potential development on NYCHA property should be discussed and agreed upon with NYCHA residents. (CB 11, MBPO, Serrano, MAS, CVH, Winfield)

Response: As noted in Section F. “Description of the Proposed Actions” of the DSOW, the proposed commercial overlays on NYCHA campuses represents only one step towards the allowing of commercial development in these areas. This action would establish a zoning district that would enable NYCHA to pursue certain additional approvals and initiate processes that could advance commercial development on these campuses. In the event that any development plans are pursued, the disposition (including long-term leases) of NYCHA property for redevelopment must occur in accordance with Section 18 of the U.S. Housing Act of 1937, as amended, which requires submission of an application to HUD for disposition of NYCHA public housing authority (PHA) property with a NYCHA Board resolution authorizing such application, following consultation with residents and the community. Under 24 CFR 970.9 (a) Resident consultation, “PHAs must consult with residents who will be affected by the proposed action with respect to all demolition or disposition applications. The PHA must provide with its application evidence that the application was developed in consultation with residents who will be affected by the proposed action, any resident organizations for the development, PHA-wide resident organizations that will be affected by the demolition or disposition, and the Resident Advisory Board (RAB). The PHA must also submit copies of any written comments submitted to the PHA and any evaluation that the PHA has made of the comments.”

While no major plans have been announced for NYCHA properties in East Harlem, resident engagement remains at the core of NYCHA’s redevelopment strategies elsewhere in the city. Through a comprehensive engagement process that includes meeting facilitation, direct outreach and canvassing, and visioning workshops, NYCHA will prioritize ensure resident consultation in areas of design, affordability, amenities, preference and other project attributes.

Comment 6: In the spirit of meaningful public engagement and a robust discourse, Pratt Center for Community Development requests an extension of 30 days for submitting written comments on the scope. (Conte)

Response: As noted in Section B. “Required Approvals and Review Procedures” in the FSOW, the public comment period on the DSOW was extended to January 6, 2017, for a total duration of twenty-two days, in response to requests for an extension.

Comment 7: I have an eight-year-old autistic son. He’s currently in PS 138 on 128th Street, between Third Avenue and Lexington. The kids in that school, PS 138, which is a special needs school in School District 75, I haven’t seen anybody reach out to the member in that school and express concerns or tell them what’s going on. They had no idea. I’m the one who explained to them what kind of changes

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they're in for, just with traffic alone. 'Cause if anybody knows about special needs kids, the time is needed just to make sure they get on the bus safely. (Watson)

Response: Please see the response to Comment #1. Notice of the hearing on the Draft Scope of Work was posted to DCP's website on November 10, 2016. The DEIS will disclose any anticipated environmental impacts relating to a number of different factors, including a discussion of potential traffic impacts in the Transportation chapter.

Comment 8: As an organization that uses the baseball field at East 111th/112th Streets between Madison and Park Avenues, I can speak on our behalf and on that of other youth organizations, we were never contacted nor included in this process. We've never been given any notice or information about the City's plans to relocate the field or the hundreds of children that play on it. In addition to Spring and Fall Baseball Games, we have run free baseball Camps in the Summer for years for the children of East Harlem all on this field. (Baltimore)

Response: New York City Department of Parks and Recreation is working with the East Harlem Little League, who formerly used the East 111th site, to accommodate the field time they need for practices and games at an alternate location.

Comment 9: The lack of communication and any real sense of partnership have been disappointing and puzzling. During the text amendments for Mandatory Inclusionary Housing (MIH) and Zoning for Quality and Affordability (ZQA), DCP staff answered every question I wrote, in detail, and followed up with phone calls that often happened after hours. Even though I had many more questions during MIH and ZQA than I do now, staff took the time to answer every one of them, and I was able to explain the amendments to the Community Board I serve with real knowledge. But during the East Harlem Rezoning process, DCP answered few questions and never satisfactorily explained the differences between the rezoning proposal and the EHNP. (Janes)

Response: Please see the response to Comment #1. The Department of City Planning is respectful of the independent process that was undertaken to develop the EHNP, and acknowledges the need for the Steering Committee to deliberate and discuss conclusions without the direct input or influence of City agencies. DCP staff attended numerous meetings scheduled throughout the process of developing the recommendations in the EHNP, including many Steering Committee meetings in addition to Community Workshops and other public events. At these events, DCP staff made themselves available to answer questions, participate in workshops, facilitate small group discussions and make presentations addressing the agency's response to the recommendations in the EHNP. The majority of these meetings occurred well in advance of the notice announcing the hearing

on the Draft Scope of Work being posted to DCP's website on November 10, 2016.

Comment 10: As a measure to increase transparency and public oversight, MAS recommends that DCP make public all its mapping and GIS data related to the rezonings at the same time the EAS and DSOW is released. This includes shapefiles for the project and study areas, potential and projected sites, as well as any other pertinent files. Making this data accessible will encourage more informed recommendations by the public, which only enhances the quality of the resulting EIS. We also expect that the FSOW will be posted on the DCP website. (MAS)

Response: As required, the Department of City Planning will post the FSOW on the Department's website prior to the DEIS for public review and comments.

Comment 11: We object to and reject the Mayor's proposed Rezoning of East Harlem. (ElBarrioUnite, Hernandez)

Response: Comment noted.

Comment 12: With the submission of the East Harlem Neighborhood Plan, Community Board 11's statement of district needs and budget priorities no longer appear as a referenced policy document on land use applications, including the East Harlem Rezoning. Regardless of Community Board 11's participation as project partner on the EHNP, the statement of district needs and budget priorities are stand-alone documents that should survive any council member's term and be included as a considered policy document. (Winfield)

Response: Community Board Statements of District Needs and Budget Priorities are vital documents that provide important information about community priorities and local context to city agencies, elected officials and to the wider community. City agencies use these documents, along with other community inputs, to inform their planning, budgeting and community outreach. The Community Board Statements of District Needs and Budget Priorities are advisory documents for the purposes of CEQR, and will not be specifically assessed for compliance of the Proposed Actions in the DEIS.

Comment 13: The Movement for Justice El Barrio is an organization of tenants that live in East Harlem that fights for dignified housing and against displacement. We are the low-income community of East Harlem. We are, unconditionally against the Mayor's rezoning plan. The Mayor's plan is nothing more than a land grab for the rich. We wish to reiterate that we are here in defense of our beloved Barrio and as we have done over the years, tonight we declare once again: El Barrio is not for sale, it is to be loved and defended. (Florencio, Leone, Garcia)

Response: Comment noted.

TASK 1: PROJECT DESCRIPTION

GENERAL

Comment 14: City Planning has introduced a rezoning proposal, which reflects much of the vision included in the East Harlem Neighborhood Plan, though it does include some noticeable differences. I've encouraged City Planning to continue to work with the community to address the many other needs outlined in the East Harlem Neighborhood Plan. Empowering communities to play active roles in determining their own future is key to ensuring citywide policies that meet local needs. (Mark-Viverito)

Response: Comment noted. As stated in Section A. "Introduction" of the DSOW, the proposed land use actions are sought in response to the recommendations identified in the EHNP and Community Board 11's The Department of City Planning, in coordination with our interagency partners, will continue to engage and work with the community regarding the recommendations included in the East Harlem Neighborhood Plan.

Comment 15: It will improve the tax base of East Harlem, which will equal better quality of life services, such as sanitation, infrastructure, police, and fire. The Harlem Block Association supports the rezoning of East Harlem. (Perkins)

Response: Comment noted.

Comment 16: This plan is designed specifically to displace us. (Garcia)

Response: As discussed in Section E. "Purpose and Needs" of the DSOW, the Proposed Actions were developed in response to recent trends in East Harlem--such as rising rents and the withdrawal of buildings from rent stabilization programs--which would be expected to continue absent the Proposed Actions. The Proposed Actions would encourage more affordable housing development in East Harlem; this additional housing would be available to East Harlem residents. The City's Mandatory Inclusionary Housing (MIH) program represents the most significant and far-reaching zoning mechanism in the country to increase the supply of permanently-affordable housing. Absent the Proposed Actions, MIH would not be extended to the study area, and there would be no requirement that developments provide permanently affordable units in East Harlem.

The Proposed Actions, as described in the DSOW, represent a land use proposal that is only one component of a larger strategy to preserve housing affordability in East Harlem. Other efforts are being undertaken by HPD to bring substantial amounts of income-restricted housing units to publicly-held sites, in addition to other efforts to preserve existing affordable housing, increase access to affordable housing, and to promote economic opportunity throughout the neighborhood.

Comment 17: El Barrio’s Operation Fight Back is in support of the rezoning, with a strong emphasis on support for nonprofit affordable housing providers and strong support for economic development for the residents of East Harlem. (Tamayo)

Response: Comment noted.

Comment 18: I live close to the SustainNYC area that you’re going to be redeveloping. Although we’re really sad to see the ballfields go, we’re excited about what’s going to be happening in that area. That viaduct is very unsafe, it’s dimly lit and we pray that you will have more lighting, have business opportunities next to the viaduct, so that we can keep the streets alive during the evenings even. There have been over five deaths right in a ten block radius on the viaduct. It’s unsafe. People are speeding. Put cameras up do something to help the safety in that neighborhood. (Kelly, Unknown Speaker at Evening Session)

Response: Comment noted. With respect to the viaduct, the Proposed Actions are intended to revitalize the Park Avenue corridor and create a safer environment for residents and businesses in the vicinity of the viaduct. As discussed in Section E. “Purpose and Needs” of the DSOW, the proposed zoning changes would promote active non-residential ground-floor uses along the key corridors to facilitate a better pedestrian experience by activating the streetscape. These changes would also promote a more active and safe environment along Park Avenue, which is currently underutilized and has very limited pedestrian activity.

Comment 19: We know that the Mayor's "luxury housing plan" favors real estate developers who can build market rate, luxury units as the vast majority of new housing in rezoned areas under his plan. We are opposed to this plan because when the market is flooded with thousands of new luxury units, this will cause rapid rent increases in the community, displacing long-term, low-income residents from their rent-stabilized units as has been seen in rezonings of other "hot markets" like Chelsea and Williamsburg. The so-called affordable units are not within reach of the low-income tenants of East Harlem. (MovementforJustice)

Response: Please see response to Comment #16. With the adoption of MIH in 2016, the Department of City Planning has a powerful new tool available to require the creation of permanently-affordable housing. A minimum of 20 percent and a maximum of 30 percent of all units developed following the rezoning will be required to remain permanently-affordable, which will serve as a baseline of affordability for years to come.

Comment 20: The preservation of existing affordable housing is not articulated in the land use objectives as outlined on page 14 of the Draft Scope. However, it is included in the detailed discussions on page 15. We believe that preservation of affordable housing should be clearly articulated in the objectives on page 14. (Mark-Viverito)

East Harlem Rezoning

Response: While public policies are actively being pursued to regulate and preserve existing affordable housing, these are outside the purview of the City Planning Commission and therefore not considered land use objectives for the Proposed Actions. As discussed in Section E. “Purpose and Need for the Proposed Actions” in the DSOW, the Proposed Actions have been designed to complement affordable housing preservation strategies by focusing new development on corridors with the most opportunity to sustain growth. However, the Department of Housing Preservation and Development is continuing their ongoing work toward developing a housing preservation plan that would provide a number of opportunities for households to remain in their existing units.

Comment 21: The preservation of existing affordable housing should be emphasized when affordable housing strategy is discussed. We want to ensure that the existing affordable housing stock is adequately considered when measuring direct and indirect residential displacement as many of these critical units are either unregulated or subject to expiring affordability restrictions. (Mark-Viverito)

Response: Please see the response to Comment #20. Direct and indirect residential displacement effects of the Proposed Actions will be considered in the Socioeconomics chapter of the DEIS.

Comment 22: Developers should be required to utilize green technologies to help create an environmentally friendly environment for generations to come. (Serrano)

Response: There are existing city programs and policies designed to increase energy efficiency and reduce emissions in new buildings and in building code requirements for construction in the flood hazard area. Furthermore, residential developments subsidized through HPD or the New York City Housing Development Corporation (HDC) must comply with Enterprise Green Communities Criteria. As discussed in Section H. “Proposed Scope of Work for the EIS” in the DSOW, the DEIS will provide an assessment for greenhouse gas emissions that considers emissions from the Proposed Actions’ operations, mobile sources, and construction. The DEIS will also provide an assessment on the Proposed Actions’ conformity to city goals, including consistency with the Waterfront Revitalization Program.

Comment 23: Promoting better neighborhood health by ensuring greater access to healthy and affordable food options is yet another important step we must take to reduce the rate of chronic illnesses. When considering an economic development plan for the area, we should encourage current and future businesses to invest in the immediate community by making healthy foods a top priority. (Serrano)

Response: As a part of the Neighborhood Study, DCP has been working with the Department of Health & Mental Hygiene (DOHMH) to identify community

wellness issues in East Harlem and to identify strategies and resources to address them. Additionally, Community District 11 is eligible for the Food Retail Expansion Support Health Program (FRESH) which offers zoning incentives and potential financial benefits that encourage the development and retention of convenient, accessible stores that provide fresh meat, fruit and vegetables, and other perishable goods in addition to a full range of grocery products.

Comment 24: The plan should include a vocational training facility. (CB 11)

Response: The provision of specific facilities such as vocational training centers is beyond the purview of zoning, and is not part of the Proposed Actions. The Proposed Actions include area-wide zoning changes which would affect private properties that are not under City-ownership. The Department of Small Business Services (SBS) provides connections to workforce training programs and connections to employment to New Yorkers through a network of 20 Workforce1 Career Centers. SBS offers industry specific training programs in high-demand industries, including healthcare, technology, and industrial and manufacturing.

The Department of City Planning, as well as our interagency partners including SBS and the Mayor’s Office of Workforce Development, will continue to engage and work with the community regarding the recommendations included in the East Harlem Neighborhood Plan. Information regarding City responses to EHNP recommendations outside of zoning and land use will be shared as it becomes available throughout the course of this process.

Comment 25: Given DCP’s unwillingness to acknowledge current trends of displacement and the impact on specific racial and ethnic groups in the City, it would be advisable for the Scope to contain more appropriate language. We suggest “African Americans...became the predominant group as European immigrants and their descendants, who enjoyed greater freedoms for where they could live, concentrated elsewhere.” (CVH)

Response: As stated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will provide a socioeconomic assessment to address any potential displacement concerns in accordance with the guidelines of the CEQR Technical Manual guidelines.

Comment 26: The proposed route of the Second Avenue Subway is within the Study Area and Project Area. MAS concurs with the EHNP recommendation for the City to capitalize on this development to create a multi-modal transit hub and improve access to jobs, services, cultural facilities, and educational opportunities. Any development around transit must also be complemented by meaningful community engagement to create design guidelines for transit connections. (MAS)

East Harlem Rezoning

Response: The Proposed Actions orient development near and around anticipated platforms for Phase II of the Second Avenue Subway, and have been designed to realize the full potential of the existing multi-modal transit hub at East 125th Street by requiring the development of non-residential uses to bring jobs to areas rich with transit access. The Department of City Planning will continue to work with the community and other city agencies to identify additional recommendations beyond the purview of land use actions.

AFFORDABILITY-MANDATORY INCLUSIONARY HOUSING (MIH), HPD, AND NYCHA

Comment 27: Hoping that all levels of affordability will happen there, and that you'll mandate that some of that will be home ownership. (Kelly)

Response: The Proposed Actions involve area-wide zoning changes of primarily privately owned property. While the Proposed Actions are designed to encourage certain land use outcomes, the development of homeownership units is largely dependent up to individual property owners and developers. Public land is typically developed as rental housing in order to maximize the level of affordability and the number of affordable units developed in a building.

As a result of the adoption of MIH in 2016, the Department of City Planning now has a powerful new tool available to promote permanently-affordable housing by requiring its development in certain circumstances. The MIH program represents the most significant and far-reaching zoning mechanism in the country to increase the supply of permanently-affordable housing. The program established with a consistent set of regulations designed to enable different neighborhood conditions to be addressed while supporting the construction of new housing. With the application of MIH under the Proposed Actions, permanently-affordable units will be required in new developments throughout much of the project area. The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside.

Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the AMI, with at least 10 percent of residential floor area affordable at 40 percent AMI. Option 2 would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. The City Council or CPC may apply an additional Workforce Option or a Deep Affordability Option in conjunction with Options 1 and 2. The Workforce Option requires 30 percent of units be affordable at 115 percent AMI, with set-asides at two lower income levels. The Deep Affordability Option would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. For all

options, no units could be targeted to residents with incomes above 130 percent AMI.

The provision of permanently-affordable units through the above-mentioned MIH options will serve as a baseline of affordability for years to come. On public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

The MIH program does include an option for affordable units to be provided as homeownership units, under a set of regulations that limit the resale price of affordable MIH homeownership units.

Comment 28: Community Voices Heard demands 30 percent of all the housing to be affordable for families that are making \$23,350 or less. 37 percent of people in Harlem have an income of \$23,350 or less. (Torres, Martinez, Cabrera, Rivera, Sewer, Rosario, Williams, Cruz, Casado, Caliman, Ng, Tirado, Mendez)

Response: The Proposed Actions would make MIH applicable to much of the Project Area. The MIH program is a citywide program that establishes basic standards for affordability, based on planning studies and the public review process that enacted the program in 2016. While MIH provides a range of options to provide a specified percentage of units as permanently-affordable housing, all of which meet the goals of the MIH program, the list of options that may be made available in any neighborhood is consistent citywide. The four MIH affordability options are described in detail in the response to Comment #26. As noted during the public review process for the zoning text amendments establishing the MIH program, reaching the lowest income levels with affordable housing requires operating subsidy, because rents do not support operating expenses, and this cannot be accomplished through the MIH program alone.

The provision of permanently-affordable units through the MIH program will serve as a baseline of affordability for years to come. The ultimate determination of which MIH option will accompany the Proposed Actions will be decided once the deliberations of the CPC and City Council have concluded. The EIS will not identify which MIH option(s) will be applied in East Harlem.

On public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

East Harlem Rezoning

Comment 29: The rezoning plan for East Harlem should include 30% of the total units to be affordable for low-income families making 30% of the Area Median Income (AMI). (Osorio)

Response: Please see the responses to Comments # 27 and 28.

Comment 30: The EHNP rezoning recommendations for the public sites should be incorporated in DCP's proposal; including additional public sites that have been identified through the EHNP. The City should commit to maximizing deeply affordable units; 30% or below of AMI, on all public sites. (CB 11)

Response: Comment Noted. The Proposed Actions will facilitate the development of affordable housing on publicly owned sites, including the 100% affordable Sendero Verde project. Sendero Verde will provide 655 units of affordable housing, 163 of which will be affordable on a permanent basis. The Sendero Verde project includes a significant number of deeply affordable units, with 20% of the units affordable to extremely low-income households.

On other public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

Comment 31: Right now the City wants to build tall buildings and skyscrapers in East Harlem and only wants to have a small portion of those buildings be affordable housing. Is it for people making \$22,000 a year or less? Because if not, it cannot be called affordable. (Torres)

Response: Comment noted. As described in Section F. "Description of the Proposed Actions" of the DSOW, the Proposed Actions include a variety of zoning changes that would facilitate a range of building types in East Harlem. Please see the responses to Comments # 27 and 28.

Comment 32: People who have lived here for their entire life are getting pushed out. If there was more money put into affordable housing, then people who otherwise would get pushed out of their homes can rely on public housing. (Rosario)

Response: As stated in Section E. "Purpose and Need for the Proposed Actions" of the DSOW, the Proposed Actions are intended to facilitate an increase in the supply of housing and the creation of affordable housing, both on privately owned land and on publicly owned sites, to house a diverse range of New Yorkers, including very low-income households. Over the past three years, capital funding for HPD has doubled, rising to nearly \$800 million this year, from \$400 million in 2014, enabling the agency to expand its efforts to preserve and develop affordable housing across the city.

To support residents who are experiencing pressures from rising rents, the City has greatly increased its dedication of resources to better protect tenants through code enforcement, free legal services, preservation of existing affordable housing, and other services. In communities where rents are rising because of strong demand for housing, failure to increase the supply of housing would exacerbate the upward pressure on rents.

Comment 33: There are going to be thousands and thousands of affluent new residents in here. The majority of the housing that's going to be built, even if it's 20 or 30 percent "affordable," that means 60 to 70 to 80 percent of it is going to be market rate. (Trudillo)

Response: While the MIH Program mandates specific levels of permanent affordability, for the remaining units, the income levels of residents of non-MIH units will depend on a range of factors including what subsidy programs, if any, are used by individual developments. Absent the Proposed Actions, there would be no opportunities to mandate permanently-affordable units for inclusion in new market-rate developments. In the absence of the creation of new housing, upward pressures on rents in existing units would be expected to increase. The Socioeconomic Conditions chapter of the DEIS will consider any possible direct or indirect residential displacement impacts of the Proposed Actions.

Comment 34: The board requests that opportunities for affordable home ownership are included in the rezoning plan with assistance from federal agencies. Home ownership is a financial foundation of any community because stakeholders will provide continued monetary support to local business. The plan now only makes provisions for rentals. (CB 11)

Response: The Proposed Actions involve area-wide zoning changes of primarily privately owned property. The development of homeownership units is largely dependent on market conditions and on the decisions of property owners and developers based on the resources available. Resources from the federal government to support construction of new multifamily homeownership housing may be identified when appropriate. Public land is typically developed as rental housing in order to maximize the level of affordability and the number of affordable units developed in a building.

Comment 35: We will not consider greater density absent other commitments and a clear preservation strategy, as well as additional resources to be made available for more and deeper levels affordability on East Harlem's publicly owned sites. (CB 11)

Response: Comment noted. The Department of City Planning, as a part of the East Harlem Neighborhood Study, will continue work with our interagency partners and the community regarding the recommendations included in the EHNP. With respect to the preservation of built neighborhood character, the Proposed Actions

include the mapping of contextual zoning districts in appropriate areas in order to ensure that new development is consistent with existing built form. This strategy is consistent with the recommendations included in the EHNP regarding the preservation of neighborhood character in these areas.

As discussed in Section E. “Purpose and Needs” of the DSOW, the Proposed Actions are only one component of a larger strategy to preserve housing affordability in East Harlem. HPD is committed to identifying proactive and effective strategies to preserve existing affordable housing, and seeks opportunities to preserve affordable housing in East Harlem, as anywhere else. HPD also intends to finance the development of new affordable housing for a range of incomes, including extremely low and low incomes, on the publicly owned sites in East Harlem that are available and appropriate for development. One such site is Sendero Verde, a publicly-owned site that will include over 650 units of affordable housing, many of which will be affordable to extremely low-income households.

Comment 36: The Project Description must include extensive detail as to the creation, quantity, level of affordability, permanence or duration of affordability for housing resulting from the proposed project. Further, the type, quantity, composition, and specific makeup of commercial and retail space, to include its eventual use; the mass, bulk, height, shadow potential, and other impacts of the project are of crucial importance and must be addressed in the Project Description. Without detail on the proposed project, the Board cannot adequately evaluate the impacts of this project. The Board recommends that 50% of the total units should be permanently affordable and tied to the deed; 50% of those units must have community preference within the CB11 catchment zone and must be enforced; affordability should be maintained within MIH and the district’s needs in regards to the lowest income qualifications. (CB 11)

Response: As described in Section F. “Description of the Proposed Actions” of the DSOW, housing developments located in areas zoned for Mandatory Inclusionary Housing (MIH) must generally follow affordability requirements established pursuant to the Zoning Resolution. Between 20 and 30 percent of units produced in MIH areas are required to be permanently affordable, and owners must adhere with all compliance and oversight requirements, including those related to HPD marketing guidelines. The provision of permanently-affordable units through the MIH program will serve as a baseline of affordability for years to come. See the responses to Comments # 27 and 28 for more information about the MIH program.

On public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable

units, more permanently affordable units, or more deeply affordable units to be created.

Details related to the creation, quantity, level of affordability, permanence or duration of affordability for housing developed as a result of the Proposed Actions will become available as each site is developed. This information is not included in the Project Description because the information cannot be determined prior to the time of development. Projected and potential developments expected to result from the Proposed Actions are included in the Reasonable Worst-Case Development Scenario, which will be analyzed in the EIS. The EIS will include extensive information regarding adverse impacts that could result from the Proposed Actions with respect to socioeconomic conditions, urban design, shadows, land use and a number of other topic areas.

Comment 37: I want to voice support for designating land and funds for the construction of further facilities for the homeless. The original community plan did make reference to plans for new facilities and I desperately hope that the City will make good on this opportunity to construct significant new shelters and medical and outreach centers. (Guilford)

Response: While the Proposed Actions do not include recommendations regarding the location of shelters for the homeless, the City recently developed a more comprehensive approach to provide housing for its neediest residents, including the homeless and formerly homeless. In the fall of 2015, the City committed to creating 15,000 units of permanent supportive housing over the next 15 years.

Comment 38: Without expanded tenant protections and the creation of an ample supply of deeply affordable housing, we can expect the rezoning of East Harlem to bring with it mostly negative consequences for current residents. (Osorio)

Response: The City has committed free legal services and the assistance of HRA's Tenant Support Unit to ensure that tenants are aware of their rights and resources. The City is committed to protecting tenants and helping them to stay in their homes. HPD also actively seeks opportunities to preserve existing affordable housing through preservation financing, including loans and tax benefits, in exchange for long-term affordability for tenants.

Comment 39: I am a resident of East Harlem in an HPD building right across from HPD's East 111th Street Site. Many of us are very concerned that the housing stock proposed in the almost 700 units is going to be deemed 100% below market rate. New York City needs more moderate income housing. Along with my neighbors, I beg you to open the restrictions to a more diverse income assemblage. Give affordability to our teachers, our city workers, our middle income families. Have the units be 100% affordable, but that does not mean to only cater to the lowest AMI. (Kelly)

East Harlem Rezoning

Response: The City is committed to providing affordable housing for all New Yorkers in need, including housing for the City’s lowest-income households. The proposed development on the East 111th Street site, Sendero Verde, is expected to serve a wide mix of household needs – from those earning up to 30% of the Area Median Income (approximately \$24,500 for a household of three according to HUD 2016 income limits), to those earning up to 130% of AMI (approximately \$106,080 for a household of three). It is also expected to include units for seniors.

Comment 40: We expect that the FSOW will identify a Mandatory Inclusionary Housing (MIH) option most representative of the median household income in the East Harlem study area to be evaluated in the EIS. According to the Fiscal Year 2017 Statement of Community District Needs of Community Board 11, East Harlem’s 2011-2013 median household income is \$30,335 per year, which is less than 40 percent of the Area Median Income (AMI)—the deepest level of affordability under the four MIH options. (MAS)

Response: Conservative assumptions will be utilized in the DEIS to ensure that any possible impacts of the Proposed Actions are fully analyzed. See the responses to Comments # 27 and 28.

Comment 41: Developments along Park Avenue north of East 125th Street should be subject to lower mandatory inclusionary housing requirements than currently proposed, since the area is already dominated by public housing. I support the City's goal of increasing the stock of affordable housing but believe it should be achieved in a way that results in economic diversity within each neighborhood. Requiring additional affordable housing in new developments in that corridor will perpetuate the very strong economic skew that already exists, and miss the opportunity to bring more balance to that area. (PKelly)

Response: The MIH program is a citywide program that establishes standard requirements for affordability, based on planning studies and the objective of promoting economically diverse neighborhoods. While MIH provides a range of options to provide a specified percentage of units as permanently-affordable housing, all of which meet the goals of the MIH program, the list of options that may be made available in any neighborhood is consistent citywide. In addition, non-MIH units within an MIH development may reach a broader range of incomes as well. See the responses to Comments #27 and 28.

Comment 42: Any redevelopment plan should take extreme precautions to prevent the displacement of current area residents by preserving existing affordability throughout El Barrio. As such, new housing developments should seek to provide affordability representative of the immediate community. It is my hope that such affordability goes beyond the current Mandatory Inclusionary Housing

standards and aims to be more representative of the unique housing needs of El Barrio residents. (Serrano)

Response: See the responses to Comments #27 and 28.

Comment 43: The redevelopment plan should also contain tangible ways in which NYCHA residents can benefit from the coming changes, such as improvements in their housing developments and open green spaces, or employment opportunities.(Serrano)

Response: NYCHA has committed that a portion of the revenue generated through any potential redevelopment of NYCHA sites will be re-invested back into existing buildings to provide for needed repairs and improvements. In addition, NYCHA requires all real estate development projects to include a Resident Hiring Plan and Marketing Plan to insure NYCHA residents are connected to economic and housing opportunities related to the new development. See the response to Comment #5 for more information about NYCHA’s resident engagement practices.

Comment 44: The City should expand the resources available to East Harlem building owners and developers to preserve affordable units by creating a neighborhood-wide HPD funding set aside, focusing the uses of these funds on affordable units within public financing programs set to expire over a set number of years. (CVH)

Response: HPD’s financing and tax incentive programs to preserve affordable housing are available city-wide. However, HPD has undertaken proactive and robust outreach to property owners in East Harlem to ensure that they are aware of those preservation financing resources. In exchange for HPD’s rehab loans and/or tax benefits, owners agree to long-term affordability for their tenants.

Comment 45: The new taller buildings that will be allowed to be constructed under this proposed plan will rely on massive public financing utilizing 25-year Tax Abatements that will deprive the City of necessary moneys to pay for shrinking city services while also utilizing tax credits which serves effectively as tax shelters for the rich, who again will deprive the government of necessary revenue to pay for programming and services that poorer residents rely on. (ElBarrioUnite)

Response: Comment noted.

Comment 46: We need a real affordable housing plan that will maintain and preserve East Harlem's affordable profile of today by renewing the necessary housing maintenance and operational programs in order to maintain affordability restrictions, ensure affordability without renewal, or otherwise replace them with new affordable units with similar affordable rents for extremely low- and very low-income families. (ElBarrioUnite)

East Harlem Rezoning

Response: As stated in Section F. “Description of the Proposed Actions” of the DSOW, the Proposed Actions are designed to create new affordable housing for current and future residents, with MIH options that include opportunities for units that would be made affordable to low- and very low-income households. While the provision of permanently-affordable units through the MIH program will serve as a baseline of affordability for years to come, the Proposed Actions are only one component of a larger strategy to preserve housing affordability in East Harlem.

HPD is committed to identifying proactive and effective strategies to preserve existing affordable housing, and seeks opportunities to preserve affordable housing in East Harlem, as anywhere else. HPD also intends to finance the development of new affordable housing for a range of incomes, including extremely low and low incomes, on the publicly owned sites in East Harlem that are available and appropriate for development. One such site is Sendero Verde, a publicly-owned site that will include over 650 units of affordable housing, many of which will be affordable to extremely low-income households.

Comment 47: The East 111th Street site should remain in its current state as a ballfield and community gardens. There is no need to over populate the area under the guise of affordable housing. Buildings in disrepair should be the targets of the rezoning, not the gardens and ball park. (Johnson)

Response: The City issued a Request for Proposals (RFP), called SustainNYC, for the East 111th Street Site to achieve multiple goals of providing much-needed affordable housing and neighborhood amenities, and preserving community garden space. A Community Visioning Workshop was held in Spring 2016 to gather input on what the community hoped to see on the site, and the final proposal selected reflects many of the priorities that were identified through the engagement process. The selected development team is led by Jonathan Rose Companies, with L+M Development Partners and several community partners. The proposal envisions a mixed-use, highly sustainable development constructed in three phases that will bring 655 affordable apartments to the East Harlem community, new retail, community facilities, green spaces, and community garden space. The development team will schedule a series of meetings with the gardeners to design their new garden spaces to meet their needs.

Comment 48: HPD should disclose the extent of its capacity to move projects through its subsidy pipeline - specifically, the number of projects and affordable units the City anticipates being able to move in the East Harlem rezoning area in a given year, given its current staffing, budgetary, and other limitations and the nature and extent of its work to create subsidized housing in other neighborhoods, including other rezoning neighborhoods. (CVH)

Response: The East Harlem planning process creates a significant opportunity to facilitate the creation of much-needed affordable housing. The mapping of Mandatory Inclusionary Housing ensures that new housing development in MIH areas include permanently-affordable housing, regardless of HPD financing status. HPD financing is used in the development of affordable housing on city-owned sites, and these subsidies and resources are also available for private site owners, including mission-driven groups, to develop affordable housing on their own properties. Developments receiving HPD subsidy are required to follow HPD term sheets and other program requirements, and the integrity and competence of all development teams seeking to do business with HPD are verified. However, many of these projects take many years to work their way through the predevelopment process, and are informed by a range of factors; as a result, we do not expect development in East Harlem to occur on the same timeline.

Comment 49: The City should pull the current RFP for the East 111th Street site until it can be reworked or amended with an extended timeline to ensure community priorities are realized. (CVH)

Response: On February 25th, 2016, HPD held a community visioning workshop in collaboration with the Community Board and elected officials to gather input from the community on what they hope to see built on the site, and what community priorities the development could address. This input was summarized into a Community Visioning Report that was attached to the Request for Proposals released in May 2016. This report also included relevant feedback gathered through the East Harlem Neighborhood Plan process. Proposals were evaluated, among other criteria, on how well they responded to the visions and priorities identified in the Community Visioning Report. Utilizing the above criteria, in February 2017, HPD designated Johnathan Rose Companies and L+M as the development team for the Sendero Verde project.

Comment 50: A city-wide Certificate of No Harassment policy and an anti-harassment task force will serve critical needs that the City's current policies and programs do not reach, and we urge the City to implement these strategies, which have a broad base of community support. (CVH)

Response: The Tenant Harassment Prevention Task Force was created in 2015 to investigate and take action against landlords who harass tenants. A joint initiative between the City and the State Attorney General and Tenant Protection Unit of the State Department of Homes and Community Renewal (HCR), the task force has initiative legal and enforcement actions—including criminal charges—against the worst offenders. Complaints can be made directly to the task force by emailed THPT@hpd.nyc.gov.

East Harlem Rezoning

Additionally, the Administration and the City Council created a working group on tenant harassment in response to concerns raised during the public review of MIH (discussed earlier in this chapter) and ZQA (discussed in Chapter 3). The working group, a diverse group of housing data experts, tenant and housing advocates, and industry representatives, is currently evaluating the potential effectiveness, cost, and efficiency of refining and expanding the Certification of No Harassment policy now in effect in a few neighborhoods, and examining alternative tools to combat tenant harassment. Recommendations are expected to be released later this year.

Comment 51: Mandatory Inclusionary Housing (MIH) is insufficient for our neighborhood; it will not create housing affordable for the most vulnerable low income residents in the community who are CVH's core constituency. MIH is not enough, the City should do the following: (1) adopt a meaningful anti-displacement strategies to ensure that current residents can share the benefits of increased investment in the community; (2) dedicate funding to improve the existing affordable housing stock; and (3) create new housing at deeper levels of affordability than MIH. (CVH)

Response: Please see the responses to Comments # 27 and 28.

Comment 52: East Harlem's 2011 to 2013 Median Household Income was \$30,835 which is less than 40 percent of AMI, the deepest level of affordability under the four MIH options. Additionally, based on the East Harlem Neighborhood Plan, 37 percent of East Harlem's households earn less than 30 percent of AMI. (Halili)

Response: Please see the responses to Comments # 27 and 28.

Comment 53: The Mayor's Mandatory Inclusionary Housing, MIH, program will not benefit 50 percent of the residents here. (Mendez)

Response: Please see the responses to Comments # 27 and 28.

Comment 54: We expect that the Final Scope of Work will identify an MIH, or Mandatory Inclusionary Housing, option most representative of the residents of East Harlem. (Halili)

Response: Conservative assumptions will be made in the EIS to ensure that the environmental effects of the Proposed Actions are fully analyzed. See the responses to Comments # 27 and 28.

Comment 55: Income bands for affordable new units developed in East Harlem should be based on after taxes income levels of East Harlem households (not gross incomes). Housing costs should account for other day-to-day costs of living.

Response: Income eligibility for City-financed affordable housing is based on the federal Housing and Urban Development (HUD) occupancy requirements and HPD and

HDC marketing guidelines. HPD publishes an Applicant Income Guide to help applicants understand how to calculate their income; while gross income is used as a baseline, certain types of income are counted while others are not counted in this calculation. Eligibility for affordable units is based on one's percentage Area Median Income (AMI) of the New York City region, as calculated by HUD. HUD income limits are calculated annually and are therefore subject to change on a yearly basis.

Comment 56: The City should analyze the extent to which the Proposed Actions would create affordable housing for "all" New Yorkers, in particular individuals and families making below 30% AMI, who represent a significant share of rezoning area residents and are grossly underserved by the City's current MIH policy and subsidy term sheets. The City should consider scenarios both with and without the 50% community preference. (CVH)

Response: The EIS will analyze the possible impacts of the Proposed Actions, including an analysis of possible socioeconomic impacts in the Socioeconomic Conditions chapter in the EIS. See the responses to Comments # 27 and 28.

Comment 57: Thirty percent of all new residential units must be designated for households making 30% AMI or below. (CVH)

Response: See the responses to Comments # 27 and 28.

Comment 58: The EIS should analyze and disclose the share of proposed housing that would be affordable at local income levels if the City were to adopt term sheets which provide for 25% of apartments at 30% of AMI; 25% at 40% of AMI; and 50% at 60% of AMI. (CVH)

Response: See the responses to Comments # 27 and 28 above. For the purposes of the environmental review, conservative assumptions will be made in the DEIS to ensure that the environmental effects of the Proposed Actions are fully analyzed.

Comment 59: Analyze the current need of all NYCHA developments in CB11 and the cost needed to get them in good repair as well as a household count of all those affected by dangerous and unhealthy living conditions. (CVH)

Response: As described in the DSOW, the Proposed Actions include a series of land use actions as a component of the East Harlem Neighborhood Study. A needs assessment of the NYCHA developments in Community District 11 is not in the purview of the City Planning Commission and is not included.

Comment 60: The City should provide a \$200 million commitment for NYCHA repairs in East Harlem. This \$200 million commitment is but a fraction of the estimated \$1 billion need for NYCHA housing in East Harlem. But it is a down payment on the repair needs and can set a precedent moving forward of including public

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housing allocations during rezonings and for all neighborhoods in need. The City must ensure these repairs are done efficiently and using high-quality workmanship. (CVH, Osorio, Torres, Cabrera, Martinez, Rivera, Sewer, Rosario, Williams, Cruz, Casado, Caliman, Ng, Pacheco, Tirado, Mendez)

Response: As discussed in Section E. “Purpose and Need for the Proposed Actions” of the DSOW, the Proposed Actions include zoning and other land use changes which are subject to Uniform Land Use Review Procedure (ULURP) and City Planning Commission approval. Funding repairs for NYCHA developments is not within the scope of the Proposed Actions and not within the jurisdiction of the City Planning Commission.

Comment 61: Any final proposal that moves forward with a growth plan for this community would need to identify a significant down payment toward bringing these developments back to a state of complete repair. (MBPO)

Response: Please see the response to Comment #60.

Comment 62: Funding for maintenance of NYCHA buildings/apartments are priority as one of the sources of affordable housing in the community. If new development is agreed upon by residents, any revenue generated from new development should support this. (CB 11)

Response: As noted in Section F. “Description of the Proposed Actions” of the DSOW, the proposed commercial overlays on NYCHA campuses is only one step in allowing commercial development in these areas, and would not directly lead to nor explicitly allow development. This action would establish a zoning district that would allow NYCHA to pursue numerous additional approvals to advance commercial development on these campuses. In the event that development, infill, and redevelopment of existing buildings on their land is pursued, NYCHA has committed that a portion of the revenue generated through development of NYCHA sites will be re-invested back into existing NYCHA buildings to provide for needed repairs and improvements. NYCHA policy is consistent across development sites. See the response to Comment #5 for more detail about NYCHA development policies.

Comment 63: Community Voices Heard demands that on public land, 40 percent of all housing would be affordable to families that make \$23,350 and under. (Cabrera, Sewer, Rosario, Caliman, Mitchell, Ng, Pacheco, Tirado, Mendez)

Response: The City aims to finance units for a range of incomes on City-owned sites, including but not limited to households earning extremely low incomes. HPD has a variety of term sheets that include deep levels of affordability, including housing for seniors and populations with special needs, and can be used on public or private sites. One such public site in East Harlem, Sendero Verde will provide approximately 655 units of affordable housing, of which approximately

163 units will be permanently affordable. The Sendero Verde project includes a significant number of deeply affordable units, with 20% of the units affordable to extremely low-income households. The City aims to balance the varied needs of households, while ensuring buildings remain financially healthy and sustainable over time.

Comment 64: From 2008 to 2014 the number of NYCHA buildings that have sloping walls went up from 365 to 1,164. Also, major cracks on the outside walls of buildings went up 371 percent. (Rosario, Cruz)

Response: Please see the response to Comment #60.

Comment 65: The FSOW should reflect that new buildings built on NYCHA land would be constructed in accordance with the Department of Design and Construction’s Design and Construction Excellence 2.0 as well as the pending new NYCHA design guidelines, which are anticipated to be released in 2017. (MAS)

Response: As noted in Section F. “Description of the Proposed Actions” of the DSOW, the proposed commercial overlays on NYCHA campuses is only one step in allowing commercial development in these areas. The Proposed Actions would not directly lead to nor explicitly allow development on NYCHA property, as such development would necessitate a number of additional processes and approvals at the federal level. Though the construction practices utilized by NYCHA will not be analyzed in the DEIS, any new development on NYCHA sites must conform to HPD Design Guidelines for New Construction, the NYCHA Design Guidelines Overlay, the HPD/2015 Enterprise Green Communities Criteria Certification Overlay, as well as the current New York City Zoning Resolution, the New York City Construction Codes, the New York City Housing Maintenance Code, the Multiple Dwelling Law, the Fair Housing Act, Section 504 of the Rehabilitation Act of 1973, and The Americans with Disabilities Act of 1990. Additionally, NYCHA encourages the development of active design and efficient, flexible ground-floor space for retail and other community services. See the response to Comment #60.

Comment 66: City officials have touted MIH as a vehicle to create deeply affordable housing. However, the median income for CB11 is under \$31,000 and no option in MIH serves households at this income level (S1901 – ACS 2014 5-Year). The best guaranteed MIH option – 25% of units at 60% AMI, leaves out the 65% of neighborhood households that make less than \$50,000 a year. (CVH)

Response: Please see responses to Comments #27 and 28. Affordability requirements under MIH are defined as an average, which enables flexibility to create units at deep levels of affordability, along with units for households with more moderate incomes. In addition, some MIH options require a percentage of MIH housing at specific AMI levels that target deep affordability. For example, Option 1

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requires 10% be affordable to those earning 40% of AMI, which is approximately \$32,640 for a family of three (HUD 2016).

MIH can also be used in tandem with City subsidy programs to create deeper levels of affordability.

Comment 67: We urge the City to revise its plans to (1) create more meaningful anti-displacement protections for current residents, (2) improve the existing affordable housing stock in the neighborhood, and (3) develop deeply affordable housing at levels current residents can afford. (CVH)

Response: Free legal services and the City’s Tenant Support Unit are available, and will be for at least 3 years, to assist tenants facing displacement pressures, including harassment and eviction. HPD actively seeks the partnership of the East Harlem community to protect tenants, improve housing quality, and engage property owners who may be interested in preservation financing in exchange for affordability restrictions.

As stated in Section F. “Description of the Proposed Actions” of the DSOW, the East Harlem Rezoning Proposal would also facilitate the development of new affordable housing pursuant to MIH, with options that include opportunities for units that would be made affordable to low- and very low-income households. The provision of permanently-affordable units through the MIH program would serve as a baseline of affordability for years to come. On public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

Comment 68: CVH demands that DCP, along with relevant agencies, advance the EHNP recommendations, beginning with implementing a clear, comprehensive, and resourced preservation strategy for NYCHA units and affordable units throughout the neighborhood. Any upzoning must have an accompanying preservation plan that would be implemented on the same timeline. (CVH)

Response: NYCHA does not intend to displace any existing public housing residents through new construction or development. HUD’s Rental Assistance Demonstration Program (RAD) is one of the main programs utilized for the preservation of public housing, though NYCHA is not currently planning for any RAD developments in the East Harlem neighborhood. The other development program NYCHA utilizes to preserve public housing is the NextGen Neighborhoods program, or 50/50, and NYCHA has no development sites planned for East Harlem at this time.

HPD seeks to preserve existing affordable housing through preservation financing and tax benefits, offered in exchange for long-term affordability

restrictions. HPD has conducted extensive outreach to property owners in East Harlem, and commits to engage with any property owner who is potentially interested in these preservation options.

Comment 69: The EIS should consider the design of NYCHA developments and opportunities to improve critical design features including lighting and programming that provide “eyes on the street.” (Mark-Viverito)

Response: NYCHA’s Capital Projects Division is currently involved in the Mayor’s Action Plan (MAP), a program to promote neighborhood safety by installing new exterior lighting and security enhancements at fifteen developments. According to the Mayor’s Office of Criminal Justice, these improvements have enhanced the quality of life and decreased reported crime by 11 percent.

In addition, Capital Projects Division recently published Design Guidelines for Rehabilitation of NYCHA Residential Buildings. The design principles focus on integrating NYCHA with the surrounding community and creating safe, accessible and attractive housing through physical improvements. Some of the design strategies look at opportunities to connect with the surrounding neighborhood. These strategies encourage better placement and installation of fencing to provide site amenities that activate the surroundings and to create areas like community gardens, which generate involvement.

As stated in Section C. “Background to the Proposed Actions”, the Department of City Planning, in coordination with our interagency partners, will continue to engage and work with the community regarding potential neighborhood improvements beyond the scope of zoning and land use. To this end, DCP will be compiling agency commitments and other recommendations to improve publicly-accessible spaces in a forthcoming Public Realm Plan for the neighborhood. Improvements related to lighting and programming on NYCHA campuses that might provide “eyes on the street” will be among the subjects addressed in this Plan.

Comment 70: The proposed zoning along Park and Third Avenues should be consistent with those in the EHNP. DCP has proposed R10 zoning districts (or their commercial equivalents) along stretches of both avenues. Lott believes that R9 zoning districts along these two corridors allow for sufficient additional density and the application of MIH requirements. (LottDC)

Response: As stated in the DOSW, the East Harlem Neighborhood Plan (EHNP) represents the culmination of a robust community outreach and engagement process led by City Council Speaker Melissa Mark-Viverito, and the recommendations contained in the EHNP were instrumental in the development of the Proposed Actions. As such, the Proposed Actions build upon the recommendations in the Zoning and Land Use section of the EHNP for R10-equivalent densities in select areas of both Park and Third Avenues.

With respect to Park Avenue, the intersection of Park and East 125th Street is a major regional transit node today due to the presence of the Harlem-125th Street Metro North station and the 125th Street stop of the Lexington Avenue subway line one block away. This status will only be strengthened with the eventual construction of the Second Avenue Subway terminus, as current MTA plans locate the platform along this stretch of East 125th Street. Given that this is a particularly transit-rich location, the Proposed Actions include transit-oriented development strategies that would increase the density to levels more appropriate for this largely under-developed transit hub. The proposed R10-level densities in this section of Park Avenue provide increased capacity for job-generating uses, in addition to providing additional opportunities to require permanently-affordable housing pursuant to the MIH program. Accordingly, the proposed zoning along Park Avenue tapers down to R9-equivalent densities in areas further away from East 125th Street.

Along Third Avenue, similar levels of opportunity exist to accommodate added density and create opportunities for requiring significant amounts of permanently-affordable housing to ensure that the neighborhood continues to serve diverse housing needs. Third Avenue has a width of 100 feet, 70 feet not including sidewalks, which makes it among the widest streets in Manhattan. There are a large number of potential development opportunities along Third Avenue, as the rezoning to R8-level densities along this corridor that was approved in 2003 did not result in the level of development anticipated at the time. Third Avenue also lies between two major transit corridors, and the existing scale and context of Third Avenue provides an appropriate setting for an increase in density that would provide more consistency to the existing built context.

The proposed R10 and R10-equivalent districts along both corridors would allow new residential developments at 12 FAR in most areas, which maximizes the amount of permanently-affordable housing that can be created under MIH. With the proposed increase in density, a combination of factors - including the capacity of these corridors, their proximity to transit and the presence of a number of significant sites with potential for redevelopment - would enable the construction of income-restricted apartment buildings to expand the neighborhood's supply of subsidized housing.

Comment 71: The City can best achieve the goal of affordable housing through creating a new term sheet for private development and committing to deeper affordability on public land, such as the term sheet already being prepared for in advance of the Jerome Avenue Rezoning. (CVH)

Response: During the predevelopment process, the City cannot commit specific term sheets or financing structures. However, the public engagement process around HPD-owned public sites enables the prioritization of the affordability levels and programs that the community desire. For instance, the SustainNYC (now called

“Sendero Verde”) RFP referred to the priorities outlined in the Community Visioning Report, which included affordability desires. The proposed project includes a significant portion of units eligible to households earning below 30% AMI. HPD also offers a variety of term sheets that enable the creation of affordable housing for extremely low-, very low- and low-income households, including for seniors, formerly homeless families, and those in need of supportive services. In fact, Housing New York is responsible for the creation of 17,216 homes for extremely low and very low-income households across the city to date. That number includes those units financed by the Extremely Low and Low-Income Affordability (ELLA) Program, the Supportive Housing Loan Program, the Our Space Program, the Mix & Match Program, and the Senior Affordable Rental Apartments (SARA) Program.

Comment 72: Need for deeper affordability, 100% of all new residential units on public land must be permanently affordable, with 40% designated for households at 30% AMI or below. (CVH)

Response: Please see the responses to Comments #27 and 28.

Comment 73: We want to ensure, through East Harlem’s rezoning, that there is as deep an affordability as possible for members of our community who are currently here, especially for those folks who are at 30 percent of AMI. (Parkey, Mitchell)

Response: Please see the responses to Comments #27 and 28.

STUDY AREAS AND EXTENT OF REZONING AREA

Comment 74: By establishing a narrower study area for the rezoning, along with the omission of several soft sites we identified within that subset, I strongly feel we are not optimizing the opportunity to meet a significant housing goal of the East Harlem Plan. Without these adjustments, in addition to the ones outlined in the EHNP Steering Committee Scoping comments, DCP and the elected officials will be required to revisit these areas in the immediate future since issues like housing preservation and local business retention are adverse impacts that are heavily being experienced in the section of East Harlem not currently included in the DSOW. (MBPO)

Response: At the outset of the rezoning process, the Department of City Planning closely examined a large geography that included the entirety of the East Harlem neighborhood and EHNP study area. A variety of factors were considered at the outset, including the appropriateness for new development within the existing neighborhood context and the presence of opportunities for development. The proposed rezoning boundaries were selected because the area within these boundaries provided the greatest opportunity to create additional affordable housing units for a variety of households, and to promote and enhance the

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vitality of existing commercial corridors while preserving the existing built character in select areas. The East Harlem Rezoning is a targeted approach where growth strategies are focused in areas of the district that can sustain growth while avoiding more vulnerable areas of the district.

Comment 75: DCP should expand the study area boundaries to include all of CD11 as was recommended in the EHNP. We feel that it is a missed opportunity to potentially reach deeper affordability to exclude higher market areas of the neighborhood south of 104th Street. CB11 also supports the inclusion of the Terrence Cardinal Cooke Medical Center site as part of the East Harlem Rezoning area as was recommended by the EHNP. (CB 11)

Response: See the response to Comment #74.

Comment 76: DCP should commit to a follow-up study and rezoning of the areas south of 104th Street and east of Second Avenue, that responds to the goals and vision outlined in the EHNP, as well as considers how the needs of the East Harlem waterfront are studied and addressed. (CB 11)

Response: See the response to Comment #74.

The Department of City Planning, in coordination with our interagency partners including Department of Parks and Recreation and Department of Transportation, will continue to engage and work with the community to develop responses to the recommendations in the EHNP.

Comment 77: Although it may be unlikely that the current proposed plan can be amended at this date to include the 1600 Lex Site, we are writing to inform you of the 1600 Lex Site plus four additional potential development sites between 99th to 102nd Streets on Lexington Ave. The sites are as follows: (1) East side between 99-100 Sts aka tax lots 49, 51, 52, and 53 on block 1627; (2) West Side of Lex between 99-100 Sts aka lot 1 on block 1627, the MTA Bus Barn; (3) SW Corner 101 St and Lex aka lots 57, 58, 159, 60 and 62 on block 1628, 'The Children's Aid Society Site'; (4) the SE Corner 102 St and Lex aka lot 150 on block 1629. Currently a gas station; and (5) the west side of Lex bet 101-102 Sts, the 1600 Lex Site aka lots 16, 57, 157, 58, 158, 159 and 59 (Note that lot 59 is owned by HPD and we are having discussions with them now). These five sites, in my opinion, are being underutilized for the object of inclusionary housing. (Kligerman)

Response: Comment noted.

Comment 78: Lexington Avenue, from 99th to 102nd Streets lies on the crest of a steep hill and thus is greatly elevated. This elevation creates natural privacy and a sense of peace and quiet. Should this area be appropriately rezoned, even the mid-level floors of new buildings will have excellent light, air and views. This area also benefits from both the 103 St and 96 St subway entrances. This area is the

"entrance to East Harlem" from the Upper East Side, and larger more impressive buildings than currently zoned, containing a mix of affordable and market apartments would be appropriate. In fact, the density and heights, which are currently contemplated for 2nd and 3rd Avenues, above 104th St would be correct and appropriate to insure a more "grand" entrance to E Harlem from the Upper E Side. By leaving the zoning "as is" one of East Harlem's natural elevated assets is being ignored and discounted. (Kligerman)

Response: Comment noted.

Comment 79: DCP should include and analyze the EHNP rezoning recommendations for the east side of Park Ave between 128 and 131 Streets, as these areas were excluded from the DCP proposal. (CB 11, Mitchell, Mark-Viverito)

Response: The east side of Park Avenue between East 128th And East 131st Streets was studied by DCP at the beginning of the rezoning process. This particular area presented limited development or redevelopment opportunities, and the existing uses in this area include vital city services that would be extraordinarily difficult to relocate. This combination of factors led to the decision to draw the rezoning boundaries as they were presented in the DSOW.

In a general sense, the proposed rezoning boundaries were selected because the area within these boundaries provided the greatest opportunity to create additional affordable housing units for a variety of households, and to promote and enhance the vitality of existing commercial corridors while preserving the existing built character in select areas. The East Harlem Rezoning is a targeted approach where growth strategies are focused in areas of the district that can sustain growth while deliberately avoiding more vulnerable areas of the district that could potentially benefit from additional engagement with a range of city agencies.

Comment 80: The DCP should consider several rezoning options for Manhattan Block 1772, including an M1-6/R10; C6-3D; C6-2 or C6-2A. All of the above alternatives would create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses consistent with the Department's objects, while retaining the existing R7-2 would be inconsistent with the Department's objectives. With these considerations in mind, we respectfully request that the scope of the proposed environmental review be amended to include these options. (SheldonLobel)

Response: See the response to Comment #74.

Comment 81: Contrary to the East Harlem Neighborhood Plan, the City has stated that it is excluding the southern part of East Harlem in the rezoning plan because of its lack of soft sites. CVH is concerned about this for several reasons. First, we believe that the City's methodology wrongly excludes numerous sites that

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should be considered soft sites. In light of this, we believe there may be many more soft sites in the southern portion of the neighborhood than DCP has claimed. Also, excluding this stronger-market area misses a critical opportunity to create affordable housing through MIH at no cost to the City. Even if this area has only a few soft sites, that does not justify excluding it altogether. (CVH)

Response: See the response to Comment #74.

Comment 82: DCP should expand the study area boundaries to include all of Community District 11, or at least study this area as an alternative, to maximize the potential to leverage the real estate market to create units at lower levels of AMI. In particular, the area between East 96th Street and East 104th Street represents a major opportunity to apply MIH at no cost to the City that is being excluded by the Proposed Actions. Analyses done as part of this environmental review process can inform future actions and ensure that cumulative impacts are effectively documented. (CVH)

Response: See the response to Comment #74.

ZONING AND OTHER LAND USE ACTIONS

Comment 83: DCP should remove Eugene McCabe Park on Park Avenue from the rezoning proposal. (CB 11, Mitchell)

Response: Comment noted.

Comment 84: The proposed R10 zoning on Third Avenue is simply too high. (Encarnacia, Mitchell)

Response: See the response to Comment #70.

Comment 85: DCP's proposed density on Park Avenue is too high and the Steering Committee believes that the Neighborhood Plan recommendation of an MX district with a maximum FAR of 10 should be applied. (CB 11, Mitchell)

Response: As described in the Section F. "Description of the Proposed Actions" of the DSOW, the Proposed Actions include R9 and R9-equivalent densities along certain stretches of Park Avenue, which would have a maximum FAR of 8.5. Higher-density districts were proposed in areas closer to the East 125th Street transit node in order to promote transit-oriented development patterns.

Comment 86: Protect and enhance the viability of East Harlem small businesses, which include permitting commercial spaces on second floors. (Morales-Deleon)

Response: As discussed in the Section E. “Purpose and Need for the Proposed Actions” of the DSOW, one of the primary land use objectives of the Proposed Actions is to create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses. One of the ways the Proposed Actions to accomplish this objective is by allowing commercial spaces on upper stories along the majority of Park, 3rd and 2nd Avenues.

Comment 87: DCP should conduct a detailed analysis of existing uses within the proposed commercial overlay areas within NYCHA campuses, and propose more specific boundaries that eliminate the possibility of displacing residents, playgrounds, and active common areas. (Mark-Viverito)

Response: No displacement of existing NYCHA residents would occur with the mapping of the proposed commercial overlays. Commercial overlay districts are typically mapped for depths ranging from 100 to 200 feet and differ from other commercial zoning districts in that residential bulk is governed by the underlying residential district. The overlay districts are generally not mapped in such a way as to eliminate areas that contain existing buildings, playgrounds and common areas, though schools and school playgrounds on these blocks. Please see response to Comment #5.

Comment 88: East 127th Street between Lexington and Park Avenue should be remapped. This street was vacated during urban renewal, but with the density that is now being proposed, this one block, one block north of the MTA station, should be remapped, or at least studied to see how it could help to relieve congestion in the area. Remapping was a part of the 2013 Park Avenue Rezoning recommendations as a related ULURP action, and at that time it was found that a 60-foot street could be remapped without impacting existing buildings. With the former streetbed proposed to be rezoned M1-6/R10, this could be New York’s last chance to correct this error. (Janes)

Response: Comment noted. Any potential impacts of the Proposed Actions on traffic congestion will be studied in the Transportation chapter of the DEIS.

Comment 89: A commercial overlay (C1-4) should be mapped on the west side of Madison Avenue between 127th and 128th Street, as identified in the Park Avenue rezoning recommendations. (Janes)

Response: Comment Noted. Due to the predominantly residential character of this street and the preservation-oriented focus of our rezoning recommendations in this area, the inclusion of a commercial overlay along Madison Avenue between East 127th and East 128th Street is not a component of the Proposed Actions.

Comment 90: The south side of 124th Street between Park and Lexington has been left as R7-2, while all adjacent areas were either recently rezoned (in 2008) or are now proposed to be rezoned. 124th Street here is largely a non-residential street and

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the existing R7-2 is a terrible fit for both the uses and the built form. The Park Avenue rezoning recommendation called for the MX district on Park Avenue to “turn the corner” to cover this part of 124th Street. That is likely too dense considering the current recommendation for Park Avenue. The Lead Agency should consider rezoning this portion of this one block to either the R7D proposed on Lexington Avenue, or the C4-4D which exists across the street on the north side of 124th Street. (Janes)

Response: Comment Noted. The Proposed Actions, as described in the Section F. “Description of the Proposed Actions” of the DSOW, are based upon a corridor-oriented framework, which directs density along prominent wide streets and avenues within the study area. This is balanced with a preservation-oriented approach on many midblocks to preserve the existing built character, per the recommendations in the EHNP. As such, rezoning of the midblocks on the south side of East 124th Street between Park and Lexington Avenues is not a component of the Proposed Actions.

Comment 91: Consider changing the R7-2 that has been left on the Urban Assembly, and the midblock section of the blocks bounded by 122nd Street, 124th Street, Lexington Avenue and Third Avenue. The R7-2 district allows for community facility towers in the mid-block, and height factor buildings that are not considered the future of East Harlem. DCP staff explained that these sites are public sites for which there are no plans, so they were omitted from the rezoning, and that they would be rezoned, if and when plans were developed for them. The problem with this logic was that there are other public sites where there are no plans that were rezoned. For instance, the west side of Park Avenue between 120th Street and 122nd Street rezones mapped parkland and the substantial Henry J Carter Specialty Hospital, which was just built in 2013 to R10. These sites either should be omitted, as the other public sites, or preferably, the public sites omitted from the rezoning should be rezoned as described in the EHNP. (Janes)

Response: Comment Noted. In order to provide flexibility for potential future developments on the publicly-held Urban Assembly site, the above-described changes are not included in the Proposed Actions. Though this site was recommended for a rezoning in the EHNP, further analysis of the site is needed before a rezoning is proposed.

While future development is highly unlikely on the west side of Park Avenue between East 120th and East 122nd Street due to the presence of a playground and the recently redeveloped Henry J. Carter Hospital, if for some unanticipated reason a redevelopment becomes necessary in the future the R10 district will provide opportunities that are consistent with the proposed planning framework along Park Avenue. The Proposed Actions are not intended nor expected to result in the displacement of current uses on either site within this geography.

Comment 92: There should be no streetwall requirement along Park Avenue because the viaduct's impact on the light reaching the sidewalk. If there is a desire for streetwall continuity in this area, there should be a requirement to setback five feet from the sidewalk, similar to the requirement of the C4-4L, as recommended in the Park Avenue Rezoning recommendations. (Janes)

Response: As described in the Section F. "Description of the Proposed Actions" of the DSOW, the Proposed Actions along Park Avenue include many provisions that allow buildings to respond to the unique condition of the viaduct. The proposal also includes a requirement that at least 70 percent of a street wall be located within 8 feet of a street line. This allows for buildings to be set back up to 8 feet for a majority of a given block frontage along Park, and also allows for an even deeper setback for the other 30 percent of the street wall. Additionally, upper story setback requirements have been written to incentivize lower-story setbacks by allowing upper story setbacks to be reduced by one foot for each foot a buildings sets back at the street line. This treatment incentivizes the above-mentioned lower-story setbacks without introducing a rigid ground floor setback requirement, which could be overly restrictive for shallow lots. Any potential shadow impacts resulting from the Proposed Actions will be analyzed in the Shadows chapter of the EIS.

Comment 93: NYCEDC is the Lead Agency for a rezoning at the old MTA bus depot (First Avenue, 126th Street, Second Avenue and 127th Street) to a C6-3 with a memorial. This rezoning, along with the East 125th Street rezoning in 2008, has left an isolated ½ block of 14 lots zoned M1-2 directly south of what will become the Harlem African Burial Ground Memorial. Eight of those 14 lots contain residential buildings with a total of over 120 units. A rezoning to C4-4A would transform most of the block to conforming uses, while triggering MIH on the two vacant parcels on the ½ block. This block was in the DCP study area and should be considered for rezoning to C4-4A. (Janes)

Response: As described in the Section F. "Description of the Proposed Actions" of the DSOW, the Proposed Actions are based upon a corridor-oriented framework, which directs density along prominent wide streets and avenues within the study area. This is balanced with a preservation-oriented approach on many midblocks, per the recommendations in the EHNP. Because the area east of Second Avenue along East 126th Street is not contiguous with any of the proposed rezoning areas along either major corridors or midblocks, a rezoning of the half-block directly south of the African Burial Grounds memorial site is not a component of the Proposed Actions.

Comment 94: The construction of buildings entirely comprised of smaller units, such as studio-only or micro units or SRO developments, is entirely necessary and hobbled by rules on average minimum unit size, etc. If it is at all within the

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scope of this proposal to examine such rules, I would urge the DCP to do so. (Guilford)

Response: The Proposed Actions do not include changes to the underlying zoning density factor requirements, which provide for a mix of unit sizes in most housing. For senior housing, and supportive housing, where household sizes are typically small, new developments comprised entirely of small units are permitted.

The above-requested changes would diverge from regulations that apply citywide; no specific condition has been identified in East Harlem that suggests such a change would be warranted specifically within this more narrow geography. Recent changes approved under the citywide Zoning for Quality and Affordability text amendment included the alignment of density factors in medium- and high-density zoning districts to a value of 680 and the elimination of absolute minimum unit sizes for Quality Housing buildings, adding more flexibility to incorporate small units within a building containing units of varying sizes.

Comment 95: Considering its proximity to transit and the width of East 116th and East 126th Streets, we're supportive of DCP's higher density R9 zoning district, as long as they require subway improvements which moved subway entrances into the building envelope to increase the width of an already crowded intersection. (CB 11, Mitchell)

Response: The Proposed Actions include remapping of the Special Transit Land Use District (TA) to accommodate the location of ancillary subway infrastructure associated with Phase II of the Second Avenue Subway within mixed-use buildings. The proposal will also exempt any floor area associated with subway infrastructure easements from zoning FAR calculations, which will further encourage subway entrances and other facilities to be located within building envelopes.

Comment 96: Tahl Propp Equities (TPE) has been working on development of the site bounded by East 126th and East 128 Streets and Park and Lexington Avenues for the past two years and met with DCP in December 2015. The DEIS should take into account the development limitations applicable to the Tahl Propp Equities Site (TPE Site) on Block 1775, Lots 3, 6, 165 and 168 (aka Projected Development Site 4 in the EIS). Any development on the TPE Site would require amendments to the Harlem-East Harlem Urban Renewal Plan (URP) and a previously approved Residential Large Scale Development (RLSD) applicable to the site. The TPE Site is bisected by the unmapped East 127th Street, which includes several historic utility easements. To maintain the corridor open to foot traffic requires two separate building sites (North Site and South Site) on either side of East 127th Street. The South Site is adjacent to a 4,000 sf HPD-owned lot. TPE's development proposal for the south site contemplates disposition and

UDAAP designation to facilitate the TPE proposal. HPD tacitly supports the UDAAP designation and associated disposition. Termination of portions of the URP and RLSD might minimize the technical constraints applicable to the North Site and allow an as-of-right development under the Proposed Actions. (Tahl Propp)

Response: Comment noted. Because further analysis of the individual development potential of this site is needed in cooperation with HPD, the above-described disposition, UDAAP and large-scale modification actions are not covered by the Proposed Actions.

Comment 97: DCP should incorporate the EHNP recommendations for zoning districts into its proposal. (CB 11)

Response: The Department of City Planning’s rezoning proposal builds upon and responds to the zoning and land use recommendations included in the East Harlem Neighborhood Plan. The Proposed Actions are informed considerably by the recommendations in the Zoning and Land Use chapter of the EHNP with respect to density, use and bulk.

Comment 98: From a financial feasibility background, the TPE Site at Park Avenue and East 126th Street is subject to HUD income restrictions. Furthermore, to keep construction costs down, income-restricted housing is limited to block and plank construction methods, which also limit overall building height to 12-stories of residential uses on top of a commercial base. Development on the TPE Site cannot fill an R10 envelope without resorting to more costly construction methodologies, which require more subsidy than existing affordable housing programs can provide. (Tahl Propp)

Response: See the response to Comment #96.

Comment 99: TPE recommends that DCP incorporate zoning that can more easily be reconciled with the technical and economic constraints applicable to the TPE Site. For instance, another zoning designation can be applied to the entire zoning lot and assessed as an alternative. The TPE proposal’s blended FAR is consistent with an R7D FAR of 5.6 and would be allowed as-of-right under an R8X maximum height limit of 150 feet. (Tahl Propp)

Response: Comment noted. The Proposed Actions employ a corridor-oriented approach that focuses density along major north-south avenues in East Harlem, including Park Avenue. The proposed M1-6 / R10 district was mapped to correspond with areas where manufacturing use is currently allowed, and to promote the inclusion of space for jobs and employment in developments adjacent to the East 125th Street transit node. Further analysis of the individual development potential of this site is needed in cooperation with HPD.

Comment 100: With respect to Projected Development Site 43, the increase in residential density from R7-2 to R7D would be insufficient to incentivize new construction on the Property and, as a consequence, the affordable housing identified in the RWCDs would not materialize. In practical effect, the proposed change from R7-2 (4.0 FAR) to R7D (5.60), is a downzoning of the amount of market rate housing permitted on the site. For these reasons, we request that the EIS analyze either an R9 or R8A zoning district with the C1-5 commercial overlay and MIH requirement, and that such higher density district be included in DCP's application for the rezoning. In the absence of an increase in density sufficient to support new construction of housing, a likely scenario is the rehabilitation of the existing buildings with no additional floor area and no MIH requirement. (HerrickFeinstein)

Response: Comment noted. Due to the existing scale of the Lexington Avenue corridor and the size of projected development sites at this node, a higher density will not be studied for this area in the EIS. Depending on the MIH Option selected, the Proposed Actions could increase the permitted residential floor area ratio on the site by up to 40 percent, which would enable a building meeting MIH requirements to also provide more market-rate floor area than without the Proposed Actions.

Comment 101: MAS recommends that urban design guidelines be established for the East Harlem Rezoning Proposal with regard to streetscape and open space improvements, and building design, and should be evaluated in the EIS. (MAS)

Response: Comment noted. While the establishment of urban design guidelines is not explicitly included in the Proposed Actions, the Special East Harlem Corridors (EHC) District includes several provisions designed to improve the pedestrian experience and establish urban design controls that balance new development in response to existing neighborhood context and scale. The anticipated effects of these provisions, including modifications to use, bulk and streetscape regulations, will be analyzed in the DEIS.

Comment 102: We strongly encourage DCP to assess the impact of removing minimum parking requirements throughout the area in the East Harlem Rezoning EIS. The added expense of required parking increases the cost of that housing to renters and homebuyers, and it makes affordable housing more expensive to build. (LottDC)

Response: As a result of the Zoning for Quality and Affordability text amendment, adopted in 2016, there is no parking required for new rental units for low-income households within the study area. In addition, in order to better facilitate new housing development and promote active ground-floor uses, the Proposed Actions as outlined in the Draft Scope of Work include the removal of minimum parking requirements in all portions of the study area where an increase in density is proposed.

Comment 103: We strongly urge DCP to remove the proposed zoning provision that would allow developers to create new public parking garages in East Harlem as-of-right. Public parking garages should only be allowed with a special permit. (CB 11, Mitchell, LottDC)

Response: Comment noted. As described in the Draft Scope of Work, the Special EHC District would allow limited public parking garages to be constructed as-of-right within proposed commercial and manufacturing districts, just as they are currently permitted in existing zoning districts including C2-4, C4-4, C4-4D, and C8-2 and M1-2 districts.

The Proposed Actions would keep existing provisions in many areas of East Harlem in place that allow for the creation of public parking garages of up to either 100 or 150 spaces, in order to allow the market to accommodate the demand for parking spaces as needed.

Comment 104: Use group 5 (hotels) should not be allowed as part of the 2.0 FAR non-residential use requirement as of right in the proposed Special East Harlem Corridors District (EHC). (Mark-Viverito)

Response: Comment noted.

Comment 105: Within the proposed EHC, “Required industrial uses” as outlined in Zoning Resolution 74-961, should be considered for certain areas of the EHC where industrial job retention makes sense. (Mark-Viverito)

Response: The Proposed Actions include FAR regulations within the Special EHC District that establish minimum requirements for non-residential floor area along certain areas of Park Avenue, to ensure a desirable mix of uses, including light manufacturing uses, and the creation of floor area dedicated to jobs and employment. These provisions are intended to allow existing light manufacturing uses to remain in East Harlem, while also allowing these uses to expand in place and benefit from any potential redevelopment on their property in areas currently zoned for manufacturing.

Comment 106: CB11 is supportive of the enhanced commercial corridor concept as it relates to the provision of rules controlling the size of retail store frontages in support of opportunities for local retail. (CB 11)

Response: Because the Upper West Side is already largely built-out, with few opportunities for new development, the amount of commercial space that is available to serve the residential population in that area is limited. In that context, a restriction on the size of retail frontages has the potential to increase opportunities for smaller retail tenants.

In East Harlem, many opportunities for new development exist, and the neighborhood contains many strong commercial corridors with ample room for

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growth. The Proposed Actions would also allow upper story commercial use in many areas, which encourages even more space to accommodate new retail uses. Because of the large number of commercial retail opportunities that would be provided through the Proposed Actions, a restriction on the size of retail frontages would not be appropriate for East Harlem.

Comment 107: The proposed rezoning is too large. The proposal for buildings greater than 30 stories along Lexington, Park and Madison Avenues overpopulates the area. Height should not exceed 20 stories. (Johnson)

Response: The Proposed Actions as outlined in the Draft Scope of Work specify various different density and bulk provisions appropriate for the varying context of the neighborhood. This includes the introduction of height limits along significant portions of Lexington and Madison Avenues for the first time. The proposed R7D district along the majority of Lexington Avenue would include a maximum height cap of 115 feet, or 11 stories, for affordable housing buildings including a qualifying ground floor. The proposed R7A district along Madison Avenue would establish a height cap of 85 feet – or 8 stories – for developments with a qualifying ground floor. Both corridors are currently mapped with R7-2 districts, which do not include any maximum height restrictions.

With respect to Park Avenue, the intersection of Park and East 125th Street is a major regional transit node today due to the presence of the Harlem-125th Street Metro North station and the 125th Street stop of the Lexington Avenue subway line one block away. This status will only be strengthened with the eventual construction of the Second Avenue Subway terminus, as current MTA plans locate the platform along this stretch of East 125th Street. Given that this is a particularly transit-rich location, the Proposed Actions include transit-oriented development strategies that would increase densities and heights to levels more appropriate for this largely under-developed transit hub. The proposed zoning changes in this section of Park Avenue provide increased capacity for job-generating uses, in addition to providing additional opportunities to require permanently-affordable housing pursuant to the MIH program. Accordingly, the proposed zoning along Park Avenue tapers down to R9-equivalent densities in areas further away from East 125th Street.

In the R10 and R10-equivalent districts proposed on Park Avenue, building heights expected for projected sites in the Reasonable Worst-Case Development Scenario (RWCDS) range between sixteen and twenty-seven stories, with only one building expected to exceed twenty-one stories. In the sections of Park Avenue where R9 districts are proposed, buildings would not be expected to exceed fifteen stories.

Comment 108: The Proposed Actions as outlined in the Draft Scope of Work specify various different density and bulk provisions appropriate for the varying context of the neighborhood. The current proposal for the west side of Park Avenue between 126th Street and 127th Street is not consistent with the overall objectives of the East Harlem Proposal. Rather than mapping an M1-6/R9 district on the block front, we recommend an M1-6/R10 zoning district on this block, consistent with the zoning designation proposed for the east side of Park Avenue. Artimus owns the entire block front along Park Avenue between 126th and 127th Streets except for City-owned Lot 34. Artimus and the City have entered into a site control letter for the sale of the Lot 34 to Artimus. As soon as the City approves the disposition and the rezoning, Artimus will be ready to commence construction on the site and will build the type of mixed-use, primarily residential project that are the objectives of the East Harlem zoning. To do so, however, we need a zoning proposal that encourages development of housing, and we believe that our recommended change to the East Harlem Rezoning Proposal will provide the correct land use framework and incentive for achieving the Proposal's goals. (Artimus)

Response: As per the Draft Scope of Work, the Proposed Actions are intended to accomplish both preservation-oriented and growth-oriented objectives. The west side of Park Avenue between East 126th and East 127th Street was mapped with an M1-6/R9 district in order to transition between the lower-scale R7A and R7B preservation areas to the west and the higher-density M1-6/R10 district on the east side of Park Avenue, providing a balance between discrete areas within the proposed rezoning boundaries that address different land use objectives.

Comment 109: Despite the recommendation of the EHNP, DCP unilaterally chose to study R10 for significant portions of Third Avenue, which will yield a substantially greater number of market rate units to the neighborhood than the EHNP recommends. (CVH)

Response: Please see the response to Comment #70.

Comment 110: The proposed zoning will allow buildings that are inappropriately large and high for the neighborhood. I believe the proposed R9 and R10 zones should to be scaled back to e.g., R7 zones. (PKelly)

Response: Consistent with the purpose and need as set forth in the DSOW, the Proposed Actions have been designed to increase opportunities for new housing, with a focus on permanently-affordable units created through the mapping of MIH. Absent the higher residential densities being proposed, this objective could not be possible to meet.

Comment 111: DCP's proposed density on Third Avenue is too high; CB11 believes that the EHNP recommendation of an R9 zoning district is more appropriate. (CB 11, Encarnacia, Mitchell)

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Response: Please see the response to Comment #70.

Comment 112: I urge DCP to reconsider proposals to rezone some areas as R10 and to carefully study the impact of that designation. R10 is too large for East Harlem and the marginal benefit of increased mandatory affordable housing is not great enough to justify the added potential negative impacts of such increased density. (Winstone)

Response: Please see the response to Comment #70.

Comment 113: DCP should analyze the requirement of at least ground-floor commercial uses for areas on Park Avenue, which do not include the non-residential requirement in DCP's proposal. This requirement would be more consistent with the existing character of the neighborhood, support the commercial and manufacturing goals on Park Avenue, and complement the future redevelopment of La Marqueta. (Mark-Viverito, CB 11, Mitchell)

Response: As described in the Draft Scope of Work, the ground-floor provisions of the Special East Harlem Corridors District would require ground floor uses for developments in certain portions of the district to be active and non-residential. The Proposed Actions would specify non-residential—as opposed to strictly commercial—uses in order to allow community facility uses that would also serve to activate the streetscape. This would apply to affected areas on Park Avenue between East 115th and East 132nd Street, in addition to all other areas of the Special District.

Comment 114: We are supportive of the DCP rezoning recommendations adjacent to the 125th Street Metro North Station, as long as this transit-oriented development is equitable. (CB 11)

Response: Comment noted.

Comment 115: DCP should consider establishing rules governing the transfer of air rights so that as to mandate the inclusion of affordable housing in any development resulting from such transfer. (CB 11)

Response: Comment noted. The Proposed Actions do not include provisions for the transfer of development rights, and such transfers are not considered necessary to achieve the goals and objectives of the Proposed Actions as set forth in the DSOW. Within all areas experiencing a significant increase in density through the Proposed Actions, the Mandatory Inclusionary Housing (MIH) program will be mapped to require permanently affordable housing within new residential developments, enlargements and conversions from non-residential to residential use.

Comment 116: DCP should carefully assess what is currently within the proposed commercial overlay areas on NYCHA property and should clarify the boundaries to

eliminate the possibility of displacing residents, playgrounds, or active common areas. DCP should identify if modification to existing buildings would be permitted with the proposed commercial overlay mapping (CB 11, MBPO, Mitchell, MAS, LottDC, CVH)

Response: See the responses to Comments #5 and 179. No displacement of existing NYCHA residents would occur as a result of the Proposed Actions mapping of commercial overlays. As noted in the DSOW, the Socioeconomic Chapter of the DEIS will consider possible direct or indirect residential displacement impacts of the Proposed Actions.

OPEN SPACE REQUIREMENTS

Comment 117: There is not enough public green space. The area needs more gardens to produce food, provide refuge for wildlife and provide a means to clean the air. (Johnson)

Response: Comment Noted. As set forth in the DSOW, the EIS, in its Open Space chapter, will analyze possible impacts related to publicly accessible open space resources that could result due to the Proposed Actions. If the open space analysis discloses the potential for significant adverse open space impacts, a range of mitigation measures will be proposed and considered in the EIS. Independent of the Proposed Actions, NYC Parks has expanded recreation programming, such as Kids in Motion, Shape Up NYC and mobile movie units, and is working with partners with Museo del Barrio and the Uni Project to diversity outdoor program offerings for kids. Additionally, the open space recommendations of the EHNP are being addressed by community outreach processes in collaboration with City agencies. To that end, DCP plans to compile agency responses and other recommendations to improve publicly-accessible spaces in a forthcoming Public Realm Plan for the neighborhood.

Comment 118: To address potential adverse impacts regarding open space in the Project Area, MAS suggests that DCP integrate the recommendations identified by the local community in the EHNP including, but not limited to, ensuring “public open space meets the needs of existing residents and keeps pace with an increasing population,” and “leveraging city-owned sites and public affordable housing development resources to create enough park space to accommodate existing and future East Harlem residents. (MAS)

Response: See the response to Comment #117.

Comment 119: Improving our existing parks and creating additional green spaces will not only help the neighborhood feel more breathable, but will encourage residents to take part in recreational outdoor activities that are beneficial to their physical and

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mental health. Developing new public green space is also a wonderful opportunity to engage local artists and cultural institutions. (Serrano)

Response: See the response to Comment #117.

Comment 120: The loss of community gardens represents a threat to a unique form of open space and cultural asset within East Harlem that should be preserved through robust strategies. (Mark-Viverito)

Response: Comment Noted. The EIS will analyze any possible impacts related to publicly accessible open space resources resulting from the Proposed Actions in the Open Space chapter.

Comment 121: DCP should refer to recommendations identified in the EHNP, which call for additional investments in park maintenance, park programming, public amenities including improved lighting, leveraging city-owned sites to ensure public open spaces to keep pace with population growth, and integration of storm water management strategies into open space design. (Mark-Viverito)

Response: The above-suggested improvements are not components of the Proposed Actions as defined in the DSOW; however, the recommendations of the EHNP are being addressed by additional community outreach processes and collaboration with City agencies. DCP plans to compile agency responses and other recommendations to improve publicly-accessible spaces in a forthcoming Public Realm Plan for the neighborhood. Improvements related to parks, open space, integrated stormwater management, lighting, safety and other public amenities will be among the subjects addressed by this Plan. When appropriate, information regarding City responses to EHNP recommendations other than zoning and land use will be shared as it becomes available throughout the course of this process.

Comment 122: The East Harlem Neighborhood Plan foresees the need to create new open spaces in East Harlem. With increased density comes the likelihood that land values will rise, leaving agencies unable to afford private property for new parkland. (NYersforParks)

Response: See the response to Comment #117

Comment 123: Additional park programming and park permit request support will be necessary as East Harlem's parks see increased use and visitation from a denser neighborhood. Additional quality-of-life improvements that can help create parks for all New Yorkers include public art and performance installations at parks and open spaces. (NYersforParks)

Response: See response to Comment #117

Comment 124: The East Harlem Neighborhood Plan recommends several improvements that would make parks easier to reach and use. Increased lighting and tree pruning adjacent to light sources will increase safety in East Harlem open spaces. The Plan calls for parks to be ADA compliant, and convenient for seniors and caregivers with young children. For both of these improvements, the Plan suggests a focus on Marcus Garvey Park. The Plan also suggests improvement of neighborhood wayfinding, creating unified open space signage that includes parks, GreenThumb gardens, and NYCHA properties. (NYersforParks)

Response: See the response to Comment #119. It should be noted that, independently of the Proposed Actions set forth in the DSOW, NYCHA regularly collaborates with its colleagues at the NYC Parks Department and DCP around open space improvements in various NYC neighborhoods. NYCHA is open to partnerships that improve NYCHA spaces for the use of NYCHA and East Harlem residents.

Comment 125: The East Harlem Neighborhood Plan calls out the unstable structural conditions of the East River Esplanade. The Plan also suggests that Pier 107, perpendicular to the Esplanade, be restored and open as a public space. (NYersforParks)

Response: Comment Noted. While the above-suggested improvements are not components of the Proposed Actions as defined in the DSOW, the rezoning is being carried out in concert with a number of additional investments in the neighborhood as identified in the EHNP and other community outreach processes. DCP plans to compile agency responses and other recommendations to improve publicly-accessible spaces in a forthcoming Public Realm Plan for the neighborhood. Improvements related to the East River Esplanade and Pier 107 will be among the subjects addressed by this Plan. Information regarding City responses to EHNP recommendations other than zoning and land use will be shared as it becomes available throughout the course of this process.

Comment 126: Zoning should support open space standard of 2.5 acres for every 1,000 residents in order to accommodate existing and future residents. (Hogan)

Response: See the response to Comment #117.

Comment 127: As an active advocate of open space in East Harlem, NYPR supports rezoning that maintains the local context of the neighborhood, while supporting new parks and gardens and improved access to those spaces. As density increases, new open spaces should be made available through new developments, including through application of tools such as community benefit agreements. (Hogan)

Response: See the response to Comment #117.

Comment 128: By levying a fee on residential and commercial developers, the City can fund a Parks Improvement District for East Harlem. The revenue generated for this

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District would support the maintenance, capital needs, and programming of East Harlem's parks, gardens, and open spaces. (NYersforParks)

Response: See the response to Comment #117 While the above-suggested proposal is not contemplated in the DSOW, the Proposed Actions are being carried out in concert with a number of additional investments in the neighborhood as identified in the EHNP and other community outreach processes.

Comment 129: While the City believes that the maintenance, capital needs and programming of East Harlem parks, gardens and open spaces is important for the residents of East Harlem, the Proposed Actions do not include the creation of a Parks Improvement District.

Response: Comment Noted. See response to Comment #117.

JOB CREATION AND EMPLOYMENT

Comment 130: The Board requests that the EIS incorporate the impact of workforce changes, and that the project maximize local workforce participation, job training and placement associated with the project—both construction and post-construction business—and economic development for the community as part of the means and methods of construction to be incorporated into the RFP, in this community which has been historically underserved. (CB 11)

Response: As described in the DSOW, economic impacts on job creation and local employment will be evaluated in Chapter 3, Socioeconomic Conditions, in the EIS. The Office of Workforce Development will work to prepare and connect residents to job opportunities, both short-term and long-term, that are identified pursuant to the EIS.

Comment 131: The EIS should include a cumulative assessment for the proposed East Harlem rezoning that at the very least covers Manhattan Community Board 11. Considerations should include, but not be limited to, direct and indirect resident displacement; loss of political power; loss of cultural expression and interaction; loss of access to necessary and affordable goods and services; loss of social networks, destruction of social capital, and loss of institutional affiliations, including churches. (CVH)

Response: Since preparation of the EIS is governed by state-mandated CEQR methodologies, the assessments requested in this comment will be addressed in the EIS to the extent that they are within the scope of these methodologies. As described in the DSOW, the potential for the Proposed Actions to result in significant adverse impacts associated with direct and indirect residential displacement will be evaluated in comparison to existing conditions and neighborhood trends. The indirect residential displacement analysis will

consider vulnerable populations at risk of displacement as a result of increasing rents, and whether existing trends related to rent increases would be expected to be exacerbated by the Proposed Actions.

Comment 132: 32BJ represents 70,000 building service workers in New York City. We're here tonight to make sure that this rezoning only moves forward if there is a commitment to create good jobs and quality jobs, local jobs. The Draft Scope of Work predicts that if the rezoning moves forward, 3,500 new residential units will be built in East Harlem. These new units can be a source of affordable housing and good jobs or they can speed up displacement. (Brown)

Response: Comment noted. The DEIS will assess potential direct and indirect business displacement impacts resulting from the Proposed Actions in the Socioeconomic Conditions chapter.

Comment 133: Increase quality employment opportunities. Enhance the skills of the East Harlem residents. (Morales-Deleon)

Response: One of the primary goals of the Proposed Actions is to address the land use objective of creating opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses. As indicated in the DSOW, the Proposed Actions would result in a net increase in approximately 110,100 square feet (sf) of commercial retail (which includes local retail, destination retail, grocery, and restaurant use); approximately 99,000 sf of community facility space and approximately 132,400 s.f. of manufacturing space.

Proposals that do not concern land use objectives as outlined in the DSOW cannot be included in the Proposed Actions. However, in addition to Proposed Actions contemplated in the DSOW, DCP, in coordination with our interagency partners including the NYC Economic Development Corporation (EDC), the Department of Small Business Services (SBS), and the Office of Workforce Development (WKDEV) continues to engage and work with the community regarding potential strategies for connecting the East Harlem community to jobs and economic opportunity. SBS works to connect New Yorkers to employment through a network of 20 Workforce1 Career Centers and training resources in high-demand industries. SBS also provides capacity building resources for M/WBE firms across the city in order to help these firms compete for City contracting opportunities.

Comment 134: The proposed economic development plan should create long-term employment opportunities for local residents. Such a plan should ensure the creation of living wage paying jobs and seek to support our local minority- and women-owned small businesses. (Serrano)

Response: See response to Comment #133.

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Comment 135: Quality of life for New Yorkers should be a consideration when planning or zoning. I have no issue with homeless shelters. Sweat equity rehabs can end homelessness. Methadone clinics can teach job skills and provide support services/counseling to help people get off addiction. (Perez)

Response: Comment noted.

Comment 136: Where possible, require developers to set local hiring targets for East Harlem residents and to give East Harlem residents the first opportunity to interview for positions. The City should ensure local hiring, because no apartment is affordable without a job. City agencies (such as HPD and EDC) should make local hiring a requirement of projects they fund. The City should make this a requirement for all agency-funded projects citywide, through either legislation or an Executive Order issued by the Mayor. This would be especially helpful in the rezoning communities, where the City is investing a lot of money, where the risk of displacement is high because of increased development interest, and where the existing need for jobs is great. (CVH)

Response: See response to Comment #133. Additionally, beyond the Proposed Actions contemplated in the DSO, the Mayor, in October 2015, launched HireNYC. The HireNYC program leverages SBS's network of Workforce1 Career Centers to connect New Yorkers to open positions created through the City's purchases and investments. It also requires developers and contractors that receive City subsidies to engage in sourcing talent from local communities. The City is invested in building this talent pipeline to connect jobseekers and community based organizations, particularly in areas that are in the process of rezoning, to job opportunities leveraged through HireNYC.

Comment 137: Create a better mechanism for overseeing developer performance on agreements to hire East Harlem workers (e.g., requiring developers seeking public approval to provide quarterly reports on local hiring to the Community Board, Borough President and Council Members, as well as to the local workforce development provider network, which can track and post those reports). Add community and union oversight to assure quality hires. Make quarterly reports public. (CVH)

Response: See responses to Comments #133, 136. Additionally, the City engages developers with HireNYC as a first source strategy to targeting local talent. The requirement for HPD and EDC-funded projects includes enrolling contracts, listing job openings and sourcing talent from the public workforce system. The City continues to explore opportunities to hold developers accountable to performance on hiring goals.

Comment 138: The City should work with labor unions to build pre-apprenticeship programs for East Harlem residents and workforce development partnerships with pathways to union jobs. (CVH)

Response: See responses to Comments #133, 136. In partnership with the Mayor’s Committee on Construction Opportunity and current Project Labor Agreements, the Office of Workforce Development and Small Business Services are helping to connect low-income jobseekers to opportunities in direct entry pre-apprenticeship programs, such as Construction Skills, Non-Traditional Employment for Women, and Helmets to Hardhats. Current project labor agreements set aside 55% of new apprenticeship opportunities in the construction trades for these programs as well as NYCHA residents and employees of MWBEs. Comment noted.

Comment 139: The City should consider a 1% set-aside for local job training programs, modeled on the “Percent for Art” requirement. This would apply to all public projects other than affordable housing projects already benefiting from subsidies. (CVH)

Response: Comment noted. While such proposal is not contemplated by the DSOW, it should be noted that SBS runs many programs that promote access to job training resources and connections to employment. The City aims to continue efforts that encourage developers to utilize existing SBS programs.

Comment 140: SBS should open a satellite Workforce 1 Center in East Harlem and should build connections between that center and major East Harlem employers. Workforce 1 should also coordinate with local community-based organizations and trade unions to ensure good connections to employers. Secure additional funding for programming and staffing at this center in order to provide career training and job placement services specifically for East Harlem youth aged 16 to 24. (CVH)

Response: Comment Noted. The Department of Small Business Services *intends to* work with the community to ensure *that* residents have access to job training resources and connections to employment. SBS prepares and helps New Yorkers to find jobs by training local residents and connecting jobseekers to employers in need of talent. Supporting the Mayor’s focus on quality jobs, SBS aims to connect New Yorkers to employment opportunities in fast-growing industries with real opportunities for advancement.

Comment 141: Ensure that HRA’s job readiness and placement efforts are coordinated and integrated with other job training programs in East Harlem. (CVH)

Response: Comment noted. Note also that pursuant to new HRA contracts, career advance contractors are required to work with local partners in referring candidates and providing adult education, training, and HRA-funded services. These partnerships implemented starting in April as new contracts go into effect. WKDEV can facilitate connections to community organizations.

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Comment 142: All RFP's for public sites East Harlem development should include local hiring requirements of projects funded by City agencies (HPD, EDC, etc.) These standards should be similar to and build on the standards and requirements set in the Build It Back Sandy recovery RFP. (CB 11, CVH)

Response: RFPs administered by HPD seek respondents to provide a plan for outreach to residents of the Community District within which the proposed project is located related to employment opportunities generated by the proposed project including training programs, job placement activities, applicant's own staffing practices, and/or applicant's contracting practices on the proposed project. Furthermore, all projects receiving over \$2 million in subsidy from HPD are required to consider applicants through the HireNYC portal.

Comment 143: If it is approved by residents, NYCHA should work to provide local hiring opportunities in any potential commercial development. (CB 11, Mitchell)

Response: NYCHA requires Resident Hiring Plans to be submitted with all new development opportunities on NYCHA land. See Comment #5 for more information about NYCHA's resident engagement practices.

Comment 144: As the head of the economic development and the workforce development subgroup, of the importance of making sure that as many local jobs as possible come out of this process in the end. If we're going to be rezoning and upzoning and bring in a lot more construction in the community, as many jobs as possible have to come from the local community. (Nocenti)

Response: Through the City's HireNYC initiative, any City contract over \$1 million and any housing development receiving \$2 million or more in HPD subsidy must post open positions with the Workforce 1 system and consider qualified candidates. Any development or City contract in East Harlem meeting these thresholds would be required to post job openings through the Workforce 1 center providing East Harlem residents the opportunity to apply for these positions. The City's HireNYC program will leverage SBS's network of Workforce1 Career Centers to connect New Yorkers to open positions created through the City's purchases and investments. Through HireNYC and the Workforce1 Career Center system, this Administration is making sure that more New Yorkers have a first shot at jobs related to City projects, and that employers have access to a pool of talent from the local community. The Office of Workforce Development will help to facilitate connection between local organizations such as the East Harlem Talent Network, and opportunities leveraged as a result of HireNYC and City rezoning.

Comment 145: We are interested in obtaining more information about connecting the local East Harlem residents in job placement during and after the zoning process. (Charles)

Response: See the responses to Comments #133 and 141.

Comment 146: The EIS should study the rezoning’s impact on and/or relationship to the availability of apprenticeship programs. (CVH)

Response: This request is beyond the scope of the EIS.

PURPOSE AND NEED

Comment 147: Driving objectives of this process have been the preservation of public housing through significant investment of funds for deferred repairs and improvements and committing to developing a minimum of 50% of all new housing units generated in this community be affordable to a range of low to moderate income residents with at least 20% of units at tiers of 30% or lower, were driving objectives for this process. (MBPO)

Response: One of the goals of the East Harlem Neighborhood Rezoning is to create opportunities for permanently affordable housing through the Mandatory Inclusionary Housing program. With the adoption of MIH in 2016, the Department of City Planning has a powerful new tool available to require the creation of permanently-affordable housing. The MIH program represents the most significant and far-reaching zoning mechanism in the country to increase the supply of permanently-affordable housing. With the application of MIH under the Proposed Actions, permanently-affordable units will be required throughout much of the project area. The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside.

Option 1 would require 25 percent of residential floor area to be for affordable housing units for residents with incomes averaging 60 percent of the AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent AMI. Option 2 would require 30 percent of residential floor area to be for affordable housing units for residents with incomes averaging 80 percent AMI. The City Council and CPC could decide to apply an additional workforce option or a Deep Affordability Option in conjunction with Options 1 and 2. The Workforce Option requires 30 percent of units be affordable at 115 percent AMI, with set-asides at two lower income levels. The Deep Affordability Option would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. For all options, no units could be targeted to residents with incomes above 130 percent AMI.

While MIH provides a range of options to provide a specified percentage of units as permanently-affordable housing, all of which meet the goals of the MIH program, the availability of these options does not vary by neighborhood. As such, the MIH program does not have the ability to reach deeper levels of

affordability than are currently offered in the four available options as described above. The provision of permanently-affordable units through the above-mentioned MIH options will serve as a baseline of affordability for years to come. On public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

Comment 148: In order to protect and preserve rent-stabilized housing and the culture and community of our beloved Barrio, we call on the Department of City Planning to implement the only community-generated plan aimed at preventing displacement and keeping long-term low income residents of East Harlem in our homes, our 10-Point Plan. (MovementforJustice)

Response: The “10-Point Plan” referenced in the comment does not involve land use or zoning actions under the purview of the City Planning Commission (CPC) or the Department of City Planning (DCP). The Proposed Actions involve zoning and land use actions subject to CPC approval. Housing code enforcement and landlord-tenant disputes fall under the jurisdiction of the Department of Housing Preservation and Development (HPD)

The Proposed Actions are only one component of a larger strategy to preserve housing affordability in East Harlem. HPD is committed to identifying proactive and effective strategies to preserve existing affordable housing, and seeks opportunities to preserve affordable housing in East Harlem, as anywhere else. HPD actively seeks the partnership of the East Harlem community to protect tenants, improve housing quality, and engage property owners who may be interested in preservation financing in exchange for affordability restrictions. Free legal services and the City’s Tenant Support Unit are available, and will be for at least 3 years, to assist tenants facing displacement pressures, including harassment and eviction. The East Harlem Rezoning Proposal will also facilitate the development of new affordable housing pursuant to MIH, with options that include opportunities for units that would be made affordable to low- and very low-income households.

The provision of permanently-affordable units through the MIH program will serve as a baseline of affordability for years to come. On public sites and on private sites, where feasible, additional subsidies could be provided to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

Comment 149: While the goals of this rezoning are admirable, there is at least one component of the rezoning, omitting a portion of Block 1772 from the rezoning, that works at cross purposes to the rezoning’s general goals. We believe the northern block face of this block should be included within the rezoning and this letter formally requests that the scope of the environmental review be revised to include an examination of this block face. (SheldonLobel)

Response: Comment noted.

Comment 150: Lott wants to reiterate that it supports the overarching mandate, as expressed in the EHNP, that DCP and HPD must maximize the preservation and development of affordable housing in East Harlem. Whether through zoning mechanisms, tax incentives, subsidies, or the redevelopment of public-owned sites, every opportunity must be taken to preserve and develop deeply affordable housing that serves existing and future East Harlem residents. (LottDC)

Response: Comment noted.

Comment 151: Many of the base heights allowed under the proposed EHC are very high and may compromise the achievement of land use objective #2, “preserving the built character” of the neighborhood. The base heights within each respective district should be carefully analyzed and DCP should consider adjusting base heights within the special district to better relate to the existing built form and neighborhood character. (Mark-Viverito)

Response: The Proposed Actions reflect a nuanced approach that acknowledges and responds to the varied built character of the neighborhood. At the core of this approach is a balance between growth-oriented strategies in areas of the district that can sustain growth, and preservation-oriented strategies in other areas where new development has the potential to be out-of-scale with the existing built context.

A key part of these growth-oriented strategies was the creation of a Special District that improves the pedestrian experience and establishes urban design controls that balance new development in response to existing neighborhood context and scale. On corridors such as Park Avenue, the existing built form is relatively inconsistent due to limitations imposed by Urban Renewal Plans and restrictive zoning districts. As such, along Park Avenue Special EHC District provisions relate built form to the unique Metro North elevated viaduct condition by lowering minimum base heights to 40 feet. Elsewhere in the Special EHC District, minimum base heights have been lowered to 60 feet in order to permit flexibility for buildings to respond to differing base heights and urban form. Because heights throughout East Harlem differ dramatically in certain areas, ranging between one and thirty-five stories on Third Avenue alone, this combination of provisions would provide the flexibility necessary for new developments to provide a more cohesive urban context.

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In other areas, including the area bounded by East 126th and East 132nd Streets and Park and Madison Avenues as well as select mid-blocks between Park and Second Avenues, the existing built form and neighborhood context was consistent enough to warrant the mapping of preservation-oriented zoning districts in order to accomplish the above-mentioned land use objective #2. The Proposed Actions would map R7A and R7B districts in these areas to ensure that new infill development complements the existing residential character by promoting consistent building height and size.

Comment 152: The Proposed Actions Will Not Advance Housing New York’s Goals of Affordable Housing Preservation and Equity- Unless CVH’s Anti-Displacement Strategies Are Adopted. Within this context, two issues should be paramount concern as part of the City’s overall preservation strategies: the protection and improvement of NYCHA apartments and the protection of rent-regulated apartments. (CVH)

Response: With respect to NYCHA apartments, NYCHA does not displace any existing public housing residents through new construction development. Furthermore, preservation programs like RAD urge tenant in place rehabilitation so that NYCHA residents do not need to be relocated during the redevelopment process.

See the response to Comment #145 for more information about the City’s efforts to preserve affordable housing.

Comment 153: The City states that “new market-rate development under existing zoning has the potential to threaten East Harlem’s affordability and neighborhood character” (DSOW, p.14). If this—by the City’s own admission—is true now, then how will it be any different when close to 5,000 new market-rate apartments are built following the rezoning? [MIH has been shown to not make a difference...] and new market-rate development threatens East Harlem’s affordability and character under the current zoning and it will do so under the rezoning as it currently proposed. Only a commitment to deeper affordability can make the difference. (CVH)

Response: Development generated as a result of the Proposed Actions will include substantially more affordable units as compared with future conditions absent the rezoning. With the adoption of MIH in 2016, the Department of City Planning has a powerful new tool available to require the creation of permanently-affordable housing. The MIH program represents the most significant and far-reaching zoning mechanism in the country to increase the supply of permanently-affordable housing. With the application of MIH under the Proposed Actions, permanently-affordable units will be required throughout much of the project area.

While MIH requirements will apply on all sites being rezoned to promote new housing development, additional affordability may be achieved on both public sites and private sites, with the use of subsidies to reach deeper levels of affordability than mandated by the MIH Program. HPD welcomes opportunities to finance affordable housing on privately-owned sites beyond the MIH requirements, enabling more affordable units, more permanently affordable units, or more deeply affordable units to be created.

A discussion of the potential impacts of the Proposed Actions will be included in the EIS, including impacts related to neighborhood character and the potential for direct or indirect residential displacement.

Comment 154: Page 15 of the draft scope describes the first objective as: “Create opportunities for requiring permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse needs.” Specific proposals for preserving existing affordability are absent from the Proposed Actions. (CVH)

Response: The City has greatly increased its dedication of resources to better protect tenants through code enforcement, free legal services, preservation of existing affordable housing, and other services. Free legal services and the City’s Tenant Support Unit are available, and will be for at least 3 years, to assist tenants facing displacement pressures, including harassment and eviction. HPD is committed to identifying proactive and effective strategies to preserve existing affordable housing, and seeks opportunities to preserve affordable housing in East Harlem, as anywhere else. HPD actively seeks the partnership of the East Harlem community to protect tenants, improve housing quality, and engage property owners who may be interested in preservation financing in exchange for affordability restrictions.

The Proposed Actions are designed to create new affordable housing for current and future residents, with MIH options that include opportunities for units that would be made affordable to low- and very low-income households. While the provision of permanently-affordable units through the MIH program will serve as a baseline of affordability for years to come, the Proposed Actions are only one component of a larger strategy to preserve housing affordability in East Harlem.

The Department of City Planning, in coordination with our interagency partners such as HPD, will continue to engage and work with the community regarding potential strategies related to the preservation of existing affordable housing. Additional information regarding additional City programs and investments beyond the scope of zoning and land use will be shared as it becomes available throughout the course of this process.

Comment 155: Objective three fails to describe how the creation of new MX zones will result in the preservation of existing manufacturing uses. The experience of other parts of the City where MX has been applied, has been a loss of manufacturing uses as higher-paying residential uses take precedence. We therefore do not see an MX designation as a preservation mechanism, but rather one likely to cause or accelerate the displacement of manufacturing uses, which provide much-needed jobs in the community. (CVH)

Response: While the results of MX zoning have varied in different areas, the Proposed Actions do not include the creation of new MX zones. One of the goals of the East Harlem Neighborhood Rezoning is to create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses. The purpose of the proposed zoning changes to M1-6/R9 and M1-6/R10 is to allow flexibility for these existing manufacturing uses to stay in place while allowing the opportunity for the addition of commercial and residential uses. The Proposed M1-6/R10 and M1-6/R9 districts differ from typical MX districts in that they include a minimum non-residential floor area requirement in order to ensure that non-residential space is created as part of new developments. The EIS will assess potential direct and indirect business displacement impacts resulting from the Proposed Actions in the Socioeconomic Conditions chapter.

Comment 156: Objective five, as described on page 17, provides no actual information about which specific infrastructure needs are being referred to, or how those needs are being taken into account in this action. It does not even mention the most obvious, the TA Special District changes. This objective is ill-explained, and as such, is virtually meaningless because it cannot be evaluated. (CVH)

Response: More detailed information about the proposed modifications to the Special Transit Land Use (TA) District can be found on page 25 of the Draft Scope of Work, in the section titled “Proposed Amendment to the TA Special District”. The DEIS will include several analyses related to the effects of the Proposed Actions on infrastructure in East Harlem, including a discussion of transit infrastructure in the Transportation chapter.

Comment 157: The Proposed Actions Will Not Advance Housing New York’s Goal of “Building New Affordable Housing for All New Yorkers” Unless Deeper Affordability Levels are Reached. The majority of the new units will be market rate and will bring a marked increase in residents and units that will massively impact the neighborhood. Although the plan repeatedly says the City’s aim is to create permanently affordable housing through MIH and City and State affordable housing. Unfortunately none of these options creates a significant number of units that match the neighborhood need. (CVH)

Response: See the response to Comment #152.

ANALYSIS FRAMEWORK AND REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

Comment 158: The CEQR manual should be used as minimum guidelines, where the City should find a moral imperative to ensure that these rezonings take into account real impacts that are not accounted for when using minimum CEQR criteria. Concerns about creating different standards for different rezonings should be minimal when the impact on the individual communities can be great. The City has taken the wrong position in Jewish Home Life Care; environmental review that gauges the true impact on our communities is exactly the precedent that should be set here to protect our most vulnerable segments of our existing communities. (Winfield)

Response: Comment noted. As indicated in the DSOW, the methodologies contained in the *CEQR Technical Manual* will be used for the preparation of the DEIS analyses. These methodologies are considered appropriate for assessment of projects involving zoning changes and are used by all agencies of the City of New York for the purpose of conducting environmental reviews.

Comment 159: The EIS should analyze the rezoning's impact on construction workforce job quality, living wages, and local hiring. This analysis needs to take the absence of a prevailing wage requirement into account. (CVH)

Response: Comment noted. As indicated in the DSOW, the methodologies of the *CEQR Technical Manual* govern the EIS. Pursuant to these methodologies, the items requested in the comment are beyond the scope of the EIS.

Comment 160: Outlined in the EHNP are recommendations for an enhanced environmental review and integrated impact statement process which could address the analysis concerns around community assets. This particular framework expands on the limited perspective of the CEQR process and provides an additional social and environmental set of standards to measure each of the individual topic areas against. The New York Academy of Medicine (NYAM) has already conducted a thorough Health Impact Assessment and I would encourage you to integrate their approach into your own work process and considerations. (MBPO)

Response: Comment Noted. CEQR is New York City's process for implementing the State Environmental Quality Review Act (SEQR), by which New York City agencies review proposed discretionary actions to identify and disclose the potential effects those actions may have on the environment. SEQR requires that all state and local government agencies assess the environmental effects of discretionary actions before undertaking, funding, or approving the project, unless such actions fall within certain statutory or regulatory exemptions from the requirements for review. The *CEQR Technical Manual* provides guidance with

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respect to methodologies for assessment, identification of significant adverse impacts, and development of mitigation measures for each technical area typically considered in environmental review. These methodologies are considered appropriate for assessment of projects undergoing CEQR and are used by all City agencies for the purpose of conducting environmental reviews.

Comment 161: The criteria DCP used to come up with the RWCDs should be adjusted to reflect the realities of East Harlem. The 5,000-square-foot minimum lot size threshold for identifying soft sites is too high and therefore excludes smaller sites that may be financially viable for development after the Proposed Actions lead to an increase of the maximum allowable FAR. Also, vacant sites are scarcer in East Harlem so they may have higher development pressure than neighborhoods with more vacant land (and weaker real estate markets) such as East New York and the Jerome Avenue corridor. (CVH)

Response: The Reasonable Worst Case Development Scenario was created pursuant to the guidelines in the *CEQR Technical Manual* and is considered to be a conservative projection of the amount of development that could result from the Proposed Actions. As discussed in Section G. “Analysis Framework” of the DSOW, the projections are based on a number of site-specific and contextual factors expected to affect the likelihood and amount of development in the future with and without the Proposed Actions.

Comment 162: Houses of worship are lumped together with government properties and hospitals as places that will not be developed. Anyone paying attention to what is happening to houses of worship all over the City understands that this assumption is absurd, as houses of worship are often prime development sites. (Janes)

Response: Please see the response to Comment #161.

Comment 163: DCP has eliminated all multi-unit buildings with six or more residential units, and assemblages of buildings with a total of 10 or more residential units. The reasoning it uses that these are “unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units.” The reasoning would be fine if the sites omitted were occupied buildings under rent stabilization, but buildings that have no rent stabilization protection or tenants it appears were also omitted. (Janes)

Response: Please see the response to Comment #161.

Comment 164: The rules for assemblages are far too strictly applied for a RWCDs. (Janes)

Response: Please see the response to Comment #161.

Comment 165: Our preliminary research shows that when comparing properties on MapPluto to those on the New York State Homes and Community Renewal (HCR) list, there

are buildings that likely contain rent stabilized apartments which are not registered with the HCR. MAS estimates that 443 properties are likely to have rent-stabilized units, of which, 308 are units registered with the HCR. Because these buildings are underbuilt according to current zoning, we would anticipate that these sites would have the potential to be redeveloped under the Proposed Actions. Accordingly, MAS recommends that the FSOW include these properties as part of the criteria for potential development sites. MAS also asserts that the EIS should identify the number of existing rent-stabilized units in the Project Study Area to accurately evaluate potential residential displacement. (MAS)

Response: Please see the response to Comment #161.

Comment 166: We request clarification as to why underbuilt lots that contain multi-family residential buildings were excluded from the list of projected or potential development sites. Based on MapPluto V16.provided by DCP, the Project Rezoning Area contains 521 multi-family residential buildings that are underbuilt according to current zoning and have at least 3.6 available FAR or more. (MAS)

Response: Please see the response to Comment #161.

Comment 167: In order to undertake a conservative analysis of the proposal, there are a number of additional sites that need to be considered as projected or potential development sites, because of their existing FAR represent these sites are likely development sites. If we exclude them we may underestimating the impact of this proposal across a range of impact categories. (Mark-Viverito, LottDC, MBPO)

Response: The Reasonable Worst-Case Development Scenario (RWCDS) for the Proposed Actions has been revised to include two additional development sites along Third Avenue. The revised analysis framework will be incorporated in the Final Scope of Work (FSOW).

Comment 168: Twenty-eight properties contain rent-stabilized units registered with the HCR. An additional 72 properties are likely to contain rent-stabilized units. (MAS)

Response: Comment noted.

Comment 169: The East Harlem Neighborhood Plan (ENHP) also included rezoning recommendations for sites that are publicly owned, and could potentially be developed in the future. The rezoning of these sites should be included, as part of this action, and the impact of their development should be analyzed. (Mark-Viverito)

Response: Please see the response to Comment #161.

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Comment 170: The land use analysis in the FSOW should reflect the expanded criteria for selecting projected and potential development sites described herein to include properties containing multi-family residential buildings (six or more dwelling units) and buildings likely to contain rent-stabilized units. These should be included in the Study and Projected Areas. (MAS)

Response: See the response to Comment # 161.

Comment 171: Using 2010 Decennial Census data for Manhattan Community District 11, DCP assumes 2.41 persons would occupy each new dwelling unit and uses this figure to calculate the future population. However, East Harlem is home to many NYCHA buildings, and those units are often occupied by unofficial and uncounted residents. Therefore, household density is likely higher than 2.41. Also, the Decennial Census is seven years old, so the analysis should use post-2010 American Community Survey as an alternative data source. (CVH)

Response: The 2.41 average household size is based on 2010 Census data for Manhattan Community District 11, which is representative of households in the East Harlem neighborhood. Accordingly, its use is appropriate for an area-wide rezoning that includes the Proposed Actions, as contemplated in the DSOW

Comment 172: The impacts of developing the East 111th Street site should be part of the RWCDS and analyzed in combination with the other projected and potential soft sites—not separately. In order to plan for future infrastructure and community facility needs, the added population from this site (which the Draft Scope of Work states will be 668 dwelling units or more than 10% of all future dwelling units), needs to be analyzed to understand its impacts on community facilities and other areas. (CVH)

Response: As discussed in Section H. “Proposed Scope of Work for the EIS” in the DSOW, the DEIS will include an alternative that considers projected development generated by the Proposed Actions and the East 111th Street Site.

Comment 173: The City should look into past rezonings and examine housing market shifts after these rezonings, for the purpose of determining the length of time during which developers are likely to seek HPD subsidies and the point at which interest in such subsidies may cease due to improved market conditions. (CVH)

Response: Past rezonings have resulted in greatly varying changes, with some rezonings producing little or no development while others result in substantial development. Since every community is different, and many different factors influence changes in market conditions, any generalizations from past experience would be speculative and are not included in the DEIS.

Comment 174: Do not assume that developers will continue to accept HPD subsidies throughout the 15-year period following a rezoning. Instead, the City should analyze and disclose the impacts of the rezoning based on the following: A

scenario in which developers accept HPD subsidies for the entire period; a scenario in which developers accept HPD subsidies for only 5 years; a scenario in which developers accept HPD subsidies for only 10 years; and the zoning text and public sites alone. (CVH)

Response: The DEIS will not make specific assumptions about the use of public subsidies where information about specific development proposals is not available. Whether or not a privately owned site will utilize subsidies cannot be determined prior to the time of development. As indicated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the Socioeconomic Conditions chapter of the DEIS will consider possible direct or indirect residential displacement impacts of the Proposed Actions.

Comment 175: The City must include more publicly owned sites in its Draft Scope and RWCDs. The East Harlem Neighborhood Plan highlighted 13 public sites to be considered for development; only 1 of these (the 111th Street site) is included in the Draft Scope of Work, and only as a potential alternative. These additional 12 sites should be analyzed by the City to see what opportunities they may provide for the creation of affordable housing. This is an opportunity that the City must not pass up. (CVH)

Response: The RWCDs associated with the Proposed Actions assumes development on public sites where the City has identified redevelopment potential. As indicated in Section G. “Analysis Framework” of the DSOW, not all City-owned sites are optimal for redevelopment for a number of reasons, including size, configuration, lack of adjacent lots to form an assemblage, and other impediments to development such as the location of required easements.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

Comment 176: DCP should conduct a detailed analysis of existing uses within the proposed commercial overlay areas within NYCHA campuses, and propose more specific boundaries that eliminate the possibility of displacing residents, playgrounds, and active common areas. (Mark-Viverito)

Response: As indicated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will provide a land use analysis to evaluate whether the Proposed Actions would be compatible with existing uses, as well as an open space analysis to assess. Please see responses to Comments #5 and 87.

Comment 177: I support the retention of community facility allowances under the present zoning, which is an R7-2, but this would be eliminated when the zoning is changed to an R7A. Eliminating community facilities would be a bad move if housing is increased at the same time because it would remove the more

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important aspects of a community, such as medical facilities, after-school child care, cultural spaces, et cetera. (Novita)

Response: Use Groups 3 and 4, which include schools, community centers, libraries, hospitals and houses of worship, would continue to be allowed under the proposed R7A district. As indicated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will provide a land use analysis to evaluate potential effects of the Proposed Actions on the uses and development trends in the area, as well as the Proposed Actions’ compliance with, and effect on, the area’s zoning and other applicable public policies.

Comment 178: The WRP evaluation in the EIS should include a comprehensive analysis on how the new development under the Proposed Actions will be constructed to improve resiliency regarding the impacts of climate change and reduce risks of flood and storm surges from the Harlem River. (MAS)

Response: The WRP includes policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. As indicated in Section H. “Proposed Scope of Work for the EIS” in the DSOW, the DEIS will consider the consistency of the Proposed Actions with WRP policies and evaluate whether the Proposed Actions would promote or hinder a particular policy, including Policy 6.2, which considers integration of the latest New York City projections of climate change and sea level rise into the planning and design of projects in the City’s Coastal Zone.

Comment 179: The analysis should address ways in which the project would improve connections and access to the waterfront area. (MAS)

Response: As indicated in Section H. “Proposed Scope of Work for the EIS” in the DSOW, the DEIS will consider the consistency of the Proposed Actions with WRP policies and evaluate whether the Proposed Actions would promote or hinder a particular policy. The Department of City Planning, in coordination with our interagency partners including Parks and DOT, will continue to engage and work with the community regarding potential neighborhood improvements beyond the scope of zoning and land use.

TASK 3: SOCIOECONOMIC

DIRECT AND INDIRECT RESIDENTIAL DISPLACEMENT

Comment 180: I know a lot of people are going to be displaced or have both directly and indirectly, and the Mayor’s Mandatory Inclusionary Housing, MIH, program will not benefit 50 percent of the residents here. (Mendez)

Response: As stated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will disclose the number of residential units and estimated number of residents that could be directly displaced. The DEIS will also provide a preliminary assessment for indirect residential displacement that will consider current market conditions and trends, and evaluate the Proposed Actions’ potential effects on socioeconomic conditions. If the Proposed Actions could potentially introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, a detailed analysis is warranted and will be provided.

Comment 181: Of the 17,000 apartments created since the 2003 rezoning of East Harlem, very few are available to households earning less than \$45,000 per year. These new units are unaffordable to more than half the current residents. (ElBarrioUnite)

Response: Please see response to Comments #27 and 180.

Comment 182: The Regional Plan Association (RPA) published the report "Preserving Affordable Housing in East Harlem in 2016 with the following comments: "31.4% East Harlem individuals live under the poverty standard of the United States with gentrification accounting for a 9% decline of the Hispanic population between 2003 and 2013 from 60,939 Hispanic persons to 55,617, with Blacks Households also declining 11%. Interestingly; between 2002 and 2015, 17,000 new residential units were developed in East Harlem where now 55% of East Harlem residents pay more than 35% of their gross total income in rent. Between the 2000 and 2013 period the number of "Rent Burdened Households" increased by more than 3,000. This is a significant increase illustrated by the fact that the median rent in East Harlem increased dramatically by 44% between 2005- 2007, and 2011- 2013. This will become worse with this Rezoning proposal for East Harlem in 2017. We are deeply concerned about the threat to our community and our culture if tenants are displaced from rent-stabilized housing, as warned by the RPA report. (ElBarrioUnite, MovementforJustice)

Response: Please see response to Comment #180.

Comment 183: Over the next 15 years, an estimated average of 280 units per year will be lost. These numbers must be taken into account when considering indirect displacement, as rising real estate values will only encourage landlords to leave subsidy programs when they expire. (CVH)

Response: Please see response to Comment #180.

Comment 184: The methodology for measuring both direct and indirect displacement in the draft scope promises to severely underestimate the real risk to many local residents because it considers only legal forms of displacement. But this ignores the actual conditions facing many of the close to 80% of CB11 households

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living in rent regulated units, be it rent stabilized, government assisted, or NYCHA housing. DCP ignores the fact that rent stabilized tenants face harassment. Bad landlords are going to pressure residents to leave their apartments so they can rent the apartments at much higher rates to higher paying people. With the massive upzoning planned, that pressure will drastically increase leading to secondary displacement. (CVH, Leone, MovementforJustice)

Response: Residential tenants are afforded protection against displacement through state rent regulations, regulations guiding the conversion of rental units to co-operatives or condominiums, and provisions against the harassment of tenants. Despite the protection afforded to tenants under rent control and rent stabilization, tenants can be forced out of their apartments through illegal activities, such as harassment by landlords. Both HPD and HCR administer measures against harassment that, in the more severe cases, provide very strong penalties for persons found guilty of harassment and illegal eviction. However, the effects of possible illegal actions are not considered under CEQR.

Comment 185: Residential displacement began with the 2003 rezoning of East Harlem, which continues today with accelerated higher rents and fewer truly affordable apartments. This has caused a disappearance of 20% of our Hispanic and African American community since the 2003 rezoning. That's 1 out of every 5 neighboring friends and families who have been displaced out of East Harlem. (ElBarrioUnite)

Response: Potential changes in race and ethnicity are not considered in a CEQR analysis and will not be included in the DEIS. As discussed in Section H. "Proposed Scope of Work for the EIS" of the DSOW, the demographic analysis in the DEIS will focus on income, including average household income and income trends over time. The socioeconomic conditions analysis will consider whether the Proposed Actions could substantially alter these demographics and market conditions in a way that could lead to increased rents and potential indirect residential displacement. If the Proposed Actions could potentially introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, a detailed analysis is warranted and will be provided.

Comment 186: Any action that would undermine East Harlem's existing racial and ethnic diversity—specifically, any action that threatens to significantly increase the neighborhood's already-growing white population, at the expense of residents of color—be regarded as negatively impacting the community and analyzed and mitigated accordingly. (CVH)

Response: Please see response to Comment #185.

Comment 187: The City cannot assume that NYCHA residents are free from displacement pressures. If living conditions in certain NYCHA developments continue to deteriorate, tenants may have no choice but to leave. The current state of NYCHA units must be taken into account by the City when considering displacement pressures. (CVH)

Response: While the City does not assume that NYCHA residents are free from displacement pressures, the state of NYCHA housing and its potential influence on displacement is not the subject of CEQR analysis. As indicated in Task. H “Proposed Scope of Work for the EIS” of the DSOW, and as described in the *CEQR Technical Manual*, the focus of concern with respect to indirect residential displacement is renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, or whose incomes or poverty status indicate that they may not support substantial rent increases.

Comment 188: I am concerned that the Draft Scope may not fully capture the projected Direct Residential Displacement relative to the study area population and request further analysis to be included in the EIS. The Draft Scope states, “the Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement” (pg. 35). The threshold of 500 displaced residents may not be appropriate for the unique East Harlem context that has experienced a longtime trend of direct (and indirect) displacement. According to the *CEQR Technical Manual* (2014), “certain circumstances may warrant different thresholds. (Mark-Viverito, CB 11)

Response: Comment noted. As indicated in Task. H “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will disclose the estimated number of residents to be directly displaced, based on the analysis framework of the Proposed Actions. Per the guidelines outlined in the *CEQR Technical Manual*, displacement of less than 500 residents would not warrant further analyses, given that displacement of below this threshold would not typically be expected to alter the socioeconomic character of a neighborhood. If the Proposed Actions exceed this threshold, further assessment for direct residential displacement is warranted and will be provided in the DEIS.

Comment 189: Since the socioeconomic assessment seeks to determine the effect of the proposed project relative to the expected No-Action conditions of the study area, the proposed threshold may be too high or low depending on the characteristics of the study area. According to a 2016 RPA report, the potential for displacement in East Harlem is exacerbated by the high number of housing units that are either unregulated (19% of the housing stock) or have expiring regulatory restrictions (27% of the housing stock). (Mark-Viverito)

Response: As stated in Task. H “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will provide a preliminary assessment for indirect residential displacement that will consider current market conditions and trends within the study area, and evaluate the Proposed Actions’ potential effects on socioeconomic conditions. If the Proposed Actions could potentially introduce or accelerate a trend of changing socioeconomic conditions that may potentially displace a vulnerable population, a detailed analysis is warranted and will be provided.

Comment 190: The Draft Scope calls for a preliminary assessment of potential for: Indirect Residential Displacement, Direct Business Displacement, and Indirect Business Displacement. However, a detailed demographic and field analysis for each respective area would only be conducted, “if warranted.” I believe that each respective detailed analysis should be included in the EIS. Residential displacement was the most common concern raised through the EHNP community engagement process, and potential impacts should be fully explored. The analysis will also ensure that the land use objectives are achieved, especially land use objective 3 which addresses, “preserving the vitality of the existing commercial and manufacturing uses.” (Mark-Viverito)

Response: Comment noted. As stated in Task. H “Proposed Scope of Work for the EIS” of the DSOW, the assessment of the areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, pursuant to the CEQR Technical Manual guidelines. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitely rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluation other Future No-Action and With-Action conditions in 2027, including any population and employment changes anticipated to take place by the analysis year for the Proposed Actions.

Comment 191: The Steering Committee has identified a number of soft sites that should be considered for inclusion as Projected Development Sites. Many of these sites are currently occupied and could result in significant direct residential displacement should the Proposed Actions be approved. (Mark-Viverito)

Response: Please see responses to Comments #161 and 180.

Comment 192: Although the EAS and DSOW state that threshold for direct residential displacement by the Proposed Actions would not be exceeded, a detailed analysis should be provided. The RWCDs could be undercounting residential displacement because it does not take into account the potential direct displacement from underbuilt multifamily buildings, landlord harassment, and rent stabilized units that may be deregulated. The inclusion of these properties in the selection criteria for development sites, as described previously, is likely to result in the direct displacement of more than 500 residents. (MAS, CVH)

Response: Please see responses to Comments #161 and 184.

Comment 193: Based on the analysis framework projection, the EIS will disclose the number of residents to be directly displaced, as a result of existing development trends and the Proposed Actions. Following the guidelines outlined in Chapter 5, Section 200 of the *CEQR Technical Manual*, displacement of less than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood. For projects exceeding this threshold, further assessment for direct residential displacement is required. The City should analyze both the extent to which the rezoning may result in indirect residential displacement, and the degree to which it is already occurring. (CVH)

Response: Please see response to Comment #180.

Comment 194: Typically, the City responds to the community’s concerns about the rezoning by saying that gentrification and displacement are already occurring and by stating, in a conclusory manner, that the rezoning will help address these problems. This is not sufficient to meet the requirements of the CEQR process; the City must analyze the extent to which displacement may be accelerated. (CVH)

Response: The objective of the CEQR analysis is to disclose whether any changes created by the Proposed Actions would have a significant impact compared to what would happen in the future without the Proposed Actions. As indicated in Section G. “Analysis Framework” of the DSOW, the DEIS will follow CEQR Technical Manual methodologies in presenting the information necessary to determine whether the Proposed Actions may either introduce a trend or accelerate a trend of changing socioeconomic conditions that may potential displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

Comment 195: The EIS should expressly address the potential displacement risk of vulnerable populations in the area: residents in unregulated apartments; tenants in rent stabilized apartments; tenants who are rent burdened; tenants in apartments where regulatory agreements for affordability are expiring; shelter, halfway house, and three quarter house residents; residents of cluster site housing; Section 8 voucher holders; NYCHA residents; people of color; and seniors. (CVH)

Response: Residential tenants are afforded protection against displacement through state rent regulations, regulations guiding the conversion of rental units to co-operatives or condominiums, and provisions against the harassment of tenants. Despite the protection afforded tenants under rent control and rent stabilization, tenants can be forced out of their apartments through illegal activities, such as harassment by landlords. Both HPD and HCR administer measures against harassment that, in the more severe cases, provide very strong penalties for

persons found guilty of harassment and illegal eviction. However, the effects of possible illegal actions are not considered under CEQR.

While the City does not assume that NYCHA residents are free from displacement pressures, the state of NYCHA housing and its potential influence on displacement is not the subject of CEQR analysis. As stated in Task. H “Proposed Scope of Work for the EIS” of the DSOW and described in the *CEQR Technical Manual*, the focus of concern with respect to indirect residential displacement is renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, or whose incomes or poverty status indicate that they may not support substantial rent increases.

Comment 196: The EIS should analyze and disclose the impacts of past rezonings of similar magnitude as the proposed East Harlem rezoning. As part of this, the City should disclose and analyze demographic information suggestive of displacement, including changes (pre and post rezoning) in: racial demographics; local area median income; educational attainment level of residents; average rent levels in market-rate units; number of rent-stabilized units; and percentage of non-English speaking populations. (CVH)

Response: Please see response to Comment #173.

Comment 197: Consider the East Harlem proposal in the context of other public and private actions. In assessing cumulative displacement, the President’s Council on Environmental Quality (CEQ) explains that consideration should be given to a Proposed Actions’ cumulative effects in the context of “past, present, and reasonably foreseeable future actions regardless of who undertakes the action.” (CVH)

Response: The CEQ is a division of the Executive Office of the President that coordinates federal environmental efforts nationally. The Proposed Actions will be assessed in a CEQR level environmental review. There are no federal approvals sought under the Proposed Actions. The EIS analyses will consider the Proposed Actions within the context of known public and private actions that have the potential to affect the analyses.

Comment 198: DCP should look at likely secondary displacement impacts in relation to a range of potential development scenarios under proposed zoning changes, because differences in both amounts and rent levels of new housing will have different likely impacts on the rates of indirect residential impact we should anticipate seeing. For example, even an assumption that most new units will be built using both MIH and HPD’s ELLA subsidy program would yield an incoming population that is richer and whiter than the current local population. Even though both MIH and HPD’s ELLA subsidy programs generate affordable housing units the majority of the units are priced above the local population and

therefore bring an incoming population that is distinct from the current neighborhood. (CVH)

Response: Please see response to Comment #180.

Comment 199: While it is my hope that we can prevent any displacement, resources and services should be made available to any area residents that are forced to relocate from new development. (Serrano)

Response: Comment noted.

Comment 200: The Proposed Actions warrant a thorough assessment of all five principal issues of concern with respect to socioeconomic conditions, including direct residential displacement. (CB 11)

Response: Please see response to Comment #190 .

Comment 201: Although the updated Draft Scope of Work concludes that the Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents and therefore are not expected to result in significant adverse impacts due to direct residential displacement, that determination is based on the condensed study area which excludes portions of East Harlem. Notably, the original Draft Scope of Work assumed that an existing residential development located just outside of the boundaries of the proposed rezoning area could be demolished and redeveloped as a result of Proposed Action and lead to direct displacement. Were DCP to expand the size of the area that is subject to the Proposed Action to include all of East Harlem as contemplated in the EHNP and proposed by CB11, there can be no doubt that direct displacement would in fact result. (CB 11)

Response: The original East Harlem Draft Scope of Work posted on November 10, 2016 included an incorrect assumption: that 500 or more residents could be displaced as a result of the proposed rezoning. The original Draft Scope of Work erroneously assumed that an existing residential development comprised of two buildings with a total of 412 units could be demolished and redeveloped as a result of being rezoned. This led to the incorrect conclusion that residential tenants could be displaced. In fact, the residential development is actually located outside of the boundaries of the proposed rezoning area and would be unaffected by the rezoning. Furthermore, even if the development is included in the rezoning area, the units are income-restricted and subject to HPD and HUD regulatory agreements. No displacement of these units would occur.

Comment 202: Historically, residents of East Harlem have experienced direct displacement and there are several soft sites identified within the area which are occupied and could result in direct displacement. It is also likely that in projecting the number of potentially displaced residents, DCP has overlooked the possibility that some households have more residents that might otherwise be expected. As such, a

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detailed analysis is necessary as is an evaluation of relocation opportunity within East Harlem for potentially displaced households, including the possibility of securing funding from developers or other sources to assist with relocation. (CB 11)

Response: Please see responses to Comments #171 and 180.

Comment 203: The potential for indirect residential displacement stemming from the Proposed Action must also be comprehensively studied. While DCP has issued a correction stating that fewer than 500 residents would be directly displaced, the potential for displacement—both directly and indirectly, within the area that is subject to the Proposed Action and in the proximate area—is vast and unprecedented. Other neighborhoods that have seen similar actions, such as Park Slope and Williamsburg in Brooklyn, have experienced dramatic acceleration in development far greater than that which was contemplated in the impact assessments. Accordingly, DCP should broaden the study area and complete a detailed analysis to more fully consider potential displacement. (CB 11, Winstone)

Response: Please see responses to Comments #180 and 190.

Comment 204: The DSOW contends that “the Proposed Actions would not exceed the CEQR Technical Manual analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement.” However, analyses done by the EHNP Steering Committee and supported by a 2016 Regional Planning Association report conclude that the strong real-estate market and increased building permit activity has applied additional pressures to an already stressed housing stock. Due to those factors a complete examination of the possible direct residential displacement is warranted. (MBPO)

Response: Please see responses to Comments #180 and 190 .

Comment 205: In addition to a preservation strategy, a detailed study of residential relocation opportunities for any direct displacement of the residents from new development should be conducted within the study area. (Mitchell)

Response: Please see responses to Comments #180 and 190. If the analysis shows the potential for significant adverse impacts, mitigation measures will be explored.

Comment 206: The previous Scope of Work was mentioning that 500 people might be displaced, but it was not mentioned today what it was changed to. That’s my question. (Schneider, Rivera)

Response: The initially disclosed number of displaced units (in excess of 500 residents) was erroneous. The EAS and Draft Scope of Work were updated to correct the error. As indicated in the Draft Scope of Work, the EIS will disclose the

estimated number of residents to be directly displaced based on the analysis framework projection that was based on existing development trends in the study area and the likely effects of the Proposed Actions.

Comment 207: With gentrification comes the abolishment of creative street art, buildings to build condos, pubs, and restaurants. Families worry that their homes will be turned into a pub or a Whole Foods. (Cabrera)

Response: As discussed in the DSOW, the DEIS will include an assessment of the Proposed Actions potential to result in indirect residential and business displacement.

Comment 208: And the wealthy will now come in and change East Harlem. (Rivera)

Response: As stated in the DSOW, the DEIS will assess the potential of the Proposed Actions to result in significant adverse impacts associated with direct and indirect residential displacement and neighborhood character.

Comment 209: Gentrification is happening and it is not a good thing. Wealthy people are moving into low-income neighborhoods, causing the neighborhood to change, such as an increase in school prices and an increase in rent, so low income residents can have a reason to move out. Low-income families are part of the community. (Sewer, Rosario, Williams)

Response: Comment noted. The Proposed Actions are intended to address the existing trend of rising rents in East Harlem by providing new affordable housing which would not otherwise occur absent the Proposed Actions. Subject to the requirements of MIH, a share of new residential development would be set aside for permanently affordable housing for households at various income levels. The EIS will include an assessment of the Proposed Actions potential to result in indirect residential displacement.

Comment 210: Nearly 20 percent of neighborhoods with low income and home values have experienced gentrification since 2000, when in the 1990s it was only at nine percent. It has greatly increased, causing this problem to become worse, and it has to be stopped. (Guzman)

Response: Comment noted. The Proposed Actions are intended to address the existing trend of rising rents in East Harlem by providing new affordable housing which would not otherwise occur absent the Proposed Actions. Subject to the requirements of MIH, a share of new residential development would be set aside for permanently affordable housing for households at various income levels.

Comment 211: I am El Barrio. I was born and raised here, this is my community, and I want to stay in my community. My family is in this community. The unique aspects of the rezoning proposal under the present mayor, Bill de Blasio, is that it's largely located in communities of color; so our African-American, our Latino and Asian

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communities. I believe the driving force behind all of this is the real estate market, which seeks new opportunities for investment in favorable locations that yield highest economic return, meaning location, location, location. El Barrio has become that location. (Jesus)

Response: Comment noted. Please see response to Comment #180.

Comment 212: The rezoning could mean affordable apartments for families that make around \$46,000 a year, or families that make around \$46,000 a year, or families that make closer to \$100,000 a year. This could leave out over 50 percent of the most of the people that live here from qualifying for those apartments. (Martinez)

Response: See response to Comment #27. The Proposed Actions are intended to address the existing trend of rising rents in East Harlem by providing new affordable housing which would not otherwise occur absent the Proposed Actions. Subject to the requirements of MIH, a share of new residential development would be set aside for permanently affordable housing for households at various income levels.

Comment 213: Many NYCHA buildings also want to have one to two stories of commercial or retail buildings on NYCHA land along 132nd Street to 104th Street. This plan policy will most likely cause for residents of NYCHA housing to be evicted. (Casado)

Response: Comments #5 and 87.

Comment 214: It's going to be bringing in white bodies that are going to, in the words of your report at least, create 500 directly displaced people, and then the long-term displacement that no one can put a finger on. (Trudillo, Rivera)

Response: Please see response to Comment #180.

Comment 215: These neatly presented varieties of proposals for privately owned properties and City owned holdings demand an increase to the zoning heights, allowing for much larger, taller, bulkier buildings that will steeply exacerbate the process of displacement of low income families by gentrification. (Hernandez)

Response: Comment noted. Please see response to comment #180.

Comment 216: Families have been forced to move out by increasingly higher market rate rents, along with a disposal of the remaining affordable apartments and buildings that are continually being razed for the increased value as empty stocks due to real estate. (Trudillo)

Response: The Proposed Actions are intended to address the existing trend of rising rents in East Harlem by providing new affordable housing which would not otherwise occur absent the Proposed Actions. Subject to the requirements of MIH, a share

of new residential development would be set aside for permanently affordable housing for households at various income levels.

DIRECT AND INDIRECT BUSINESS DISPLACEMENT

Comment 217: Given the poor city-wide track record of the retention and/or expansion of manufacturing businesses in zoning districts that have been rezoned to “MX,” the EIS should consider the impacts of this type of mixed-use zoning on existing industrial businesses. (CVH)

Response: The Proposed Actions do not include the creation of new MX zones. One of the goals of the East Harlem Neighborhood Rezoning is to create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses. The purpose of the proposed rezoning to M1-6/R10 and M1-6/R9 along Park Avenue is to allow flexibility for these existing manufacturing uses to stay in place while allowing the opportunity for the addition of commercial and residential uses. The Proposed M1-6/R10 and M1-6/R9 include new provisions such as a minimum non-residential floor area requirement in order to ensure that new residential uses do not compete with other non-residential forms of development. As discussed in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will assess potential direct and indirect business displacement impacts resulting from the Proposed Actions in the Socioeconomic Conditions chapter in accordance with the methodologies of the *CEQR Technical Manual*.

Comment 218: In addition, the City should consider how the changing commercial nature of the area—as local businesses are displaced—might impact lower-income households in NYCHA developments and across the neighborhood as a whole. Indirect residential displacement pressure can come not just from rising rents or deteriorating living conditions alone, but from the increased cost of shopping and doing business in one’s neighborhood as the local economy changes. (CVH)

Response: Comment noted. As indicated in the Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will provide a preliminary assessment for direct business displacement, pursuant to the CEQR Technical Manual guidelines, to evaluate whether the Proposed Actions could displace businesses that provide products or services essential to the local economy that would no longer be available in the trade area to local residents or businesses. The DEIS will also provide a preliminary assessment for indirect business displacement to evaluate whether the Proposed Actions may introduce trends that make it difficult for businesses to remain in the study area.

Comment 219: Regarding direct and indirect business displacement, being “essential to the local economy” needs to be broadly defined so as to include goods and services that are within the economic reach of East Harlem’s current low-income households. The assessment should consider market forces when measuring

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displaced businesses' ability to relocate, i.e., it should factor in rising local commercial rent levels as a potential impediment to business relocation; The assessment should also take a broad view of "comparable" businesses by not only considering the of the good or service in question, but the of the good or service. For example, if a relatively affordable "Mom and Pop" grocery store is displaced, a newly established upscale food market—that low-income East Harlem residents cannot afford—should not be deemed a "comparable" business. (CVH)

Response: Please see response to Comment #218. As indicated in the DSOW, the DEIS socioeconomic conditions analysis will consider how potential changes in the composition of businesses in the surrounding study areas would affect existing residents (as consumers of those goods and services).

Comment 220: The rezoning should protect the smaller, affordable local businesses on which NYCHA residents depend. (CVH)

Response: Please see response to Comment #218.

Comment 221: Businesses located in low-rise buildings are particularly vulnerable to direct displacement after a commercial upzoning as landlords often opt to redevelop and build bigger buildings, thus requiring the displacement of existing businesses. This was the case in the 2008 rezoning of 125th Street. The assessment needs to pay specific attention to businesses located in low-rise buildings, particularly on blocks and corridors that are proposed to have greater maximum allowable commercial FAR under new zoning. (CVH)

Response: Please see response to Comment #218.

Comment 222: The indirect business displacement assessment should consider market forces when measuring displaced businesses' ability to relocate, i.e., it should factor in rising local commercial rent levels as a potential impediment to business relocation. (CVH)

Response: As stated in the DSOW, the DEIS will consider market forces, including rent trends, in determining feasibility of relocating within the neighborhood. If the analysis shows the potential for significant adverse impacts, mitigation measures will be explored

Comment 223: An impact of the 125th Street rezoning was an influx of corporate retailers with large floorplates, creating yet another challenge (apart from rising rents) for vulnerable small, independent retail businesses that were forced to compete with corporate-backed stores. The analysis of direct (and indirect) business displacement needs to consider the impact of rezoning-led creation of new, large commercial floor plates. Such spaces may threaten the longevity of current existing businesses and impede the ability of other displaced small businesses to relocate in them. Therefore, the City should consider limiting the size of new

commercial spaces to preserve and create opportunities for local small businesses. (CVH)

Response: Comment noted.

Comment 224: Subsidies for small businesses in the area are needed in order to stop the mass displacement of individuals employed by those businesses which will not be able afford the high rents. (CB 11)

Response: Comment noted. If the analyses of direct or indirect business displacement identify the potential for significant adverse impacts, measures will be advanced in the EIS to mitigate impacts. The Department of Small Business Services operates seven Business Solutions Centers across the boroughs that provide free, accessible services to local businesses, including one-on-one assistance with developing business plans, securing financing and accessing City benefits.

Comment 225: Displacement concerns apply to small businesses, especially those informal networks comprised of street-based entrepreneurs and ethnic food vendors. Given the unconventional nature of their business structures they most likely are not properly accounted for in many municipal data sources used for determining the direct and indirect business displacement analysis. Efforts should be made to complete a detailed economic survey to determine the impact of this rezoning on these businesses ability to remain in East Harlem. (MBPO)

Response: Please see response to Comment #218.

Comment 226: Environmental impact should be assessed for the entire community district. In particular, a detailed analysis of secondary displacement, relocation, and impact of a rezoning on jobs. (CB 11, Mitchell)

Response: With the exception of Randall's Island, the socioeconomic study area captures Manhattan Community District 11 in its entirety, in addition to portions of Manhattan Community Districts 8 and 10. The study areas for analyses of indirect residential and commercial displacement will be based on the guidelines of the *CEQR Technical Manual*. A socioeconomic study area is the area within which the Proposed Actions could directly or indirectly affect population, housing, and economic activities. A study area typically encompasses a Project Area and adjacent areas within approximately 400 feet, ¼-mile, or ½-mile, depending upon the project size and area characteristics. According to the *CEQR Technical Manual*, the larger ½-mile study area is appropriate for projects that would potentially increase the ¼-mile area population by more than five percent. Because socioeconomic analyses depend on demographic data, it is appropriate to adjust the study area boundary to conform to the census tract delineation that most closely approximates the desired radius. The analyses in the EIS will be based on a ½-mile radius surrounding the Project Area.

Comment 227: A lot of small businesses are being squeezed out, and it's really important for us that that not happen, that there is support for small businesses. (Nocenti)

Response: The EIS will analyze the potential effects of the Proposed Action on direct and indirect business displacement. If the analysis shows the potential for significant adverse impacts, mitigation measures will be proposed.

The Department of City Planning, in coordination with our interagency partners such as the Department of Small Business Services (SBS), will continue to engage and work with the community regarding potential neighborhood investments beyond the scope of zoning.

Comment 228: The Steering Committee would like DCP to expand the study area of boundaries to include all of CB 11 as was recommended in the Neighborhood Plan. Environmental impact should be assessed for the entire community district. In particular, a detailed analysis of secondary displacement, relocation, and impact of a rezoning on jobs. (Mitchell)

Response: See the response to Comment #226.

TASK 4: COMMUNITY FACILITIES

Comment 229: Some schools within our school districts have over 40% of enrolled children who are homeless. There should be further study about how the change in demographics caused by the rezoning will affect these children, i.e. schools within an area with a proposed R9 or R10 rezoning, the effect of an increase of luxury housing and the ability for these families to provide stability for children enrolled in a local school. (Winfield)

Response: The request is beyond the scope of CEQR and will not be provided in the DEIS.

Comment 230: Further study is needed on the impact on the hospitals and clinics within the area of the rezoning. Given the state of HHC and the consolidation of private hospitals, a large increase in population could have a significant impact on the options and state of health care for individuals residing in East Harlem. There should be further study on the projected population, types of health care insurance and services available for the incoming population, its impact on the existing population, as well as the need for clinics, especially school-based clinics. (Winfield)

Response: As discussed in the DSOW, the Proposed Actions would not trigger detailed analyses of potential impacts on health care services and a detailed analysis will not be provided. However, for informational purposes, a description of existing health care facilities serving the Project Area will be provided in the EIS. The other requested items for inclusion in the EIS such as types of health care coverage and school based clinics are beyond the scope of CEQR.

Comment 231: There is a known error in the *CEQR Technical Manual* as it regards schoolchildren generation rates in Manhattan. Upper Manhattan produces more than twice as many school-aged children per unit as the Manhattan Core. By averaging upper Manhattan and the Manhattan Core together, CEQR uses a generation rate that is wrong for both places. (Janes)

Response: Comment noted. The DEIS will provide a detailed analysis of child care centers in accordance to the CEQR Technical Manual guidelines.

Comment 232: The Final Scope of Work needs to explicitly address the school children generation rate error so as to not undercount the number of school children generated by the action. The New York City Zoning Resolution makes a distinction between the Manhattan Core and upper Manhattan in a host of land use policies. Zoning has shaped these two areas of Manhattan and created places with important physical, cultural and socio-economical differences. It is reasonable, therefore, to ask that if these places are so different from each other, does it make sense to assume that they produce children at the same rate? It is a question that can be answered by querying the current American Community Survey (ACS) Public Use Microdata (PUMS) file, and asking, how many school-aged children per unit live in each unit in the Manhattan core compared with how many live in each unit in upper Manhattan? (Janes)

Response: Comment noted. The DEIS will provide a detailed analysis of schools in accordance to the CEQR Technical Manual guidelines.

Comment 233: The ACS PUMS is a US Census Bureau product that is widely considered to be the timeliest and reliable source of data for such detailed queries. Since the best data available for this kind of analysis tells us that the Manhattan Core and upper Manhattan function differently when it comes to child production, the environmental review for the East Harlem rezoning cannot use the student generation rates found in the Technical Manual because they are demonstrably incorrect. The EIS should evaluate the rezoning's impacts using student generation rates that recognize that Manhattan Core and upper Manhattan produce school children at different rates. (Janes)

Response: Please see response to Comment #232.

Comment 234: At minimum, the East Harlem Rezoning EIS should use the ACS generation rates for Upper Manhattan, and the Draft Scope of Work should be amended to instruct the use of these rates, and accompanied by a discussion of why the rates in the *CEQR Technical Manual* are not being used. Alternatively, the East Harlem Rezoning EIS could develop estimates based on Reasonable Worst Case unit mixes for the project. (Janes, Mark-Viverito)

Response: Please see responses to Comments #231 and 232.

Comment 235: CB11 maintains that the CEQR method for assessing impact on schools is not successful in East Harlem. It estimates the number of children in a household based on borough-wide averages. Because of the differing makeup of households in East Harlem as compared with other parts of Manhattan, such as Midtown and the Financial District, this estimate dramatically undercounts the number of children that will likely end up attending public schools in Community School District (CSD) 5. Also, it is worth noting that while the proposed project is in CB 11; most of CB 11 is in CSD 4 while this project is in CSD 5. We ask that that this review be conducted utilizing data from the NYC Administration for Children’s Services that more accurately reflect the average children per household or per dwelling unit bedroom than the borough standard as the current proposal will underestimate the number of school children and result in insufficient mitigation. (CB 11, Winstone)

Response: Please see responses to Comments #231 and 232.

Comment 236: The EIS must include an assessment of the number of students being served by schools located in Manhattan’s CD 11. This assessment must include a report which provides a detailed accounting of the number of students served by schools located within CD 11, and include the total number of students by the zip code in which they reside. (CB 11)

Response: The DEIS will not analyze schools based on a study area defined as CD 11. As discussed in the DSOW, the primary study area for the analysis of elementary and intermediate schools should be the school districts’ “sub-district” in which the project is located. As the Project Area is located within CSD 4, Sub-districts 1 and 2 and CSD 5, Sub-district 1, the elementary and intermediate school analyses will be conducted for schools in those sub-districts.

Comment 237: We ask that the EIS produce data on our school’s current infrastructure. The EIS must include a study of the current state of repair of all school buildings located within CD 11. A detailed report should be produced which includes information of necessary infrastructure repairs and improvements, an assessment on the number of full sized classrooms, the number and size of all recreation, assembly, laboratory, administrative, guidance, and lunchroom spaces all school facilities. We need to make sure that our infrastructure is adequate and equipped to handle the need for modern wiring to support the technological needs of our students. (CB 11, Encarnacia, Parkey)

Response: The request is not within the scope of the DEIS. The DEIS will examine the potential of the Proposed Actions to result in significant adverse impacts to public school capacity. The EIS will not include an assessment of school infrastructure such as a technology needs assessment.

Comment 238: The EIS must account for the increased need for child care centers that will result for the rezoning. Quality child care is vital to the health and welfare of children, especially the children of working parents. (CB 11)

Response: The DEIS will include a detailed analysis of the potential of the Proposed Actions to result in significant adverse impacts to publicly funded childcare.

Comment 239: My office has been working on with members of the Upper Manhattan community on the antiquated formula for calculating the sufficient number of school seats per the directions of the 2014 *CEQR Technical Manual*. According to a study by George M. Janes of George M. Janes & Associates the student generation rates for census tracts in Upper Manhattan are 122.3% greater than they are in the Manhattan Core. His research goes on to explain it in more detail and I would urge you to consider his comments submitted on January 4th, 2017 closely. (MBPO)

Response: Please see response to Comments #232.

Comment 240: Through the rezoning process, we would like to improve existing pre-K, daycare and after-school facilities, and make sure there are more center-based opportunities for zero to three-year-olds. (Parkey)

Response: The Proposed Actions would facilitate the development of up to approximately 100,000 square feet (a net increment) of community facility space. School space or early childhood development facilities would not be precluded from locating within new buildings. However, the Proposed Actions involve an area-wide rezoning and would not specifically provide these types of spaces as the development sites are under private ownership.

Comment 241: The current CEQR formula for seat generation in schools does not accurately account for the fact that Upper Manhattan produces more than twice as many school-aged children for the City's housing units. The ACS PUMS formula takes into account these differences and generates a more realistic number for seat generation. We ask that you use that formula during your EIS process. (Encarnacia)

Response: The Proposed Actions are being assessed in accordance with CEQR Technical Manual methodologies. Pursuant to the CEQR Technical Manual guidelines, the schools analysis will rely on the most recent Department of Education (DOE) data on school capacity, enrollment, and utilization rates to assess the potential effects of the Proposed Project on public schools serving the Project Area.

Comment 242: We want to ensure that the number of after-school seats are increased here in East Harlem to be able to accommodate all of the new families that are currently here. (Encarnacia)

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Response: Pursuant to the CEQR Technical Manual guidelines, an analysis of publicly funded childcare focuses on services for children under age 6 because eligible children aged 6 to 12 are expected to be in school for most of the day. The CEQR analysis does not consider after-school seats.

Comment 243: We ask that the EIS produce data on our school's current infrastructure. We need to make sure that our infrastructure is adequate and equipped to handle the need for modern wiring to support the technological needs of our students. (Encarnacia, Parkey)

Response: The DEIS will examine the potential of the Proposed Actions to result in significant adverse impacts to public school capacity. The request to produce data with respect to public school infrastructure is beyond the scope of the environmental review for the Proposed Actions. Public schools are owned and maintained by DOE. Investments in technology and other capital improvements to New York City public schools are under the purview of the DOE. The DEIS will not include an assessment of school infrastructure such as a technology needs assessment.

TASK 5: OPEN SPACE

Comment 244: The Draft Scope omits studying the impact of open space due to be lost by the analysis year. These losses must be accounted for in the study. Specifically, East Harlem residents rely on open space that is slated to be lost at 111th Street and Park Avenue: four community gardens and a ballfield that is used by thousands of residents every year. The open space analysis should be based on this projected loss. (596Acres, NYersforParks)

Response: Although the referenced resources do not meet the CEQR Technical Manual's definition of public open space (as they are not accessible to the general public on a regular and constant basis), the open space chapter will include a qualitative discussion of the community garden and prior recreation activity on the 111th Street site in the open space analysis.

Comment 245: The EIS should include a study of the mitigating impact of creating an East Harlem Garden District on the increased demand for open space that will result due to the Proposed Action. (596Acres)

Response: If the open space analysis disclose the potential for significant adverse open space impacts, a range of mitigation measures will be explored in the DEIS.

Comment 246: The NYC Parks Department continues to have an inventory of buildings that are inaccessible to the public and not serving residents and visitors. The EIS should include a cataloging of such structures in the study area and the impact of re-opening them. It should also include a specific analysis of the adequacy of open comfort stations in the existing and proposed open spaces to support residential and visitor use. (596Acres)

Response: Existing open spaces in the study area will be inventoried and their general usage and condition will be described. As part of the usage and condition characterization, substantial inaccessible areas or facilities will be noted. The impact of re-activating NYC Parks Department structures that are closed to the public is beyond the scope of the EIS and will not be provided. However, improvements to existing facilities to further support the open space capacity of the area may be contemplated within the range of potential mitigation measures if the analysis identifies the potential for significant open space impacts. Independent of this project, NYC Parks is designing a system-wide needs assessment program to collect data on the state of park assets in order to inform future strategic capital planning.

Comment 247: We understand only through word of mouth that the plan is to “relocate” the baseball field at East 111th/112th Streets between Madison and Park Avenues but further research has shown that there is no new baseball field being built to replace this one. Instead, the suggestion that we’ve heard is to move the teams that use this field to other fields in the area, but all such fields are already committed by the NYC Parks Department to other organizations, teams and children. Eliminating this baseball field without immediate construction of a new baseball field will leave hundreds of children with no place to play baseball, and thousands more in the future without baseball as a viable option in their childhood. (Baltimore)

Response: NYC Parks is working closely with the East Harlem Little League, who formerly used the East 111th site, to accommodate the field time they need for practices and games at an alternate location.

Comment 248: The EIS should broadly examine the adequacy of the existing open space infrastructure. Many of the major parks, including Central Park and Randall’s Island, are poorly connected to the heart of the East Harlem community and access is limited by physical, cultural, and psychological barriers. For example, the pedestrian underpasses along the Park Avenue viaduct can pose significant safety concerns for residents. The northern portion of the rezoning district has extremely limited access to open space, especially given the poorly maintained state of the existing waterfront esplanade. (Mark-Viverito)

Response: As indicated in the DSOW, the DEIS will include a detailed analysis of open space and will assess the adequacy of open space resources under Existing, No Action and With Action conditions.

Comment 249: The Open Space Residential Study Area proposed in the DSOW includes small on-water sections of Randall's Island that abut the park's shoreline. For the Island's open space to be meaningful for Harlem residents, it must be accessible. Current access to Randall's Island is limited to the 103rd Street pedestrian

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bridge, and vehicular and pedestrian access at 125th Street. The analysis must reflect these limitations. (NYersforParks)

Response: The open space study area boundary will not extend to Randall’s Island. The easternmost edge of Manhattan will serve as the open space study area’s easternmost boundary.

Comment 250: Active and passive open spaces owned by the New York City Housing Authority—from sitting areas to basketball courts, playgrounds, and "grasslands"—should be included in the overall analysis of open spaces in East Harlem. These publicly owned spaces are part of the neighborhood's network of passive and active resources. As the rezoning proposes allowing development on some of these NYCHA-owned open spaces, the loss of these resources must be analyzed. (NYersforParks)

Response: Please see response to Comment #5. The overlay districts are generally not mapped in such a way as to eliminate areas that contain existing buildings, playgrounds and common areas, though schools and school playgrounds on these blocks. As noted in Section F. “Description of the Proposed Actions” of the DSOW, the proposed commercial overlays on NYCHA campuses is only one step in allowing commercial development in these areas, and would not directly lead to nor explicitly allow development.

Comment 251: The East Harlem Neighborhood Plan recommends conducting a needs assessment for comfort stations, recreation centers, and ballfields in East Harlem. Additionally, the Plan recommends building a comfort station at Harlem River Park. Existing NYC Parks buildings that are cut off from public use should be inventoried, and possibilities for reopening them to public use should be analyzed. East Harlem Parks should also be analyzed for their baseline infrastructure needs, such as building conditions, plumbing functionality, and lighting. Only with a reliable basic infrastructure can these parks continue to serve their current population, and seek to serve a growing population. (NYersforParks)

Response: See response to Comment #247. Existing active and passive open spaces within the open space study areas will be inventoried and mapped in connection with the open space analyses. The condition and usage of existing facilities will be described based on the inventory, field visits and publicly available data published by NYC Parks.

Comment 252: Access to parks and open spaces in East Harlem is an area with plentiful room for improvement. The East Harlem Neighborhood Plan suggests conducting a feasibility Study for ferry access along the entire East River waterfront, with Pier 107 as a potential access point and restored public open space. The Plan also recommends building more open space onto the existing street network, suggesting a study of where street ends can be developed to add more open

space to the East Harlem community. The Plan notes 117th, 118th, and 119th Streets, as well as the small streets around Thomas Jefferson Park. (NYersforParks)

Response: The requested ferry feasibility study is beyond the scope of the EIS. NYC Parks, in cooperation with the Office of Recovery and Resiliency, is managing a large-scale resiliency study examining the waterfront between 92nd and 115th Streets. NYC Parks will work the NYCDOT to address opportunities for greening and resiliency of the referenced street ends in the context of that study.

Comment 253: Bicycle access to East Harlem's parks and open spaces can be improved. "Potential future" bicycle paths and/ or routes as identified on the 2016 New York City Bike Map, linking Central Park, Marcus Garvey Park, Thomas Jefferson Park, Harlem River Park, and the East River Esplanade, will strengthen the safe cycling network in East Harlem, and provide more routes for Harlem residents to reach their local open space resources. Future Citi Bike expansion phases should supplement this connectivity by siting docking stations close to parks and transit. (NYersforParks)

Response: Comment noted. Citi Bike expansions and potential bicycle paths are beyond the scope of the EIS.

Comment 254: Access to Randall's Island deserves special consideration: seek mitigation strategies that prioritize additional access points or access methods for this recreational resource. Under current conditions, the Island is accessible via a single bridge. The analysis must reflect this limit; the map in the draft EIS suggests that residents are able to reach Randall's Island from areas south of 100th Street. The East Harlem Neighborhood Plan suggests studying footbridges, bus routes, and ferry service for this task. (NYersforParks, 596Acres)

Response: Please see response to Comment #249.

Comment 255: Additional park programming and park permit request support will be necessary as East Harlem's parks see increased use and visitation from a denser neighborhood. Additional quality-of-life improvements that can help create parks for all New Yorkers include public art and performance installations at parks and open spaces. (NYersforParks)

Response: If the open space analysis discloses the potential for significant adverse open space impacts, a range of mitigation measures will be proposed and considered in the EIS. Independent of the proposed project, NYC Parks has expanded recreation programming, such as Kids in Motion, Shape Up NYC and mobile movie units, and is working with partners with Museo del Barrio and the Uni Project to diversity outdoor program offerings for kids.

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Comment 256: The East Harlem Neighborhood Plan recommends several improvements that would make parks easier to reach and use. Increased lighting and tree pruning adjacent to light sources will increase safety in East Harlem open spaces. The Plan calls for parks to be ADA compliant, and convenient for seniors and caregivers with young children. For both of these improvements, the Plan suggests a focus on Marcus Garvey Park. The Plan also suggests improvement of neighborhood wayfinding, creating unified open space signage that includes parks, GreenThumb gardens, and NYCHA properties. (NYersforParks)

Response: Comment noted. Safety, lighting, ADA access and universal design are considerations for all NYC Parks reconstruction projects. NYC Parks is also collaborating with DCP on their East Harlem streetscape improvement plan. The EIS will contain a detailed analysis of urban design conditions, including building bulk associated with the proposed zoning along Park Avenue. If the analysis discloses the potential for significant adverse impacts associated with urban design, mitigation measures will be proposed.

Comment 257: The East Harlem Neighborhood Plan calls out the unstable structural conditions of the East River Esplanade. The Plan also suggests that Pier 107, perpendicular to the Esplanade, be restored and open as a public space. (NYersforParks)

Response: The requested structural repairs and pier reconstruction are beyond the scope of the EIS for the Proposed Actions. However, independent of this project, NYC Parks is implementing a phased plan for removing safety hazards and opening a portion of Pier 107 for access. In addition, NYC Parks perform state of good repair work on the Esplanade. Work planning is based on the City's waterfront inspection program outcomes, with \$13 million in work currently funded and in design.

Comment 258: As density increases, new open space should be made available through new developments, including through application of tools such as community benefits agreements. (Hogan)

Response: Comment noted.

Comment 259: The EIS should assess the impact of rezoning all existing and new community gardens on public land in the area as Parkland. The impact should be minimal since most existing gardens are already in the jurisdiction of the NYC Parks Department and those that will be created will end up in Parks jurisdiction. (596Acres)

Response: In 2015, the City assessed the portfolio of community gardens on HPD property and transferred 34 gardens total to Parks, some of which are located in Harlem. Currently, the City has no plans to transfer any additional community gardens to Parks. Existing community gardens under Parks jurisdiction are protected from

development and will continue to function as gardens. Because gardens do not have the same level of public access as parks and do not meet the definition of Public Park established in the City Zoning Resolution, the City does not intend to map community gardens as parkland.

TASK 6: SHADOWS

Comment 260: We expect the EIS will include an evaluation of potential shadow impacts on historic and open space resources in the Project Area. These include New York City Landmarks (NYCL), sites listed on the State and National Register of Historic Places (S/NR), sites eligible for listing on the S/NR, parks, playgrounds, and community gardens located within the 400-foot study area. (MAS)

Response: In coordination with the open space and historic resource analyses, the EIS will assess the potential for significant adverse shadow impacts on sunlight-sensitive resources, including open spaces and historic resources with sunlight-dependent features.

Comment 261: Particular attention will be given to the impacts of shadows around the Metro-North viaduct that runs above Park Avenue. The areas under the viaduct that will accommodate the future expansion of EDC's La Marqueta are of particular concern, as any shadows created by new development along Park Avenue should not impose a cavernous quality to the sidewalk experience that could potentially inhibit the vitality and vibrancy of La Marqueta. I encourage DCP to consider mitigation measures including appropriate base height and setback restrictions for parcels fronting the viaduct. (Mark-Viverito)

Response: As indicated in Section H. "Proposed Scope of Work for the EIS" of the DSOW, the shadows analysis will consider the potential for significant adverse shadow impacts on sunlight-sensitive open space and historic architectural resources. Mitigation measures will be explored for all significant adverse shadow impacts.

Comment 262: The shadow analysis should consider impacts on sidewalks, as many sidewalks along residential corridors have cultural significance as public space assets for existing residents, particularly on cross streets. (Mark-Viverito)

Response: As indicated in Section H. "Proposed Scope of Work for the EIS" of the DSOW, the DEIS will assess the potential for shadow impacts on publicly accessible open spaces with sunlight-sensitive features.

TASK 7: HISTORIC AND CULTURAL RESOURCES

Comment 263: The loss of historical and beautiful buildings continues at a rapid rate. (Perez)

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Response: As stated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will identify known and potential historic and cultural resources within the area and assess the project’s potential impacts to those resources.

Comment 264: Our preliminary research indicates the project rezoning area contains 11 NYCLs and the general study area contains 13 NYCLs. Seven properties in the general study area are listed on the S/NR. The S/NR-listed Mount Morris Bank Building is the only property within the rezoning area. In addition, there are several S/NR-eligible sites within the study area. MAS expects that the EIS will include an evaluation of potential impacts on these sites. (MAS)

Response: A complete list of known architectural resources—including NYCLs, S/NR-listed, S/NR-eligible, and NHLs—located within the rezoning area and study area will be included in the DEIS. Impacts to these known resources as well as identified potential architectural and cultural resources will be assessed for the No Action Condition and the With Action Condition.

Comment 265: We urge and the City to consider potential impacts on the cultural sites, murals, and mosaics identified in the EHNP, since they do benefit from City, State, or federal protection. (MAS)

Response: An assessment of potential cultural resources within the Project Area and study area will be provided. The murals and mosaics will be identified and discussed in Chapter 8 “Urban Design and Visual Resources” of the DEIS, and any potential impacts to the murals as a result of the Proposed Actions will be assessed.

Comment 266: Higher/larger buildings along Park Avenue north of 125th Street compromise the historic brownstone character of the blocks between Madison and Fifth, and Park and Madison, that contain historic places such as the Langston Hughes house, St Andrews Church, and James Baldwin Place. (PKelly)

Response: The DEIS will assess the potential effects of the Proposed Actions on historic and cultural resources within the Project Area and study area north of East 125th Street. If significant adverse impacts are disclosed, mitigation measures will be explored avoid or minimize impacts to significant buildings.

Comment 267: Protect the culturally significant buildings that will be threatened by new development causing existing residents to lose representations of their heritage as the neighborhood changes. (Chireno)

Response: As stated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will assess the potential effects of the Proposed Actions on culturally significant buildings in East Harlem. If significant adverse impacts are disclosed, mitigation measures will be explored to minimize or avoid impacts to culturally significant buildings.

TASK 8: URBAN DESIGN AND VISUAL RESOURCES

Comment 268: The Metro-North viaduct along Park Avenue poses a significant challenge to the pedestrian experiences of public space. The scale of the proposed rezoning along Park Avenue has the potential to further detract from the quality of the pedestrian experience. I believe the EIS should consider potential mitigation measures and focus on urban design improvements along this corridor. This may include base height and setback restrictions, additional lighting that ensure a safe and vibrant urban realm. (Mark-Viverito)

Response: As indicated in Section H. “Proposed Scope of Work for the EIS” of the DSOW, the DEIS will contain a detailed analysis of urban design conditions, including building bulk associated with the proposed zoning along Park Avenue. If the analysis discloses the potential for significant adverse impacts associated with urban design, mitigation measures will be explored. DCP is working with partner agencies on a public realm plan that will address future improvements to pedestrian space under and around the viaduct.

Comment 269: The Final Scope of Work should include a requirement for photo simulations, especially along Park Avenue and Third Avenue, where the largest changes are being proposed. (Janes)

Response: The FSOW will state that photo simulations (or comparable graphic representations) of the future conditions with and without the Proposed Actions will be included in the EIS, including locations along Third and Park Avenues.

Comment 270: DCP must more clearly articulate a vision for the public realm on Third Avenue, which demonstrates how the additional density will impact the pedestrian level experience. (CB 11, Mitchell)

Response: Along Third Avenue, many opportunities exist to accommodate added density and improve the pedestrian experience in response to existing neighborhood context and scale. Third Avenue has a width of 100 feet, 70 feet not including sidewalks, which makes it among the widest streets in Manhattan. The existing scale and context of Third Avenue provides an appropriate setting for an increase in density that would provide more consistency to the existing built context, and the Special EHC District will introduce new requirements to ensure a desirable pedestrian experience. These requirements include provisions such as ground floor transparency requirements, limitations on the size of residential lobbies, a prohibition on curb cuts, a requirement for non-residential uses on the ground-floor and many other provisions that would activate the streetscape.

The Department of City Planning, in coordination with our interagency partners including DOT and NYCHA, will continue to engage and work with the community regarding potential neighborhood improvements beyond the scope of zoning and land use. To this end, DCP will be compiling agency commitments and other recommendations to improve publicly-accessible spaces

in a forthcoming Public Realm Plan for the neighborhood. Among the elements of this plan will be visualizations of the future of Third Avenue in the context of future developments and improvements to the pedestrian experience.

Under CEQR, urban design represents the totality of components that may affect a pedestrian's experience of public space, including streets, buildings, visual resources, open space, natural features, and wind. The DEIS will assess urban design conditions at locations where the Proposed Actions would allow greater densities and taller buildings, including Third Avenue.

Comment 271: In order for the community to adequately assess the impacts of the proposed zoning changes in the TA Special District areas and the size of new buildings that may take advantage of the proposed FAR exemption for SAS-related TA facilities, more information is needed about the plans for Phase 2 of the SAS in East Harlem. (LottDC)

Response: Comment noted. Designs for Phase II of the Second Avenue Subway are not expected to be developed in time for the EIS. However, the additional flexibility in height- and bulk from the proposed exemption of floor area for ancillary ventilation facilities related to the Second Avenue Subway, as described in Section F. "Description of the Proposed Actions" of the DSOW, is reflected in the RWCDs assumptions for sites that could be expected to contain these facilities.

TASK 9: NATURAL RESOURCES

Comment 272: The Harlem River is the only natural resource in the Project Area. MAS expects the EIS to evaluate the potential impacts of development under the Proposed Actions on the Harlem River and to identify best management practices for reducing stormwater runoff and improving stormwater runoff quality in the river. (MAS)

Response: As discussed in Section H. "Proposed Scope of Work for the EIS" of the DSOW, the potential effect of the Proposed Actions on stormwater management and drainage infrastructure will be addressed in the Water and Sewer Infrastructure analysis.

Comment 273: The EIS must incorporate the findings of the resiliency study in progress by the New York City Parks Department, especially with respect to wetlands and waterfront resiliency above 125th Street, at least as far as 135th Street. (CB 11)

Response: The East Side Coastal Resiliency Project extends to approximately East 23rd Street at its northernmost extent and is not within the Project Area or adjacent study areas.

TASK 11: WATER AND SEWER INFRASTRUCTURE

Comment 274: Unless the sewage drainage system is updated, the infrastructure in this area is insufficient to support such massive development in area where there is no reachable bedrock. Just as the City has started to update gas pipes, the same is true for sewage. (Johnson)

Response: As discussed in Section H. “Proposed Scope of Work for the EIS” of the DSOW, an analysis of sewer infrastructure will be provided in the DEIS. As necessary, the analysis will discuss any sewer infrastructure upgrades that would be necessary to support new development in the Project Area.

Comment 275: The portions of the Project Area that border the Harlem River waterfront include approximately 20 combined sewer outfalls (CSO). Between CSO WI-024 and WI-025, located in the southern section of the Project Area, as much as 84 million gallons of untreated sewer water was discharged into the Harlem River in the year 2015.¹⁰ The Project Area is located within the Wards Island Water Pollution Treatment Plant (WPTP) sewershed, which has a design capacity of 275 million gallons per day under dry weather conditions. As recommended in the EHNP, we expect the EIS analysis to reflect the results of the community survey and include detailed assessment of existing and proposed conditions of the water and sewer infrastructure in the Project Area. (MAS)

Response: As discussed in Section H. “Proposed Scope of Work for the EIS” of the DSOW, an analysis of water and sewer infrastructure will be provided in the DEIS. The analysis will consider existing water demand and wastewater generation in the Project Area, and will determine if projected increases in water demand and wastewater generation resulting from the Proposed Actions would result in significant adverse impacts to the City’s water supply and wastewater conveyance and treatment systems.

Comment 276: The EIS should contain a detailed assessment of water and sewage infrastructure. DEP has already identified East Harlem as a priority CSO tributary area. As referenced in the ENHP, I believe the City should integrate storm water management strategies through open space design to better prepare East Harlem for threats from climate change. (Mark-Viverito)

Response: East Harlem is not a priority CSO Tributary Area. As discussed in Section H. “Proposed Scope of Work for the EIS” of the DSOW, an analysis of water and sewer infrastructure will be provided in the DEIS. The analysis will consider existing water demand and wastewater generation in the Project Area, and will determine, in consultation with the Department of Environmental Protection (NYCDEP), if projected increases in water demand and wastewater generation resulting from the Proposed Actions would result in significant adverse impacts to the City’s water supply and wastewater conveyance and treatment systems.

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Comment 277: The Board reiterates the need to assess water and sewerage capacity to ensure continued access to clean water. (CB 11)

Response: Comment noted. As discussed in Section H. “Proposed Scope of Work for the EIS” of the DSOW, water and sewer capacity will be assessed in the DEIS.

Comment 278: The East Harlem Neighborhood Plan recommends that the Department of Environmental Protection (NYCDEP) classify East Harlem in its Priority CSO Tributary Areas. DEP should work with NYC Parks to site green infrastructure at park and open space locations. (NYersforParks)

Response: Classification of the East Harlem area as a Priority CSO Tributary Area is subject to the determination of NYCDEP and is not a part of the Proposed Actions. As stated in the Draft Scope of Work, the EIS will include an analysis of water and sewer infrastructure to determine if the Proposed Actions may adversely affect the City’s water distribution or sewer system; the analysis will consider the Proposed Actions’ potential to exacerbate CSO volumes/frequencies. NYCDEP will be consulted in preparation of the analysis.

TASK 12: SOLID WASTE AND SANITATION SERVICES

Comment 279: Developers should develop with zero waste facilities. All organics should be collected, composted and used in tree wells, community gardens and parks. Dry paper waste should be separated from plastics, metal, glass recyclables. Cardboard should be shredded and part of the organics collections in the composting process. Plastic bags should not be used to collect recyclables. There should be designated facilities within the rezoning area to collect reusable items. (Johnson)

Response: The Proposed Actions involve land use and zoning actions to facilitate new affordable housing. The siting of recycling and composting facilities on private property is beyond the scope of the Proposed Actions.

Comment 280: The worst-case scenario projects over double the amount of solid waste produced, both residential and commercial. DSNY has currently proposed the relocation of the M11 garage to the Potamkin site with an insufficient facility to meet the needs and requests of the community. There should be further study as part of the scope of work that evaluates where the current proposal is adequate to meet the projected needs of the community and what mitigation may be needed (and whether this proposal should be modified and further commitments made to meet these needs). (Winfield)

Response: Comment noted. As discussed in the DSOW, an assessment of solid waste and sanitation services will be provided in the DEIS. The assessment will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDs and assesses its effects on the City’s solid waste and sanitation services.

TASK 13: ENERGY

Comment 281: We expect the energy evaluation will go beyond disclosing the projected energy demand of the proposed project. The evaluation needs to include a detailed evaluation of the operational energy efficiency of new construction under the proposal, including the EHNP recommendations to increase access to non-fossil fuel based renewable energy. (MAS, CB 11)

Response: As discussed in Section H. “Proposed Scope of Work for the EIS” of the DSOW, and as described in the *CEQR Technical Manual*, a detailed assessment of energy impacts is generally limited to projects that may significantly affect the transmission or generation of energy. As the Proposed Actions are not expected to in significantly affect the transmission or generation of energy, a detailed assessment will not be provided.

TASK 14: TRANSPORTATION

Comment 282: The EIS should analyze a parking approach, which hews more closely with Manhattan Core parking requirements and sets a maximum number of spaces that can be provided as of right. (Mark-Viverito)

Response: Although parking would be permitted, the DEIS conservatively analyses a development scenario that assumes that no parking would be provided. Therefore setting a maximum number of spaces that could be provided would not alter the conclusions presented in the DEIS.

Comment 283: DCP should also study the demand/supply of parking without the as-of-right public parking garage proposal. (Mark-Viverito)

Response: The parking analyses in the DEIS will take a conservative approach and will not assume that any public parking is provided on Projected Development Sites. Any on-site parking will be considered accessory to the proposed uses on that site.

Comment 284: Higher/larger buildings along Park Avenue north of 125th Street will result in an unreasonable amount of foot and vehicular traffic in an area that has narrow streets and sidewalks, physical constraints due to the presence of the Metro-North track, and existing issues with traffic congestion on access routes to the Harlem River Drive, and to the Madison Avenue Bridge and the Third Avenue Bridge. (PKelly)

Response: Comment noted. The transportation analyses in the DEIS will include detailed assessments of the potential impacts of new vehicular and pedestrian demand at key locations in proximity to Projected Development Sites. The analyses will reflect existing traffic congestion along principal access routes as well as physical constraints related to the presence of the Metro-North viaduct.

Comment 285: Transit will be significantly burdened by the Proposed Action in an area already nearing peak capacity. Most discussions of impact stipulate that the second phase of the Second Avenue Subway will be constructed in a timely fashion. However, given the political and fiscal climate, this is far from certain. As such, the transportation analysis should consider the impact of the Proposed Action in a scenario in which the Second Avenue Subway does not continue past its new terminus of 96th Street. (CB 11, Winstone)

Response: The transportation analyses in the DEIS will take a conservative approach and will assess future conditions without Phase II of the Second Avenue Subway in operation. Future conditions with Phase II will be discussed qualitatively based on data from the 2004 Second Avenue Subway FEIS.

TASK 16: GREEN HOUSE GAS EMISSIONS AND CLIMATE CHANGE

Comment 286: The EIS must provide a detailed analysis of the specific sustainable measures that will be employed to reduce GHG emissions. These include, but are not limited to, design guidelines that promote sustainable demolition and construction methods, green roofs, tree planting, new open space, and state-of-the-art energy efficient HVAC equipment. (MAS)

Response: The GHG analysis will be quantified and qualitatively assessed per all relevant policies as required by CEQR. Energy efficiency and sustainability measures will be discussed in the EIS.

Comment 287: It is imperative that greenhouse gas (GHG) emissions generated by the Proposed Actions are quantified and that the assessment concerning such GHG emissions include a quantitative discussion of internationally recognized GHG emission and goals for reducing GHG emissions, in addition to a qualitative discussion of the same. (CB 11)

Response: In accordance with the DSOW, the GHG analysis will be quantified and qualitatively assessed per all relevant policies.

TASK 17: NOISE

Comment 288: We anticipate that (E) designations for noise will be placed on residential properties along the Metro-North train line and that the FSOW will reflect that full noise assessments will be completed and attenuation measures will be identified in the EIS for all future residential construction within 1,500 feet of train lines. (MAS)

Response: As described in the DSOW, building attenuation requirements will be memorialized by (E) designations (or restricted through an LDA or comparable mechanism for City-owned parcels) placed on the blocks and lots requiring specific levels of attenuation based on the highest measured L10 noise level at the governing noise receptor site, and projected noise generated from traffic.

Comment 289: Potential reverberation caused by towers flanking the Park Avenue Viaduct should be discussed, specifically as it impacts the community not immediately adjacent to the towers. (CB 11)

Response: Potential increases in noise due to the taller buildings on either side of Park Avenue will be quantified using the CadnaA 3D acoustical computer model and included in the Noise analysis.

TASK 18: PUBLIC HEALTH

Comment 290: Within Health Impact Assessment there's a particular focus on how policies, such as Mandatory Inclusionary Housing, will affect existing inequalities and vulnerable populations. The current City and State CEQR framework and requirements take a limited perspective on what social and environmental factors affect community health, and do not include an exploration of potential health impacts with changes to what are commonly known as the broader determinates of health or social deterrents of health, such as education, employment, discrimination, and socioeconomic status. For the tasks identified for analysis in the Draft Scope of Work for an EIS related to the East Harlem rezoning, there are examples of factors not to influence community health that are not included for consideration in Task 18, "Public Health," or discussed elsewhere in relation to public health. (Libman)

Response: As discussed in Section H. "Proposed Scope of Work for the EIS" of the DSOW, the DEIS will contain an assessment of public health. Under *CEQR Technical Manual* methodologies, an assessment of public health is warranted when unmitigated significant adverse impacts occur in other technical areas such as air quality, water quality, hazardous materials, or noise. The CEQR assessment of public health will not consider the broader social determinants of health, such as educational attainment or socioeconomic status, referenced in the comment.

Comment 291: We know that residential displacement can negatively impact health. Evidence shows that displacement may cause people to accept affordable but inadequate substandard of poor quality housing. Displacement can result in the disruption of important social support, erosion of social capital and social cohesion, as well as increased transportation costs for a family; all of these can have negative impacts on their health. (Libman)

Response: Under *CEQR Technical Manual* methodologies, an assessment of public health is warranted when unmitigated significant adverse impacts occur in other technical areas such as air quality, water quality, hazardous materials or noise. The CEQR assessment of public health in the EIS will not consider broader social determinants of health, such as residential displacement.

Comment 292: With respect to construction and public health, the Board emphasizes the importance of evaluating the potential for additional rodent and other pest

population problems to be caused, especially given the waterfront location. (CB 11)

Response: The requested task is beyond the scope of CEQR.

TASK 19: NEIGHBORHOOD CHARACTER

Comment 293: DCP should be guided by the preferences of the community and listen carefully to community members when deciding appropriate mitigation strategies for impacts on neighborhood character. (CVH)

Response: If significant adverse impacts are identified in the areas of land use, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation or noise, a neighborhood character assessment will be provided. Generally, mitigation proposed for significant impacts in the technical areas that contribute to neighborhood character may also mitigate neighborhood character impacts. If mitigation measures presented for the project's other significant adverse impacts, if any, would not mitigate neighborhood character impacts, other mitigation measures are to be identified where feasible.

Comment 294: Participants in the EH Plan community vision meetings identified as areas of value community gardens, small businesses, significant public mural art and existing affordable housing. Currently, the DSOW does not adequately incorporate into the study existing preservation strategies available to the City for protecting those assets. (MBPO)

Response: Community gardens, murals and affordable housing are all prevalent features of East Harlem. In accordance with the DSOW, the EIS will include a preliminary assessment to consider whether changes brought about by the Proposed Actions may affect a defining feature of neighborhood character. Mitigation measures will be proposed for any significant adverse impacts identified in the EIS.

Comment 295: The City should exercise its discretion to perform a detailed analysis of impacts on neighborhood character if any significant impact is identified in one of the technical areas that contribute to the neighborhood's character, or if DCP finds only moderate effects (as opposed to significant impacts) in several of the relevant analysis areas. An analysis of neighborhood character should go beyond the physical characteristics and include racial, ethnic, and socio-economic diversity, including income levels of the community. (CVH)

Response: According to the *CEQR Technical Manual*, even if a project does not have the potential to result in a significant adverse impact in any specific technical areas, additional analysis may be necessary based on the potential for a combination of moderate effects in more than one area. As stated in the DSOW, the EIS will include a preliminary assessment to consider whether changes brought about by

the Proposed Actions may neighborhood character. The EIS will not consider race and ethnicity as defining features of neighborhood character.

Comment 296: The neighborhood character assessment should consider NYCHA housing, rent-regulated housing, the area’s existing racial and ethnic diversity, East Harlem’s existing arts and culture, and significant presence of households making below \$35,000 “defining features” of the neighborhood. (CVH)

Response: Under CEQR, cultural resources and socioeconomic character are defining features of neighborhood character. The socioeconomic character of an area includes its population, housing, and economic activity. Race and ethnicity are not considered under socioeconomic character and therefore will not be considered a defining feature of neighborhood character in the DEIS.

Comment 297: El Museo implores the City to protect the culturally significant buildings that will be threatened by new development causing existing resident to lose representations of their heritage as the neighborhood changes, and maintain the vibrant cultural environment of East Harlem by ensuring housing for both artist and their cultural production. (Chireno, Rivera2)

Response: Comment noted. The DEIS will assess the potential for the Proposed Actions to result in significant adverse impacts on cultural resources and neighborhood character.

TASK 20: CONSTRUCTION

Comment 298: Given the scale of the project and the potential for multiple sites to be under construction at the same time, the construction analysis needs to include detailed evaluation of construction traffic, air quality, and noise, especially with regard to impacts on residential areas, schools, and medical facilities. (MAS)

Response: The construction analysis will include a detailed evaluation of air quality and noise on nearby sensitive land uses and buildings, including residences, schools, and health care facilities. In addition, the construction analysis will assess the effects of construction activities under the Proposed Actions on transportation by identifying the increase in vehicle trips during construction and preparing a transportation travel demand forecast for the peak construction period.

Comment 299: A construction traffic analysis should be performed for existing traffic condition to inform the analysis on the potential impact during construction activities. (CB 11)

Response: As described in the DSOW under Task 14, Transportation, an analysis will be conducted for the existing traffic condition. In addition, a transportation travel demand forecast for the RWCDS peak construction period will be prepared to assess the effects of construction activities under the Proposed Actions on transportation.

East Harlem Rezoning

Comment 300: Given the high incidence of asthma in East Harlem and the various air pollutant sources associated with construction activities, measures to reduce impacts of such pollutants should be thoroughly explored, and the implementation of a Community Air Monitoring Program (CAMP) for PM 2.5 should be among the measures considered. (CB 11)

Response: A detailed dispersion analysis will be conducted to assess the air quality effects of the Proposed Actions' construction activities on the adjacent community. Construction control measures that would minimize the effects of construction will be thoroughly examined to ensure that significant air quality impacts do not occur. These measures may include, to the extent practicable: the use of ultra-low sulfur diesel fuel, implementation of dust control measures, restriction on vehicle idling, and use of best available tailpipe reduction technologies. In addition, as noted in the Draft Scope of Work, the construction analysis would include a hazardous materials assessment to determine which development sites would warrant an institutional control, such as an (E) designation, to eliminate the potential for a hazardous materials impact during construction. The (E) designation provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed during construction of the future development, and would include a Construction Health and Safety Plan (CHASP) that requires dust control measures be conducted during soil disturbance activities and includes air monitoring to confirm their proper implementation.

Comment 301: Many factors contribute to the persistent health disparities facing the East Harlem community and the rezoning process gives us a unique opportunity to improve upon environmental irritants that contribute to these disparities. As it pertains to air quality, it is my expectation that developers will be held to exceptionally high standards to mitigate dust and allergens from entering the surrounding environment during the construction phase. (Serrano)

Response: Construction under the Proposed Actions is required to be carried out in accordance with New York City laws, regulations, and codes, including the New York City Department of Environmental Protection (DEP) Construction Dust Rules to minimize fugitive dust emissions from construction activities.

Comment 302: Measures to reduce noise impacts should also be thoroughly explored, and the establishment of a Noise Monitoring Program should be among the measures considered, particularly within those areas in the community with existing incidence of noise (e.g., E. 111th Street Site). (CB 11)

Response: Appropriate recommendations will be made in the construction noise analysis to comply with DEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. Based on the results of the construction noise analysis, if necessary, the feasibility, practicability, and effectiveness of

implementing measures to mitigate significant construction noise impacts will be examined.

Comment 303: Public health and safety is of the utmost importance and requires that significant attention be placed on ensuring that every stage of construction activity meets stringent standards. As such, construction-related impacts stemming from the Proposed Actions should be thoroughly analyzed and made known to CB11 and the public, particularly as they relate to any stressors—arising both during and post-construction—which have the potential to adversely affect the health of CB11 residents (e.g., mental, physiological and psychological). (CB 11)

Response: As described in the DSOW, an assessment of potential construction impacts that could result from construction under the Proposed Actions will be provided. The construction assessment will focus on areas where construction activities may pose specific environmental problems, including transportation, air quality, and noise. Where appropriate, any project-specific control measures required to further reduce the effects of construction and/or to ensure that significant construction impacts do not occur will be identified.

TASK 21: MITIGATION

Comment 304: In addition to coordinating with the City and State agencies already identified, measures to mitigate the significant adverse impacts identified should also be developed and coordinated with HPD, Department of Buildings (DOB), NYC Parks, and HRA. (CB 11)

Response: As described in Section H. “Proposed Scope of Work for the EIS” of the DSOW, where significant adverse impacts have been identified, measures to those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies, as necessary.

TASK 22: ALTERNATIVES

Comment 305: The EIS should consider an alternative that utilizes the East 111th Street site and other public sites in the community to create the maximum amount of deeply affordable housing, with at least 40% of all units at 30% AMI. Housing on these public sites should also remain permanently affordable. (CVH)

Response: As indicated in the DSOW, the DEIS will analyze the East 111th Street Site as an alternative. The development is expected to be 100 percent affordable.

Comment 306: The City should adopt an alternative that considers the minimum amount of upzoning required to trigger MIH. (CVH)

Response: The DEIS will consider a reasonable range of alternative scenarios to examine development options that could potentially reduce action-related impacts. For area-wide actions, such as the Proposed Actions, alternative scenarios typically

East Harlem Rezoning

include a No-Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. Additional alternatives may be considered if it is found that they could eliminate or reduce the significant, adverse impacts of the Proposed Actions while also meeting the goals and objectives of the Proposed Actions.

Comment 307: The EIS should include an alternative that offers developers a density bonus for creating deeply affordable housing and agreeing to local hiring goals. (CVH)

Response: Please see response to Comment #306.

Comment 308: The EIS should include an alternative that creates a new HPD term sheet to generate deeply affordable housing. (CVH)

Response: Comment noted.

Comment 309: The EIS should include an alternative that reduces the total amount of residential upzoning to match the amount of affordable housing the City believes can realistically be created in the area within the next 5 to 10 years given the limits of the City's capacity to move projects through the subsidy pipeline and likely disinterest of developers in accepting such subsidies after the local housing market has strengthened. (CVH)

Response: Please see response to Comment #306.

Comment 310: Regardless of whether the East 111th site proceeds through its own ULURP or not, mitigations in the EIS for this Proposed Action should include that site in order to address the cumulative impact of all the local development proposed, in order to avoid illegally segmenting impacts and to effectively disclose and address the full anticipated impacts on the community. (CVH)

Response: The East 111th Street Site alternative in the EIS will analyze the potential effects of the Proposed Actions along with development on the East 111th Street Site. Mitigation measures for any identified significant adverse impacts will be discussed in the alternatives chapter.

Comment 311: Within the alternate scenario included East 111th Street, there is a need for an assessment of any potential benefits that the existing community gardens provide which may be eliminated during the construction period of the East 111th Street project, whether it is stormwater capture or other environmental benefits. (Winfield)

Response: The effects of the relocation of the community gardens on the East 111th Street Site will be analyzed in the Alternatives chapter of the EIS. The EIS should analyze a proposal with the lower densities along Park Avenue and Third Avenue identified in the East Harlem Neighborhood plan so the public and

decision makers can better understand how a reduction in density might reduce potential impacts.

Comment 312: The EIS should examine alternatives on Park Avenue and Third Avenue based on the rezoning recommendations included in the ENHP. We believe it is important to study a lower density district with height limits along Third and Park Avenues, analyzing R9A on Third Avenue, and an R9A/M1-6 along the length of Park Avenue. (Mark-Viverito)

Response: The DEIS will include a Lower Density Alternative.

Comment 313: The Final Scope of Work should include an alternative that studies a rezoning that covers the boundary outlined in the East Harlem Neighborhood Plan, and it should include an alternative that more closely follows the recommendation of the East Harlem Neighborhood Plan along Third Avenue and Park Avenue. (CB 11, Janes)

Response: Please see response to Comment #306.

Comment 314: Although CB11 proposes that DCP expand the size of the area that is subject to the Proposed Actions so as to include all of CB11 as contemplated in the EHNP—thereby expanding the area to be studied—CB11 believes that a lower density district with height limits along Third and Park Avenue is more appropriate, and thus proposes analyzing R9A on Third Ave, and an R9A/M1-6 along the length of Park Ave. While CB11’s proposal would require that a larger area be studied, the lesser density alternative as proposed would reduce action-related impacts while still meeting East Harlem’s needs as defined in the EHNP and the Proposed Actions stated purpose. (CB 11)

Response: Please see response to Comment #312.

Comment 315: There was considerable anxiety from many of the residents that we would not be addressing the housing scarcity for the 37% of residents that make \$23, 350 and below. I urge you to ensure that alternatives presented in the EIS include scenarios that evaluate the impact of using the publicly owned sites, including the public sites listed as part of the EHNP, for development plans that would help reach the aforementioned affordable housing unit goals. (MBPO)

Response: The DEIS includes in its evaluation known publicly owned sites in the pipeline for affordable housing.

Comment 316: The range of alternatives that will be explored as part of the EIS should include the potential impacts for the zoning districts recommended by the EHNP for Third and Park Avenue, R9 zoning district and an MX district with a maximum FAR of 10.0 respectively. Those suggested densities were reached after extensive community conversations and represent a commonsense approach to

East Harlem Rezoning

new growth that we want to make sure remains an option within scope of this project. (MBPO)

Response: Please see response to Comment #306.

Comment 317: TPE recommends that DCP incorporate zoning that can more easily be reconciled with the technical and economic constraints applicable to the TPE Site (Projected Development Site 4 in the EIS). TPE would support any effort to reconcile the TPE Site with the proposed zoning with SEQRA treatment akin to the East 111th Street proposal described in the DSOW. For instance, another zoning designation can be applied to the entire zoning lot. The TPE proposal's blended FAR is consistent with an R7D FAR of 5.6 and would be allowed as-of-right under an R8X maximum height limit of 150 feet. (Tahl Propp)

Response: Comment noted. Further analysis of the individual development potential of this site is needed in cooperation with HPD.

*

Appendix B
Written Comments



Paula Z. Segal, Esq.
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Brooklyn NY 11215
(718) 316-6092 x2
paula@596acres.org

Comments on Draft Scope of Work, East Harlem Rezoning

I am submitting these comments on behalf of 596 Acres, New York City's Community Land Access Advocacy Organization. 596 Acres is a citywide advocate for community land access and specifically advocates for the transformation of neglected public land into community spaces.

The public land in the study area became so at great cost to those who used to and continue to call Harlem home. It's vacancy and neglect are the outcome of nearly a century of racist land use policies that impacted Harlem disproportionately with other neighborhoods. Redlining, urban renewal planning, in rem foreclosures without subsequent transfer to neighborhood-based organizations and "blight" clearance have left the Study Area full of scars.

For example, the vacant City-owned land at 1811 and 1813 Park Avenue used to be a privately-run 3-story boarding house, with one apartment (for the housekeeper), 27 furnished rooms, and a restaurant on the first floor. In 1972, the City foreclosed on the property due to tax arrears. A year later, the lot was included in the East Harlem Triangle Urban Renewal Area and shortly after the building, which had been occupied at the time of foreclosure, was emptied and demolished. The goal of the Urban Renewal area was to clear slums in order to provide land to the city for development projects. Residents living in the rooming house were displaced from the community; many were not eligible for relocation, others were relocated to neighborhoods far and wide throughout the city. The land remains vacant today.¹

596 Acres was a participant in the Open Space Working Group of the East Harlem Neighborhood Plan (EHNP). We are disappointed to see that the Open Space recommendations made in that plan are not reflected in the conditions the Draft Scope Proposes to Study. Our specific comments on how the Draft should be amended are below:

1. Study Impact of Open Space Due to be Lost

The Draft omits studying the impact of open space due to be lost by the analysis year. These losses must be accounted for in the study. Specifically, East Harlem residents rely on open space that is slated to be lost at 111th Street and Park Avenue: four community gardens and a ballfield that is used by thousands of residents every year. The open space

¹ Manhattan block 1773, lots 4, 72, <http://livinglotsnyc.org/lot/58230/>

analysis should be based on this projected loss.

2. East Harem Garden District

As proposed in the EHNP, the EIS should include a study of the mitigating impact of creating an East Harlem Garden District on the increased demand for open space that will result due to the Proposed Action.

3. Protect Existing Community Gardens

The study should include the impact of rezoning all existing and new community gardens on public land in the area as Parkland. This impact should be minimal since most existing gardens are already in the jurisdiction of the NYC Parks Department and those that will be created will end up in Parks jurisdiction.

4. Study Closed NYC Parks Buildings in the Area and their Potential to Improve Public Amenities by Supplementing Open Space

The NYC Parks Department has continues to have an inventory of buildings that are inaccessible to the public and not serving residents and visitors. The Study should include a cataloguing of such structures in the study area and the impact of re-opening them. It should also include a specific analysis of the adequacy of maintained and open comfort stations in the existing and proposed open spaces to support residential and visitor use.

5. Account for Limited Access to Randall's Island in Analysis

The Residential Open Space Study Area proposed in the Draft includes a portion of Randall's Island. For the Island's open space to be meaningful for Harlem residents, it must be accessible. Under current conditions, the Island is accessible via a single bridge. The analysis must reflect this limit; the map in the draft EIS suggests that residents are able to reach Randall's Island from areas south of 100th Street.

6. Study Strategies for Increasing Access to Randall's Island

One mitigation strategy that we propose be studied is increased access to Open Space on Randall's Island for East Harlem residents. Proposed Actions to be studied should include additional bridges and ferry service from southern portions of the Study Area to the Open Space amenities on the Island.



December 27, 2016

Robert Dobruskin, Director
Environmental Assessment and Review Division
NYC Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: East Harlem Rezoning Proposal CEQR No. 17DCP048M – Comments on Draft Scope of Work

Dear Mr. Dobruskin:

Thank you for the opportunity to comment on the Draft Scope of Work for the Environmental Impact Statement (EIS) for the Department of City Planning's East Harlem Rezoning Proposal. Artimus is a Harlem-based developer and property owner that has worked in the Harlem community for more than three decades, and throughout that time has developed more than 3,500 residential units, including more than 2,500 affordable units, and more than 4.35 million square feet in Manhattan. Artimus and its affiliates also own several properties in the geographic area covered by the proposed rezoning, including most of the properties along the west side of Park Avenue between 126th and 127th Streets (Tax Lots 132, 33, 35, 36, 37, 137, 38, and 40 of Manhattan Tax Block 1751).

While we wholeheartedly support the expressed goals of the East Harlem Zoning Proposal and agree with many of the proposed actions and zoning map amendments associated with the proposal, we believe that the current proposal for the west side of Park Avenue between 126th Street and 127th Street is not consistent with the overall objectives of the East Harlem Proposal, and would recommend that the EIS consider an M1-6/R10 zoning on this block, consistent with the zoning designation proposed for the east side of Park Avenue. This modification would be consistent with the proposal's acknowledgement of the potential for growth along the Park Avenue corridor and the site's proximity to mass transit. The revision would also further the goals for affordable housing expressed in the East Harlem Proposal, as well as help strengthen the 125th Street corridor in this area.

The current proposal suggests a M1-6/R9 district on the block front. Under the current proposal, the M1-6/R9 would limit development to 8.5 FAR, of which 1.5 FAR must be commercial. In reality, because the site is adjacent to the train platform, the building design will use a minimum of 2 FAR of commercial and community facility use to elevate the residential area above the train, leaving a maximum 6.5 FAR for housing.

Given the lot size, only approximately 109,726.72 square feet of residential floor area and 137 dwelling units would result from the proposal. In contrast, an M1-6/R10 zoning would result in approximately 167,138.88 square feet of residential floor area, and approximately 209 units, an increase of more than 70 homes.

Developing new housing, including affordable housing, is the primary goal of the East Harlem Rezoning Proposal, and this particular site—the west side of Park Avenue between 126th Street and 127th Street—is ideally situated to accommodate increased density with a mixed-use development. The site is one block from the Harlem-125th Street Metro-North Railroad station and it has convenient access to the M100, M101, M98, Bx15, and M60-SBS bus lines and the 4, 5, and 6 subway lines. The site is also only one block from 125th Street, the main commercial corridor in the area.

An M1-6/R10 zoning district on the west side of Park Avenue matches the zoning proposed on the east side of Park Avenue, and it is consistent with the residential density of the C6-4 district proposed south of the site. The Choir Academy of Harlem, which occupies the entire block between 127th Street and 128th Street on the west side of Park Avenue and which is excluded from the rezoning proposal, provides a break in the neighborhood fabric, with the block fronts to the south influenced by the Metro-North station and the 125th Street corridor, and the blocks to the north more in line with the lower densities included in the East Harlem Rezoning Proposal.

Increased density on the 126th to 127th Street block front will also help address some of the social issues compromising the area adjacent to the Metro-North station. Park Avenue in this area suffers from a lack of pedestrian traffic and an inactive street life and, partly as a result, the area around the train station is plagued by a number of social problems, including drug use and homelessness. The 2013 East Harlem rezoning study conducted by Community Board 11 and CIVITAS identified public safety along Park Avenue as a primary neighborhood concern. Developing the Park Avenue corridor into a safe, inclusive, and active area is crucial to the success of East Harlem. We agree that addressing this concern is of primary importance, and also believe that the transformation of Park Avenue requires increasing its residential population. Drawing a critical mass of residents on Park Avenue above 125th Street will help bring more street life and positive activity in the area.

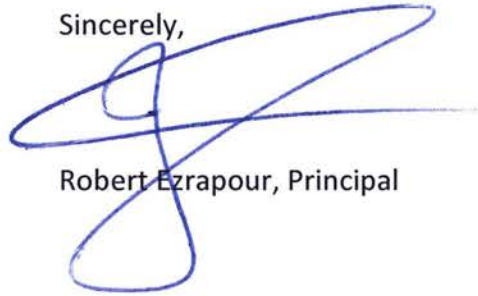
New residents and additional density will bring pedestrian traffic, enliven the street, and spur retail activity, elements the area is in great need of. As an example, Artimus bought the famous Corn Exchange building, a former bank building on the northwest corner of Park Avenue and 125th Street, and completely restored the derelict building to its former Art Deco glory. While the building is beautiful, it remains vacant due in large part to concerns about safety and the lack of economic activity and pedestrian traffic along Park Avenue in the area. We have confidence in the area and view the Corn Exchange redevelopment as a first step in the area's growth, but one building alone cannot revitalize the Park Avenue corridor. A mixed-use building

between 126th and 127th Streets will extend the area of available retail space up Park Avenue, and the new residential population will help draw retail tenants to those blocks and positive activity to the street.

We would note that Artimus owns the entire block front along Park Avenue between 126th and 127th Streets except for City-owned Lot 34, and that Artimus and the City have entered into a site control letter for the sale of the Lot 34 to Artimus. As soon as the City approves the disposition and the East Harlem Rezoning, Artimus will be ready to commence construction on the site and will build the type of mixed-use, primarily residential project that are the objectives of the East Harlem zoning in very short order. To do so, however, we need a zoning proposal that encourages development of housing, and we believe that our recommended change to the East Harlem Rezoning Proposal will provide the correct land use framework and incentive for achieving the Proposal's goals.

We appreciate your consideration of our comments to the Scope of Work. We are happy to discuss our comments with you or your staff at your convenience.

Sincerely,



Robert Ezrapour, Principal

cc: Carl Weisbrod, Director, New York City Department of City Planning
Edith Hsu Chen, Director, Manhattan Office, Department of City Planning
Melanie Meyers, Partner, Fried, Frank, Harris, Shriver & Jacobson LLP

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NYC Department of City Planning

January 4, 2017
New York, NY

To Mayor de Blasio and NYC Department of City Planning:

I am a concerned citizen, who has lived in East Harlem for 17 years. Below are my comments regarding the proposed rezoning for East Harlem. As Speaker Viverito has voiced at public forums, I hope you take my and other East Harlem resident concerns seriously. There is a lot to be thought out here and NYC and City Planning have the opportunity to be a model for the world with *reasonable* and sustainable development that helps the jobless, the homeless and maintains our community, without turning this area into an over-populated midtown Manhattan. While you may feel that this is the goal that everyone wants, I urge you to look at the area that you proposed to develop in a grotesque way with different eyes. We are part of what makes the fabric of NYC great.

1. Developers Need to Develop with Zero Waste Facilities. Proposed rezoning over-populates East Harlem/Manhattan. If this development is going happen this way (and I hope not), should be absolutely mandated for ALL developers involved to build in systems that separate ALL waste for ALL residents (business and homes). Unacceptable that in this day and age in one of the greatest cities in the world, NYC officials do not mandate zero waste. If NYC is going to pander to developers, City Officials should hold developers accountable (not just on paper) to ensure that the quality of life for all New Yorkers (poor & wealthy) is good, clean and healthy. Our earth is dying. Government/city officials are not doing enough. Many citizens do their part; City Officials need to make developers (who are not NYC residents) do their part. Developers make (lots) money with developments; they should be required to follow Zero Waste mandate and use green development (LEED).

This is a great opportunity for East Harlem and New York to make a real difference in the fight for our environment and health and to become a model of zero waste for the world.

A. Separation of All Organics for Composting. ALL organics should be collected, composted and used in tree wells, community gardens, parks, upstate farms. Unacceptable that in this day and age that in NYC big corporations, who have invaded the city, the developers, the city planners are not made to minimize waste. This should be part of the job.

B. Cardboard Collection with Organics Collection. Dry paper waste should be separated from plastics, metal, glass recyclables. Cardboard should be shredded and part of the organics collections in the composting process. Recycling uses a great amount of energy - cardboard is a good source of carbon and can be composted with no energy use. Organics can be transported by Metro North to upstate farms in extra train car to commuter train for composting and used by small farms or brought back to city.

<https://www.gardeningknowhow.com/composting/ingredients/composting-cardboard.htm>

C. No Plastic Bags to Collect Recyclables. Paper, glass, metal, plastics should be collected in bins WITHOUT plastic bags. Bins that are hauled or chuted is sufficient. There is no need to put this into plastic bags, which do not degrade. The Durst Building (1 Bryant Park) waste management is a good model of waste separation. Real landfill waste should be a small fraction of what it is now. We should not be using any plastic bags unless

absolutely necessary. The rest of the world does this; it is time NYC, the greatest city in the world, stops using plastic bags (and recycle collection bags).

The Durst waste management system at 1 Bryant Park is a good model to follow. Also, the High Line pneumatic tube project seems like it might be appropriate here as well and seems to be an excellent system. Here is the website - www.closedloops.net. The developers should be charged (responsible for cost) to installing this type of system if they want to develop here. We have the Metro North line available. A special car that hauls organics and cardboard (which is a necessary source of carbon needed to produce compost) together to small farms upstate to compost could be added. Final compost can be sold or donated to farms as compensation for compost facility. Again, energy efficient and giving back to earth vs toxic landfills.

D. Designated facility to collect reusable items. There should be an area designated in the rezoned area for items (furniture, pallets, clothes, shoes, mattresses, iron, metals) to be collected that can be reused/ taken for free for the homeless or families in need. If City Officials are really concerned about its homeless and people in need, there should be an organized system to be able to redirect these items for FREE. Not a privatized system, but a free system to help redistributed items that can be used by others. If NYC doesn't have the money to do this, charge the developers as part of the agreement to be allowed to develop these monstrosities.

E. Job Creation with Developer Funded Zero Waste Efforts. Finally, homeless is often associated with joblessness. All suggestions above require little specialized education, but simple training. This model can be used for job creation. Offer these jobs to those who receive assistance and are able and willing, without taking away their assistance. People feel good when they contribute. We have an assistance program where nothing is asked in return. Open up 10, 20, 30 hours a week to people receiving assistance (without taking away their assistance but allowing them to legally supplement their assistance).

Several members Solid Waste Advisory Board of MBPO (of which several of us are East Harlem residents) are willing to provide advice on how to move forward. California has also implemented laws in the last 3 years that can serve as a good example. You may reach out to me at tina_johnson@verizon.net

2. Proposed Rezoning is TOO LAX, TOO LARGE. The proposal for 30+ story buildings along Lex, Park & Madison overpopulates the area. Height max should be no more than 20 stories. No one wants construction zones for the next 20 years like midtown Manhattan.

3. Insufficient Green Space. There is **not enough public green space that is not managed like an unnatural landscaped park.** Need more gardens to produce food, provide refuge for wildlife, provide means to clean the air. A landscaped park with Scotts Miracle Gro products is not greenspace. :-)

4. The rezoning that has now allowed the future development of the East Harlem Plaza/Mall by the Blumenfeld group needs to be dismantled.

A. This is a Zone A flood zone. People who lost their homes to Sandy cannot rebuild; zoning laws should not have been changed to allow the construction of 30-50 story buildings in a Zone A flood zone. The flood gates built by the developers only floods the surrounding buildings now.

B. East Harlem east of First Avenue is all sand. There is something called liquefaction, where the earth acts like quicksand when there is an earthquake. The collapse of the East River esplanade, particularly by the new Waste Transfer Station, is a great example of how liquefaction works, in this case relatively slowly, as the weight and vibration of the Transfer Station is causing greater collapse of the ground surrounding it.

C. Unless the sewage drainage system is updated to the 21st Century standards, the infrastructure in this area is insufficient to support such massive development in area where there is no reachable bedrock. Just as the City has

started to update gas pipes, the same is true for sewage. But again, going back to liquefaction, none of this area should be developed.

Finally, the entire block of 110-111 Streets, between Park and Madison should be preserved as is. Again, while there seems to be some idea that these gardens and ballpark are 'nothing,' these areas are part of people's lives, for people who don't have the means to live outside the city or have a second (or first) home or take trips to the Caribbean. You are literally destroying people's backyards, a source of food, a place that helps wildlife and the environment. Again, I urge you to look at these places with different eyes. There is no need to over-populate the area under the guise of affordable housing. Buildings that are being allowed to rot should be the targets of the rezoning or changes, not the gardens and ball park.

Sincerely,
Christine Johnson

From: [East Harlem \(DCP\)](#)
To: [Diane Mccarthy \(DCP\)](#)
Cc: [Olga Abinader \(DCP\)](#)
Subject: FW: Rezoning our neighborhood
Date: Tuesday, January 03, 2017 3:42:07 PM

-----Original Message-----

From: Catalina Perez [<mailto:ninadefuego@gmail.com>]
Sent: Monday, January 02, 2017 8:39 AM
To: East Harlem (DCP) <EastHarlem@planning.nyc.gov>
Subject: Rezoning our neighborhood

Good Day,

I am writing from my apartment on East 129th between Madison Ave and Park Ave. We have a lot of homeless shelters and methadone treatment centers. I watch as beautiful brownstone buildings are knocked down to build more homeless and treatment centers. Now they want to build high rise luxury apartments. My own children can't afford to live here as buildings sit empty decade after decade. Taking the bus or train to work is doable but increasingly over crowded. The traffic along Madison (uptown) means I have to get off the bus and walk from about 122nd because of the congestion. Similarly I walk to 125th on 5th Ave to get the M1 because it gets so delayed in traffic heading downtown.

If only quality of life for New Yorkers was a consideration when planning or zoning. I have no issue with homeless shelters. Why don't we make the sweat equity rehab so the families can end their homelessness. Why not have a methadone clinic that teaches job skills and has support services/counseling to help people get off the addiction train?

Meanwhile the loss of historical and beautiful buildings continue at a rapid rate. Look at 125th Street one big box store after another. In "nicer neighborhoods they at least keep the facade. Guess we aren't good enough for that respect.

Sadly watching the destruction,
Catalina Perez



Diane Collier
Chair

Angel D. Mescain
District Manager

COMMUNITY BOARD ELEVEN

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January 18, 2017

Hon. Carl Weisbrod
Director
NYC Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Comments on East Harlem Rezoning Draft Scope of Work

Dear Mr. Weisbrod:

As a Project Partner and member of the Steering Committee of the East Harlem Neighborhood Plan (EHNP), CB11 has worked over the last year and a half to incorporate community ideas and concerns into a set of 236 comprehensive recommendations. It is critical that these recommendations are implemented along with any neighborhood rezoning so that the needs of existing residents are prioritized while preparing for anticipated development and growth.

The following are Community Board 11's comments on the Proposed Scope of Work for the Environmental Impact Statement related to the proposed East Harlem Rezoning (CEQR No. 17DCP048M):

Task 1. Project Description

The Project Description for the proposed must include extensive detail as to the creation, quantity, level of affordability, permanence or duration of affordability for housing resulting from the proposed project. Further, the type, quantity, composition, and specific makeup of commercial and retail space, to include its eventual use; the mass, bulk, height, shadow potential, and other impacts of the project are of crucial importance and must be addressed in the Project Description. Without detail on the proposed project, the Board cannot adequately evaluate the impacts of this project. The Board recommends that 50% of the total units should be permanently affordable and tied to the deed; 50% of those units must have community preference within the CB11 catchment zone and must be enforced; affordability should be maintained within MIH and the district's needs in regards to the lowest income qualifications.

Task 2. Land Use, Zoning and Public Policy

CB11 requests the Department of City Planning (DCP) incorporate the EHNP recommendations for zoning districts into its proposal. We will not consider greater density absent other commitments and a clear preservation strategy, as well as additional resources to be made available for more and deeper levels affordability on East Harlem's publicly owned sites. In addition to a preservation strategy, a

detailed study of residential relocation opportunities for any direct displacement from new development should be conducted within the study area.

CB11 supports its Steering Committee partners in responding to aspects of DCP's zoning proposal specifically to:

Boundaries

DCP should expand the study area boundaries to include all of CD11 as was recommended in the EHNP. We feel that it is a missed opportunity to potentially reach deeper affordability to exclude higher market areas of the neighborhood south of 104th Street. CB11 also supports the inclusion of the Terrence Cardinal Cooke Medical Center site as part of the East Harlem Rezoning area as was recommended by the East Harlem Neighborhood Plan.

DCP should commit to a follow-up study and rezoning of the areas south of 104th Street and east of Second Avenue, that responds to the goals and vision outlined in the EHNP, as well as considers how the needs of the East Harlem waterfront are studied and addressed.

Environmental impacts should be assessed for the entire community district (in particular a detailed analysis of secondary displacement, relocation, and the impact of the rezoning on jobs).

Third Avenue

DCP's proposed density on Third Avenue is too high; CB11 believes that the EHNP recommendation of an R9 zoning district is more appropriate.

CB11 will not consider greater density absent other commitments and a clear preservation strategy, as well as additional resources to be made available for more and deeper levels affordability on East Harlem's publicly owned sites.

DCP must more clearly articulate a vision for the public realm on Third Avenue, which demonstrates how the additional density will impact the pedestrian level experience.

Park Avenue

CB11 would like DCP to require at least ground floor commercial for areas which do not include the non-residential requirement in DCP's proposal.

Specifically, we are supportive of the DCP rezoning recommendations adjacent to the 125th Street Metro North Station, as long as this transit oriented development is equitable.

DCP's proposed density elsewhere on Park Avenue is too high; CB11 believes that the EHNP recommendation of an MX district with a maximum FAR of 10.0 should be applied.

We will not consider greater density absent other commitments and a clear preservation strategy, as well as additional resources to be made available for more and deeper levels affordability on East Harlem's publicly owned sites.

DCP should include the EHNP rezoning recommendations for the east side of Park Ave btwn 128-131 Streets, these areas were excluded from the DCP proposal.

Public Sites

The EHNP rezoning recommendations for the public sites should be incorporated in DCP's proposal; including additional public sites that have been identified through the EHNP. The City should commit to maximizing deeply affordable units; 30% or below of AMI, on all public sites.

The City should commit to require local hiring as part of public site development.

DCP should remove Eugene McCabe Park on Park Avenue from their rezoning proposal.

NYCHA Commercial Overlays

DCP should do a finer-grain analysis of what is currently within the proposed commercial overlay areas, and propose more specific boundaries which eliminate the possibility of displacing residents, playground and active common areas.

Potential uses should be discussed and agreed upon with NYCHA residents.

Funding for maintenance of NYCHA buildings/apartments are priority as one of the sources of affordable housing in the community. If new development is agreed upon by residents, any revenue generated from new development should support this.

If it is approved by residents NYCHA should work to provide local hiring opportunities in any potential commercial development.

116th Street and Lexington Avenue

Considering its proximity to transit and the width of 116 Street, we are supportive with DCPs proposed higher density R9 zoning district, as long as they require subway improvements, which move subway entrances into the building envelope, to increase the sidewalks widths of what is already a crowded intersection.

Transfer of Air Rights

DCP should consider establishing rules governing the transfer of air rights so that as to mandate the inclusion of affordable housing in any development resulting from such transfer.

Homeownership

The board requests that opportunities for affordable home ownership are included in the rezoning plan with assistance from federal agencies. Home ownership is a financial foundation of any community because stakeholders will provide continued monetary support to local business. The plan now only makes provisions for rentals.

Local Retail

CB11 is supportive of the enhanced commercial corridor concept as it relates to the provision of rules controlling the size of retail store frontages in support of opportunities for local retail.

Vocational Training

The plan should include a vocational training facility

Task 3. Socioeconomic Conditions

Direct Residential Displacement

The Proposed Actions warrant a thorough assessment of all five principal issues of concern with respect to socioeconomic conditions, including direct residential displacement. Although the updated Draft

Scope of Work concludes that the Proposed Actions would not exceed the CEQR Technical Manual analysis threshold of 500 displaced residents and therefore are not expected to result in significant adverse impacts due to direct residential displacement, that determination is based on the condensed study area which excludes portions of East Harlem. Notably, the original Draft Scope of Work assumed that an existing residential development located just outside of the boundaries of the proposed rezoning area could be demolished and redeveloped as a result of Proposed Action and lead to direct displacement. Were DCP to expand the size of the area that is subject to the Proposed Action to include all of East Harlem as contemplated in the East Harlem Neighborhood Plan (EHNP) and proposed by CB11, there can be no doubt that direct displacement would in fact result.

That said, historically, residents of East Harlem have experienced direct displacement and there are several soft sites identified within the area which are occupied and could result in direct displacement. It is also likely that in projecting the number of potentially displaced residents, DCP has overlooked the possibility that some households have more residents that might otherwise be expected. As such, a detailed analysis is necessary as is an evaluation of relocation opportunity within East Harlem for potentially displaced households, including the possibility of securing funding from developers or other sources to assist with relocation.

Indirect Residential Displacement

The potential for indirect residential displacement stemming from the Proposed Action must also be comprehensively studied. While DCP has issued a correction stating that fewer than 500 residents would be directly displaced, the potential for displacement—both directly and indirectly, within the area that is subject to the Proposed Action and in the proximate area—is vast and unprecedented. Other neighborhoods that have seen similar actions, such as Park Slope and Williamsburg in Brooklyn, have experienced dramatic acceleration in development far greater than that which was contemplated in the impact assessments. Accordingly, DCP should broaden the study area and completed a detailed analysis to more fully consider potential displacement.

Business

The Board requests that the EIS incorporate the impact of workforce changes, and that the project maximize local workforce participation, job training and placement associated with the project--both construction and post construction business--and economic development for the community as part of the means and methods of construction to be incorporated into the RFP, in this community which has been historically underserved.

Subsidies for small businesses in the area in order to stop the mass displacement of individuals employed by those businesses which will not be able afford the high rents.

Task 4. Community Facilities and Services

Public Schools

EIS must improve the formula to reflect actual numbers of seats that would be needed. CB11 maintains that the City Environmental Quality Review method for assessing impact on schools is not successful in East Harlem. It estimates the number of children in a household based on borough-wide averages. Because of the differing makeup of households in East Harlem as compared to other parts of Manhattan, such as Midtown and the Financial District, this estimate dramatically undercounts the number of children

that will likely end up attending public schools in Community School District 5. Also, it is worth noting that while the proposed project is in CB 11, most of CB 11 is in CSD 4 while this project is in CSD 5. We ask that that this review be conducted utilizing data from the NYC Administration for Children's Services that more accurately reflect the average children per household or per dwelling unit bedroom than the borough standard as the current proposal will underestimate the number of school children and result in insufficient mitigation.

EIS must include an assessment of the number of students being served by schools located in Manhattan Community District 11 (CD11). This assessment must include a report which provides a detailed accounting of the number of students served by schools located within CD11, and include the total number of students by the zip code in which they reside.

School Facilities

The EIS must include a study of the current state of repair of all school buildings located within CD11. A detailed report should be produced which includes information of necessary infrastructure repairs and improvements, an assessment on the number of full sized classrooms, the number and size of all recreation, assembly, laboratory, administrative, guidance, and lunchroom spaces all school facilities.

Child Care Centers

The EIS must account for the increased need for child care centers that will result for the rezoning. Quality child care is vital to the health and welfare of children, especially the children of working parents.

Task 9. Natural Resources

The EIS must incorporate the findings of the resiliency study in progress by the New York City Parks Department, especially with respect to wetlands and waterfront resiliency above 125th Street, at least as far as 135th Street.

Task 11. Water and Sewer Infrastructure

The Board reiterates the need to assess water and sewerage capacity to ensure continued access to clean water.

Task 13. Energy

Given the vast size of the area that is subject to the Proposed Action, a detailed energy assessment is warranted as the Proposed Action is likely to have a significant effect on the transmission or generation of energy, and the utility infrastructure as a whole.

Task 14. Transportation

Transit

Transit will be significantly burdened by the Proposed Action in an area already nearing peak capacity. Most discussions of impact stipulate that the second phase of the Second Avenue Subway will be constructed in a timely fashion. However, given the political and fiscal climate, this is far from certain.

As such, the transportation analysis should consider the impact of the Proposed Action in a scenario in which the Second Avenue Subway does not continue past its new terminus of 96th Street.

Parking

DCP should remove their proposed as-of-right public parking garage proposal. Public parking garages should only be allowed with a special permit. The plan should include more metered parking opportunities near the commercial overlays in the proposed plan. There is a direct correlation between parking and increased purchasing availability.

Task 15. Air Quality

The EIS must study and propose mitigations related to improved air quality controls considering the additional building constriction, the planned Second Avenue Subway project as well as the sanitation garages at 130th and Park Avenue and at 127th Street and Second Avenue.

Task 16. Greenhouse Gas Emissions and Climate Change

It is imperative that greenhouse gas (GHS) emissions generated by the Proposed Actions are quantified and that the assessment concerning such GHS emissions include a quantitative discussion of internationally recognized GHS emission and goals for reducing GHS emissions, in addition to a qualitative discussion of the same.

Task 17. Noise

Potential reverberation caused by towers flanking the Park Avenue Viaduct should be discussed, specifically as it impacts the community not immediately adjacent to the towers.

Task 18. Public Health

With respect to construction and public health, the Board emphasizes the importance of evaluating the potential for additional rodent and other pest population problems to be caused, especially given the waterfront location.

Task 20. Construction

Transportation Systems

A construction traffic analysis should be performed for existing traffic condition to inform the analysis on the potential impact during construction activities.

Air quality

Given the high incidence of asthma in East Harlem and the various air pollutant sources associated with construction activities, measures to reduce impacts of such pollutants should be thoroughly explored, and the implementation of a Community Air Monitoring Program (CAMP) for PM 2.5 should be among the measures considered.

Noise

Measures to reduce noise impacts should also be thoroughly explored, and the establishment of a Noise

Monitoring Program should be among the measures considered, particularly within those areas in the community with existing incidence of noise (e.g., E. 111th Street Site).

Other Technical Areas

Public health and safety is of the upmost importance and requires that significant attention be placed on ensuring that every stage of construction activity meets stringent standards. As such, construction-related impacts stemming from the Proposed Actions should be thoroughly analyzed and made known to CB11 and the public, particularly as they relates to any stressors—arising both during and post-construction—which have the potential to adversely affect the health of CB11 residents (e.g., mental, physiological and psychological).

Task 21. Mitigation

In addition to coordinating with the city and state agencies already identified, measures to mitigate the significant adverse impacts identified should also be developed and coordinated with New York City Department of Housing Preservation and Development (HPD), Department of Buildings (DOB), Department of Parks and Recreation and Human Resources Administration (HRA).

Task 22. Alternatives

The Final Scope of Work should include an alternative that studies a rezoning that covers the boundary outlined in the East Harlem Neighborhood Plan, and it should include an alternative that more closely follows the recommendation of the East Harlem Neighborhood Plan along Third Avenue and Park Avenue.

Although CB11 proposes that DCP expand the size of the area that is subject to the Proposed Actions so as to include all of CB11 as contemplated in the East Harlem Neighborhood Plan (EHNP)—thereby expanding the area to be studied—CB11 believes that a lower density district with height limits along Third and Park Avenue is more appropriate, and thus proposes analyzing R9A on Third Ave, and an R9A/M1-6 along the length of Park Ave. While CB11’s proposal would require that a larger area be studied, the lesser density alternative as proposed would reduce action-related impacts while still meeting East Harlem’s needs as defined in the EHNP and the Proposed Actions stated purpose.

If your staff has any further questions, please contact our District Manager, Angel Mescain, at 212-831-8929.

Sincerely,



Diane Collier
Chair
Community Board 11

East Harlem Rezoning - Comments on the Draft Scope of Work

I. Introduction

II. Land Use, Zoning and Public Policy

New Affordable Housing & Conformity With Other Policies

Analysis

Mitigation

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Rezoning Area Expansion

III. Socioeconomic Conditions

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Analysis

Mitigation

Preservation of Affordable Housing

Local Hiring

Business Displacement

Analysis

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Indirect Business Displacement

Employment and Jobs for Local Residents

Mitigation

IV. Neighborhood Character

Analysis

Mitigation

VI. Mitigation

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I. Introduction

Community Voices Heard (CVH) is a member-led multi-racial organization, principally women of color and low-income families in New York State that builds power to secure social, economic and racial justice for all. We accomplish this through grassroots organizing, leadership development, policy changes, and creating new models of direct democracy. CVH was founded in 1994, based in East Harlem, as a member-led organization by low-income people, predominantly women of color, many receiving public assistance and fighting the welfare reform policies that threatened their families.

As a Project Partner and member of the Steering Committee of the East Harlem Neighborhood Plan (EHNP), Community Voices Heard has worked over the last year and a half to incorporate our members' ideas and concerns into a set of 236 comprehensive recommendations. It is critical that these recommendations are implemented along with any neighborhood rezoning so that the needs of existing residents are prioritized.

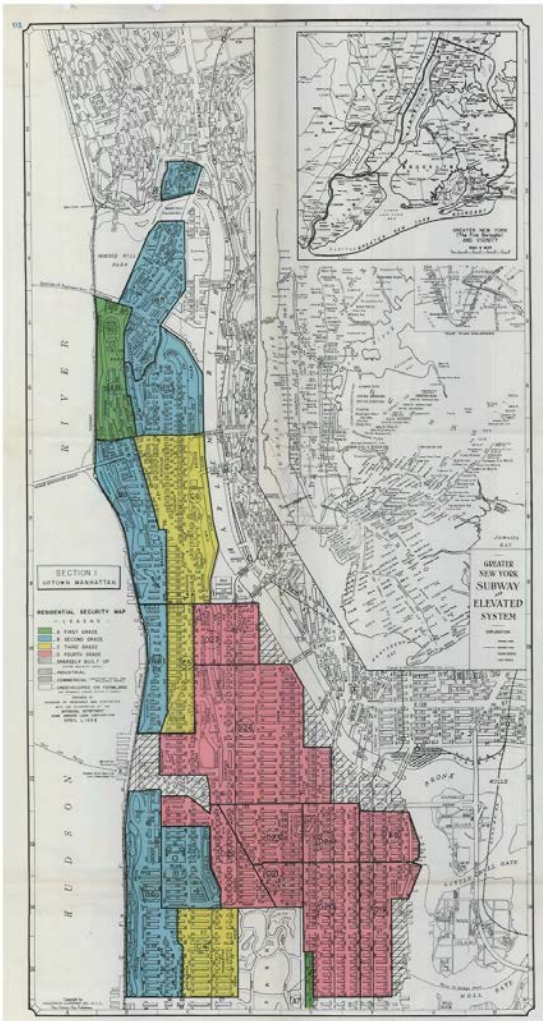
Although a rezoning action may hold great promise for residents of East Harlem, as a community-based organization that has witnessed waves of disinvestment and displacement over generations - actions that resulted in the transfer of our Harlem's land to outside entities and the disappearance of our neighbors - we fear that the Proposed Action will be another in a long chain of government actions that lead to and accelerate destabilization and displacement in our neighborhood.

We urge the City to revise its plans to (1) create more meaningful anti-displacement protections for current residents, (2) improve the existing affordable housing stock in the neighborhood, and (3) develop deeply affordable housing at levels current residents can afford.

Historic Divestment in East Harlem

The area of our neighborhood now slated for rezoning has a long history of divestment and neglect by the government. For example, in the 1930s and 1940s, our community was subject

to _____ by the federal government. The Homeowners Loan Corporation Appraisal Department¹ rated neighborhoods according to the level of investment risk they posed, declaring all the residential areas in what is now the rezoning study area “Fourth Grade” investments, the lowest possible rating. A determining factor for HOLC appraisers was an area population of 5% or more Non-White residents - what the HOLC called “undesirable populations.”²



The immediate and lasting effect of the HOLC’s rating was a disincentive to investment in the area by private entities and neglect of the infrastructure by municipal actors. Residents of East Harlem were left to find ways to invest in their neighborhood without access to traditional capital. Most banks refused to lend to residents of Harlem, stymying the ability of those residents to invest in physical maintenance and build wealth through homeownership.

As a result of this disinvestment, the infrastructure of the neighborhood suffered, leading planners to designate much of the area “blighted” and in need of “renewal.” Under a different set of government policies, residents living in designated Urban Renewal Plan Areas could be forced to relocate so the government could demolish so-called “slums” and pave the way for future development. In some cases,

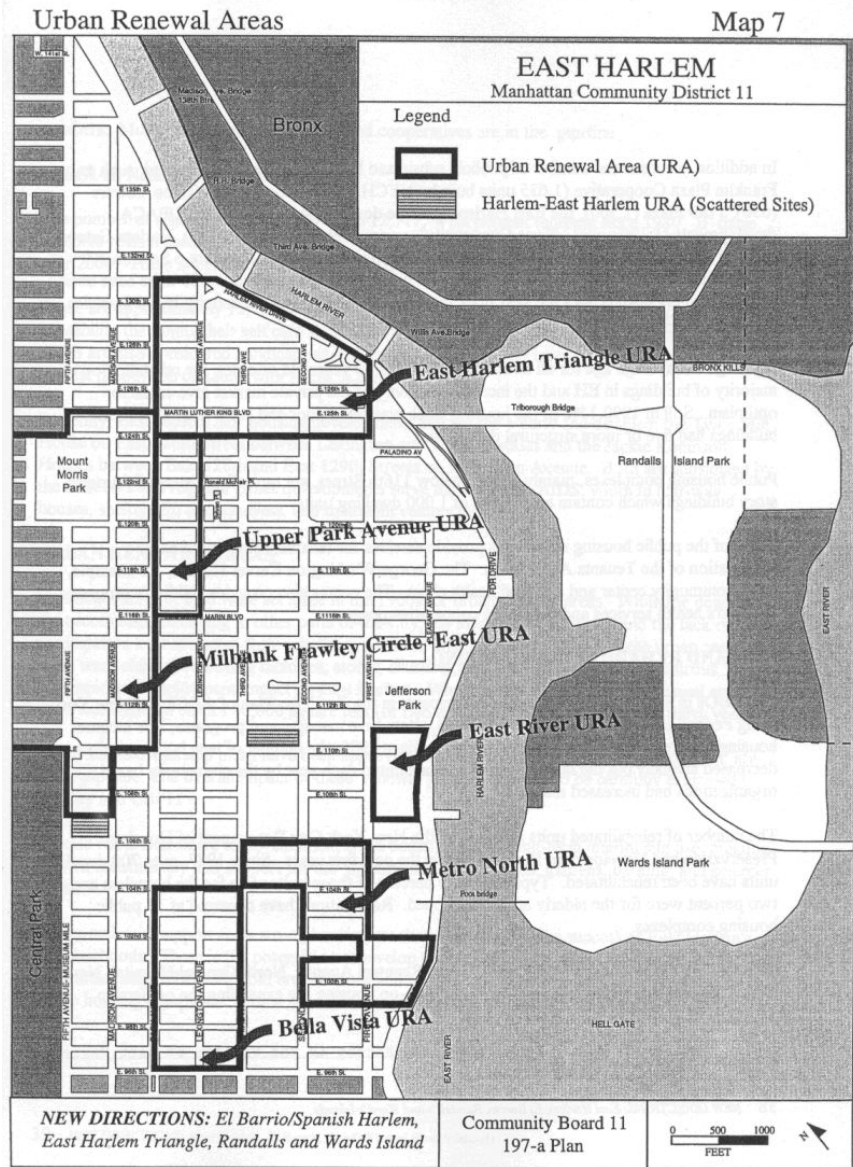
property was transferred to large private developers and in others, the government warehoused the land, leaving it empty for decades.

¹ The Home Owners’ Loan Corporation was a federal program established in 1933 to provide relief to distressed mortgage borrowers and their lenders. It operated by purchasing mortgages from private lenders and issuing new mortgages to the borrowers. It’s Appraisal Department determined which areas it would operate in and did so by grading the risk that investment in particular geographic areas held.

² See [urbanreviewer.org](http://www.east-harlem.com/cb11_197A_housing.htm); map reproduced from Community Board 11 197-a Plan, 1999 (http://www.east-harlem.com/cb11_197A_housing.htm)

By 1999, much of the current study area had been determined in need of “renewal” and planned. The effect of these Urban Renewal Area (URA) designations was to give New York City the power to use eminent domain to acquire private property from willing and unwilling sellers for the purpose of “eliminating blight.”

The Urban Renewal Plans were completed in stages: acquisition, relocation, demolition and construction. For much of the study area, the first stages were completed, effectively displacing residents and small local businesses - but construction has yet to happen. Land remains in the City inventory, a physical manifestation of the broken promises of “renewal.” The public land in the study area became so at great cost to those who used to and continue to call Harlem home.



For example, the vacant City-owned land at 1811 and 1813 Park Avenue used to be a privately-run 3-story boarding house, with one apartment (for the housekeeper), 27 furnished rooms, and a restaurant on the first floor. In 1972, the City foreclosed on the property due to tax arrears. A year later, the lot was included in the East Harlem Triangle Urban Renewal Area and shortly after the building, which had been occupied at the time of foreclosure, was emptied and demolished. The goal of the Urban Renewal area was to clear slums in order to provide land to the city for development projects. Residents living in the rooming house were

displaced from the community; many were not eligible for relocation, others were relocated to neighborhoods far and wide throughout the city. The land remains vacant today.³

Designated Urban Renewal Areas (URAs) within the Study Area for the East Harlem Rezoning

Harlem-East Harlem URA, adopted 1968, active
Millbank Frawley Circle-East URA, adopted 1994, active
Upper Park Avenue URA, adopted 1993, expired
East River URA, adopted 1966, expired
Metro North URA, adopted 1968, expired
First Avenue-East 101st Street URA, adopted 1965, expired
Bella Vista URA, adopted 1973, expired

In yet another example, as a community of color, East Harlem has also experienced the ramifications of being designated as dysfunctional and therefore deserving of benign neglect. By the mid-seventies, the policy of benign neglect authored and proposed by then Senator Patrick Moynihan and further implemented using Roger Starr's theory of planned shrinkage, the neighborhood changed drastically. Benign

neglect substantiated the view that it was useless to continue to address racial inequality because of the view that Americans needed a period in which Negro progress continued and racial rhetoric faded. Moynihan believed that the antipoverty programs of the Great Society of the 1960s had failed miserably, not only because they had attempted to use money alone to solve the nation's inability to properly educate the African American poor but also because they did not raise issues in reference to the viability of integration as a solution to U.S. racial problems. Planned shrinkage theory operates on the premise that certain neighborhoods were unable or undeserving to survive. Planned shrinkage was the New York City expression of Moynihan's benign neglect. As a form of triage, it dictated the withdrawal of essential services from so called sick neighborhoods such as East Harlem, the South Bronx and other areas with a concentration of poor Blacks and Latinos (Wallace, & Wallace, 2001)⁴. The results were disinvestment, fires, destruction, displacement, urban decay, warehousing and blight in these neighborhoods. Around this time arose the plethora of welfare hotels for homeless welfare recipients who could not find an apartment due to the refusal of the Human Resources Administration under the leadership of then Mayor Ed Koch to pay rent increases which was continued under succeeding mayors (Markee, 2015).

We are unwilling to let history repeat itself today. Despite nearly a century of government-facilitated disinvestment and warehousing, a vibrant community of color and immigrant community has thrived in East Harlem - and the City must do everything in its power to ensure

³ Manhattan block 1773, lots 4, 72, <http://livinglotsnyc.org/lot/58230/>

⁴ Wallace, D. & Wallace, R. (2001). Chapter 2: Benign neglect and Planned Shrinkage in A Plague on Your Houses: How New York Was Burned Down and National Public Health Crumbled. Retrieved from http://upfromflames.brooklynhistory.org/uff_resources/images_resources/Wallace-aPlagueOnOurHouses-Chapter2.pdf

that the rezoning does not repeat the mistakes of the past. Public land, cleared at such high cost to current and former residents of the neighborhood, must now be used to create public benefits that will last for generations. Low-income residents, too often ignored and trampled by the City's past development policies, must be at the heart of the City's rezoning plans.

The Proposed Actions Deviate Significantly from the East Harlem Neighborhood Plan

The proposed Draft Scope of Work describes a proposed action that strays so significantly from the EHNP's priorities and land use recommendations that the relationship between the two is difficult to discern.

CVH continues to demand that DCP, along with relevant agencies, advance the EHNP recommendations, beginning with implementing a clear, comprehensive, and resourced preservation strategy for NYCHA units and affordable units throughout the neighborhood. Any upzoning must have an accompanying preservation plan that would be implemented on the same timeline.

Currently, the Draft Scope of Work contains no detail on any processes that will take place in advance of the proposed action to ensure this, and contains very little language about how the proposed actions themselves will contribute to the preservation of – rather than accelerate the loss of – affordable housing in the neighborhood.

Furthermore, the zoning changes that DCP proposes are a significant departure from those recommended in the EHNP. DCP should modify its proposal to be more faithful to the detailed, collaborative work carried out through the neighborhood planning process. It should require maximum affordability of units on all public sites – which in the case of East 111th Street means 100% of units should be permanently affordable, with 40% designated for households at 30% AMI or below. The City should commit to allocate the resources necessary to achieve this target, and not issue or award any requests for proposals from developers that do not align with these goals.

We also believe that the Reasonable Worst Case Development Scenario (RWCDS) is premised on overly general criteria that underestimate the amount of likely development. DCP should do a more fine-grained and site-specific analysis of soft sites within the boundary in order to ensure that potential impacts are properly accounted for and mitigated.

DCP should expand the study area boundaries to include all of Community District 11, or at least study this area as an alternative, to maximize the potential to leverage the real estate market to create units at lower levels of AMI. In particular, the area between 96th Street and

104th Street represents a major opportunity to apply MIH at no cost to the city that is being excluded by the proposed action. Analyses done as part of this environmental review process can inform future actions and ensure that cumulative impacts are effectively documented.

While the proposed action dramatically under-reaches with regard to many of the EHNP's goals, in other ways it overreaches. Despite the recommendation of the EHNP, DCP unilaterally chose to study R10 for significant portions of Third Avenue, which will yield a substantially greater number of market rate units to the neighborhood than the EHNP recommends. With regard to proposed commercial overlays on NYCHA properties, this has the possibility of displacing residents, playground and active common areas and should be eliminated from the proposed action. All actions which directly affect NYCHA properties and residents must have a robust consultation process with NYCHA residents that enables residents to engage meaningfully with proposed ideas, propose their own, and have decision-making authority over the outcomes. DCP also elected to include Eugene McCabe Park on Park Avenue in the rezoning, contrary to the EHNP.

East Harlem Neighborhood Plan versus DCP's "Neighborhood Study"

The draft Scope of Work for the Environmental Impact Statement for the proposed East Harlem rezoning is very unclear with regard to the differences between the East Harlem Neighborhood Plan and DCP's East Harlem Neighborhood Study. At times it appears to treat the two interchangeably, even though there are major differences between them.

The East Harlem Neighborhood Plan is complete; the DCP East Harlem Neighborhood Study is referred to but is incomplete. The East Harlem Neighborhood Plan covers all of Community District 11, the DCP East Harlem Neighborhood Study includes a significantly smaller study area.

It is inappropriate for DCP to characterize its Neighborhood Study as building off of the EHNP when that Study is not yet complete, and the action that is being forwarded by DCP is a land use proposal that excludes major portions of the Study Area in the EHNP. In fact, there is no timeline offered whatsoever for when DCP's Neighborhood Study will be completed, and no information about the process beyond the land use review. The promise that DCP's Study will "also identify complementary initiatives to address key infrastructure, economic development, workforce and community wellness issues" (page 2 DSOW) is overly broad, and given the great divergence between the land use proposals that were part of the EHNP and the proposed action, there is little reason to believe that the complementary initiatives referenced will be faithful to the full breadth of the EHNP. Instead, it appears as though DCP is preparing to be selective about the elements of the EHNP it wishes to advance, while using that robust process as political cover to justify its choices. If this is not the intention, DCP should make

clear the process and timeline for completion of the Neighborhood Study, and ensure that it is finished and available for public review before any proposed land use actions are certified.

The land use objectives fail to capture the spirit of the EHNP.

Page 15 of the draft scope describes the first objective as: "Create opportunities for requiring permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse needs." Yet it refers entirely to new development, with the exception of the mention of City and State programs that may be available to assist in preserving affordable housing in the area. Specific proposals for preserving existing affordability are absent from the proposed action.

The provision for down-zoning, which is the one part of the proposed action that could be argued to help preserve affordability, is listed as part of objective two, described as meeting the goal of preserving the built neighborhood character. But neighborhood character and affordability for existing residents are two very different things. Without a comprehensive plan for preservation, it is quite possible that preserving the built character will result in lovely blocks of expensive homes that look the same on the outside but house none of the people who live on those blocks today.

Objective three fails to describe how the creation of new MX zones will result in the preservation of existing manufacturing uses. The experience of other parts of the City where MX has been applied, has been a loss of manufacturing uses as higher-paying residential uses take precedence. We therefore do not see an MX designation as a preservation mechanism, but rather one likely to cause or accelerate the displacement of manufacturing uses, which provide much-needed jobs in the community.

Objective five, as described on page 17, provides no actual information about which specific infrastructure needs are being referred to, or how those needs are being taken into account in this action. It does not even mention the most obvious, the TA Special District changes. This objective is ill-explained, and as such, is virtually meaningless because it cannot be evaluated.

Regardless of whether the 111th site proceeds through its own ULURP or not, mitigations in the EIS for this proposed action should include that site in order to address the cumulative impact of all the local development proposed, in order to avoid illegally segmenting impacts and to effectively disclose and address the full anticipated impacts on the community.

On the question of displacement, page 6 contains an unfortunate use of the word, claiming that "African-Americans – including migrants from the American South as well as West Indian transplants – began to displace the European immigrants and their descendants." How is it exactly that new arrivals displaced the previous ones in this historical context? Given DCP's

unwillingness to acknowledge current trends of displacement and the impact on specific racial and ethnic groups in the city, it would be advisable for the Scope to contain more appropriate language. We suggest, "African-Americans...became the predominant group as European immigrants and their descendants, who enjoyed greater freedoms for where they could live, concentrated elsewhere."

The rezoning must advance the community's goals.

The Proposed Action will allow added density to the neighborhood and trigger Mandatory Inclusionary Housing (MIH). But MIH is insufficient for our neighborhood; it will not create housing affordable for the most vulnerable low income residents in the community who are CVH's core constituency. In order to make sure that those who have built East Harlem over the decades of disinvestment get to remain here and benefit from neighborhood improvements, the City must do the following:

- **Adopt meaningful anti-displacement strategies to ensure that current residents can share the benefits of increased investment in the community.** What happens with housing is connected to all other aspects of the neighborhood life. Planning for job creation, local hiring and every other neighborhood amenity can only be done equitably if low income residents and those who have stayed in the neighborhood while infrastructure and investment fled can remain here to enjoy these benefits. If carried out as written, the Proposed Action will instead create mass displacement of both residential tenants and commercial tenants.
- **Dedicate funding to improve the existing affordable housing stock.** The existing affordable housing stock, both private and public, is in deplorable condition. The City must not write a "tale of two cities" within East Harlem by inviting new luxury development for new, higher-income residents, while leaving the residents of existing affordable housing behind.
- **Create new housing at deeper levels of affordability than MIH.** Because MIH will not create the affordability levels our community needs, we are not interested in any additional density above what is needed to trigger MIH - that is, any density above what is required to prevent fully-market-rate construction - added density generates deeper levels of affordability and high-quality local jobs. When the East Harlem Neighborhood Plan was being crafted, CVH did not know what the MIH affordability levels would be - this is why we are advocating for measures that go beyond MIH to get at deep affordability. The City will need new tools to generate deeper affordability, which should include a new HPD term sheet, more strategic use of public land in our community to create deeply and permanently affordable housing, and a Floor Area Affordability Bonus that would provide increased density to developers who commit to providing deep affordability and high-quality jobs.

II. Land Use, Zoning and Public Policy

New Affordable Housing & Conformity With Other Policies

The Proposed Actions Will Not Advance Housing New York's Goal of "Building New Affordable Housing for All New Yorkers" Unless Deeper Affordability Levels are Reached

The City says that with no zoning changes, the market would create 2,561 new dwelling units over the next 10 years. The rezoning will increase that number by at least 3,494 dwelling units, across 69 different development sites. Including the city-owned East 111th Street site, that number grows to 4,162 additional dwelling units. In total then some 6,723 new residential units are projected for the neighborhood in the next 10 years if the rezoning goes through, bringing in over 16,000 new residents. This is a marked increase in residents and units that will massively impact the neighborhood. Moreover, the vast majority of these new units will be market-rate.

The plan repeatedly says that the City's aim is to create permanently affordable housing. The City says it will do this through Mandatory Inclusionary Housing (MIH) and City and State financing programs for affordable housing. Unfortunately none of these options creates a significant number of units that match the neighborhood need.

City officials have touted MIH as a vehicle to create deeply affordable housing. But the median income for CB11 is under \$31,000 and no option in MIH serves households at this income level (S1901 – ACS 2014 5-Year). This is drastically lower than the official AMI for New York City, which stands at \$90,600 for a family of four. AMI calculations then that use this citywide average as a baseline are bound to prove a mismatch for our neighborhood - serving income levels much higher than what is needed here. The best guaranteed MIH option – 25% of units at 60% AMI, leaves out the 65% of neighborhood households that make less than \$50,000 a year. None of the MIH options require any developer, anywhere, to build more than 10% of new apartments at or below 40% AMI – even though 56% of households in Community Board 11 earn less than \$35,000 a year. Nor does MIH require developers to build any housing at all for households who make less than 30% AMI, or roughly \$25,000 a year, even though almost half (45%) of Community Board 11 households are at these low income levels (B25118 – ACS 2015 1-Year). Furthermore even with MIH mapped onto the rezoning there is no guarantee that developers have to build any affordable housing at all. Developments of 10 units or less (or under 12,500 square feet) are exempt from MIH requirements, while developments of 11 to 25 units (or between 12,500 and 25,000 square feet) can opt to pay into an affordable housing fund instead of including any affordable units on site. Despite the possible financial incentives of building bigger, the City should not assume that just because a

site is large enough a developer will choose to build at a level that triggers MIH. In cases where this occurs the neighborhood could still see an increase in market-rate housing with no accompanying affordable housing to go along with it.

Unfortunately, the city's other affordable housing programs are no better. The city's best financing program, ELLA, is also inadequate, as most of the housing it subsidizes is for households making more than \$54,000 a year. Under ELLA, only a quarter of the roughly 6,700 apartments the rezoning will bring to the neighborhood would be affordable to households making \$35,000 a year or less – households that, again, make up over 50% of the community. Furthermore there is no guarantee that the developers of these over 6,000 new units would feel compelled to use ELLA - and there is nothing requiring them to do so – making the likely percentage of new apartments created at that affordability level significantly less. The city therefore has no mechanism to mandate deeply affordable housing or leverage the market to create it, at levels that reflect the actual need of neighborhood residents. The city says it wants to facilitate mixed-income communities, but mixed income must mean truly mixed – not a range that starts by leaving out over 50% of the community.

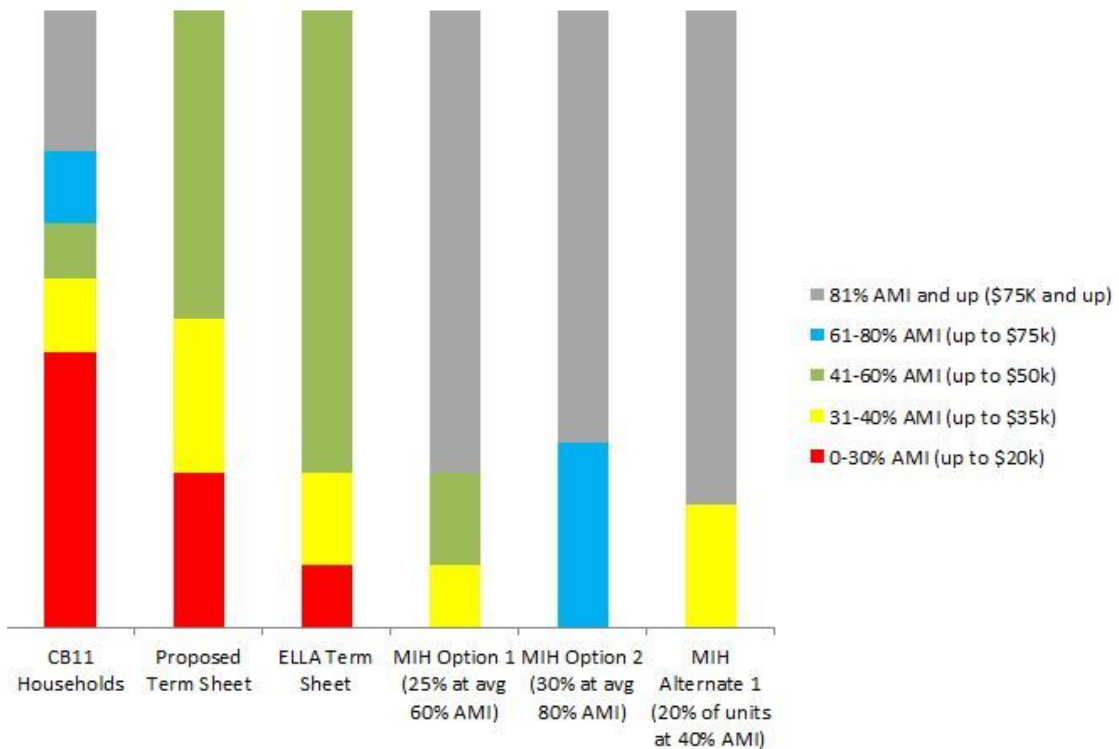
It is not simply that housing built at levels that are unaffordable for current residents will fail to meet the existing neighborhood need – it may in fact make matters worse, increasing instability and displacement. As the city itself notes in the Draft Scope, more than 30% of East Harlem's population is living in poverty, 12% is unemployed and nearly 50% of households are rent burdened (DSOW, p.15). These numbers are even more severe for low-income households – over 75% of households making less than 30% AMI in CB11 are rent burdened (B25074 – ACS 2014 1-Year). Not only will new MIH units created under the rezoning be out of reach for these households, but growing real estate pressure from the marked influx of new market-rate apartments will likely only increase their rent burden further. The City itself acknowledges this in the Draft Scope, writing that, "new market-rate development under existing zoning has the potential to threaten East Harlem's affordability and neighborhood character" (DSOW, p.14). If this – by the City's own admission - is true now then how will it be any different when close to 5,000 new market-rate apartments are built following the rezoning? The City cannot claim that MIH will make the difference when – as has been shown – the units produced by MIH will be neither numerous enough nor affordable enough to serve the community nor to offset the pressures faced by growing rental prices. New market-rate development threatens East Harlem's affordability and character under the current zoning and it will do so under the rezoning as it is currently proposed.

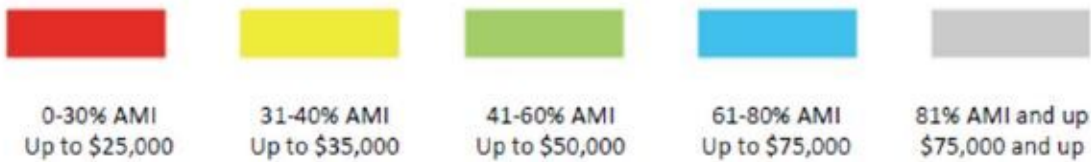
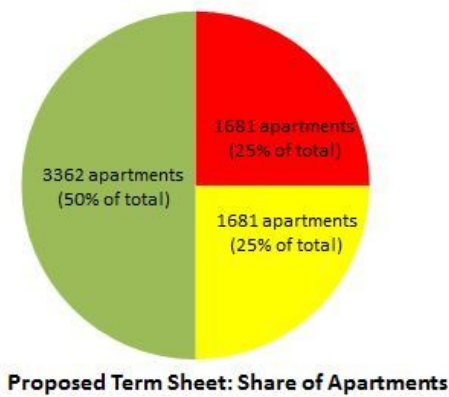
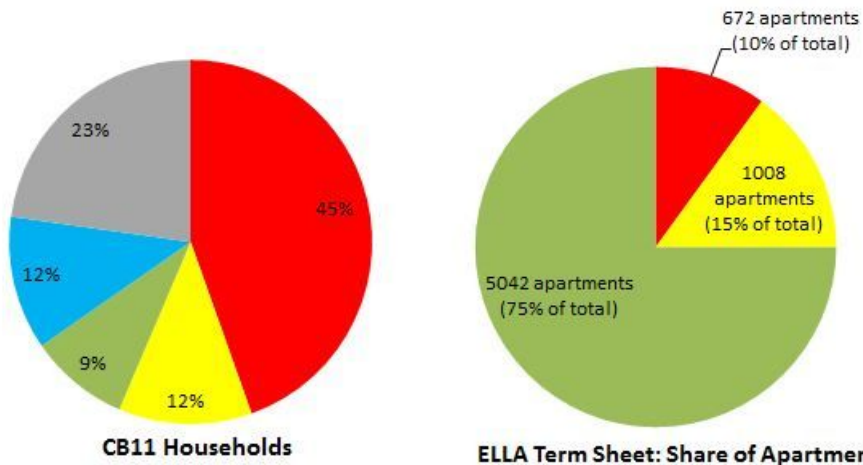
Only a commitment to deeper affordability can make the difference. The city must commit to doing more for our community's lowest-income households. These demands for deeper affordability must be met:

- **30% of all new residential units must be designated for households making 30% AMI or below**

The City can best achieve this goal through creating a new term sheet for private development and committing to deeper affordability on public land. Fortunately a new citywide term sheet proposal already exists and has already been called for in advance of the Jerome Avenue rezoning. Under this proposal - one that would subsidize affordable housing at the levels that reflect our neighborhood's actual needs - the affordability levels of new subsidized apartments would be:

- › 25% of apartments at 30% of AMI, (about \$25,000 or less)
- › 25% at 40% of AMI, (about \$35,000 or less)
- › 50% at 60% of AMI, (about \$50 or less)





With this term sheet, over 1,000 more new apartments would be available in East Harlem to families making less than \$25,000 a year than would be the case under the City’s ELLA term sheet; over 600 more new apartments would be available for families making below \$35,000 a year. In total, under this proposal, half of all of the apartments created by the rezoning would be affordable to families at less than 40% AMI – twice the share of housing that would be created at these levels using the ELLA term sheet. By adopting our proposal, the City can help to ensure that this area remains accessible to low-income families for generations to come and make good on its promise to create affordable housing for the people who need it most. Although serving households at these income levels would require greater City subsidy per unit, it is well worth the investment; creating housing that is affordable to a greater share of lower-income CB 11 residents is, in fact, ultimately far more cost effective than what frequently becomes the alternative: housing homeless families temporarily. Currently, many families in our communities are living doubled up, one step away from homelessness, and too

many end up in the shelter system each year. By increasing the amount of housing that will be affordable to the people who are at the greatest risk of displacement, we can ensure that our area will stay accessible and meaningfully mixed-income over time.

The City, furthermore, has the opportunity of creating an even broader band of deeply affordable units by taking advantage of East Harlem's substantial amount of publically owned land. Over 21% of the neighborhood's total land is publicly owned - a crucial neighborhood asset that must not be wasted. Public land is the City's best opportunity for deeply affordable units that are permanently affordable. Unlike with private land, on public land the City can require that developers use existing term sheets to reach specific affordability levels. Deep and permanent affordability on public sites is a vital part of creating an overall neighborhood housing plan that is, on the whole, responsive to the needs of the current community. The City must adopt a new term sheet that subsidizes deeply affordable dwelling units, for use on public land. The rezoning must meet the demand for deeper and permanent affordability on public land:

- **100% of all new residential units on public land must be permanently affordable, with 40% designated for households at 30% AMI or below**

To help achieve these goals the City should not dispose of public land to private developers. When the City disposes of its land, it takes away a valuable resource for future generations and weakens its own ability to ensure permanently affordable housing. There is no reason to repeat the mistakes of the past in limiting the length of affordability required on public sites. East Harlem has lost significant amounts of previously affordable housing because of requirements that expired after 20 to 40 years, and we are poised to lose even more. This must not continue. The City should use different strategies moving forward, such as long-term land leases and community land trusts, to ensure that ownership of the land remains with the City or with a mission-driven, community-controlled entity, regardless of who the City may partner with to develop the land. At the very least, if the City will not retain ownership of the land, it should only dispose of it to non-profit affordable housing developers who are mission-driven to keep housing affordable in perpetuity.

More specifically, the City must rework its current RFP for the 111th St. Site to better reflect community need. The RFP currently calls for a mix of incomes, with a "significant" number built for very low income (50% AMI) and low income (80% AMI) households. Additionally, affordability is only required for 30 years. For all the reasons outlined above, this proposal is grossly inadequate for the community's needs. The City must either pull the RFP in order to rework it to conform to our demands - permanent affordability at deeper affordability levels- or extend the timeline and add amendments that will ensure the community priorities are realized on this 76,600 square foot site.

In addition the City must include more publicly owned sites in its Draft Scope and Reasonable Worse Case Development Scenario (RWCDs). The East Harlem Neighborhood Plan

highlighted 13 public sites to be considered for development; only 1 of these (the 111th Street site) is included in the Draft Scope of Work, and only as a potential alternative. These additional 12 sites should be analyzed by the City to see what opportunities they may provide for the creation of affordable housing. This is an opportunity that the City must not pass up.

Finally, although it falls outside the boundaries of the proposed Study Area, we also urge the City to reconsider its plans for the 126th Street Bus Depot, another valuable parcel of public land immediately adjacent to the proposed rezoning area. CVH separately submitted extensive comments in response to the Draft Scope of Work for that site, and we will not repeat them in full here. However, we remain deeply concerned that EDC intends to move forward with the development of this site despite only a limited understanding of the extent of the archaeological resources that may yet be buried at the Harlem African Burial Ground there - to advance a project that will include 50% luxury housing, and half "affordable" apartments for families making up to 80% of the Area Median Income, or over \$72,000 a year for a family of four. The City is poised to squander yet another public site that could provide valuable community benefits - in this case, either historical and spiritual benefits, and/or deeply affordable housing - and we urge that the City adopt a new course. As noted above, much of the public land in East Harlem was cleared at a high cost to residents, and we must not compound the losses by squandering the opportunities for public benefit that this land now affords.

Housing New York laid out the goal of building 80,000 new units of affordable housing over the next 10 years – housing that would be affordable for "all New Yorkers." But this goal – for – cannot be achieved without broader and deeper affordability levels. In addressing this need the City has two options. It can spend more money towards building more deeply affordable units and still achieve the goal of 80,000 new units overall or it can spend the same amount of money towards more deeply affordable units, and build fewer than 80,000 units. If the City cannot spend more for deeper affordability, then it should build fewer to build right. The number of new units alone is far less important than the type of households that those units will serve. To that end it is imperative that those affordable units that are built in East Harlem are built with the needs of our families in mind, and must include substantial numbers of family sized units; these affordable apartments - on both private and public land - must contain a variety of unit sizes, not simply studio apartments. This is especially important considering that DCP's assumption of 2.41 persons per new dwelling unit may be an unrealistically low estimation - as outlined by us further in the "Adjusting the RWCDs Assumptions and Expansion of Study Area" section below. In addition to a guarantee of family sized units, all affordable units created - through MIH or other programs - must include the 50% community preference, to the extent allowed by law. These measures will help ensure that those affordable units created in East Harlem are actually designed to serve existing neighborhood residents.

The Proposed Actions Will Not Advance Housing New York's Goals of Affordable Housing Preservation and Equity- Unless CVH's Anti-Displacement Strategies Are Adopted

The preservation goal of the Housing New York plan accounts for 120,000 of the total 200,000 affordable units the City hopes to build and preserve in the coming years. But the de Blasio administration has yet to develop a comprehensive policy to prevent the displacement of low-income people in rezoning neighborhoods and elsewhere. Creating new affordable housing - though important - will do nothing to preserve affordable housing that already exists.

Within this context, two issues should be of paramount concern as part of the City's overall preservation strategies: the protection and improvement of New York City Housing Authority apartments and the protection of rent-regulated apartments. As the Housing New York plan states, "The most effective preservation strategies will depend upon neighborhood characteristics and needs" ("Housing New York: A Five-Borough, Ten-Year Plan," p.49). For the communities in the East Harlem impact area in particular, neighborhood characteristics and needs demand a strong commitment to protect and improve NYCHA and a focus on better tools and strategies to prevent displacement in rent regulated housing.

NYCHA Preservation

East Harlem has the greatest concentration of public housing in Manhattan, and the second highest concentration in the entire city, with almost 30% of its residents living in the neighborhood's 24 NYCHA-developments. This represents a significant portion of affordable housing in the neighborhood and it must be protected and improved at all costs. The City cannot assume that NYCHA residents are safe from displacement, or that their housing doesn't need to be actively preserved. Much of NYCHA housing as it currently exists is in deplorable condition - with unmet repair needs and unhealthy living conditions - and if investments aren't made this asset is in danger of being lost. The rezoning must move forward our demand for increased investment in NYCHA:

● **A \$200 million commitment for NYCHA repairs in East Harlem**

This \$200 million commitment is but a fraction of the estimated \$1 billion need for NYCHA housing in East Harlem. But it is a down payment on the repair needs and can set a precedent moving forward of including public housing allocations during rezonings and for all neighborhoods in need. The City must ensure these repairs are done efficiently and using high quality workmanship. Public housing residents are a vital part of our community; just because the proposed rezoning largely excludes NYCHA property does not mean that they are not affected by the outcome, or that their needs should be excluded from consideration.

Rent Regulated Housing Preservation

Over 50% of CB11 households live in rent regulated housing – either in rent stabilized apartments or government assisted units. While many of these households are already rent-burdened and/or living in overcrowded conditions, this still represents the largest stock of affordable housing in the neighborhood and it must be preserved.

The City has invested significant funding into providing anti-displacement legal services for renters within rezoning communities, acknowledging in the Housing New York plan that, “The lack of legal representation for low- and moderate-income tenants facing eviction limits their awareness of their rights as tenants and makes it more difficult for them to defend themselves against actions initiated by landlords. Legal services are a critical preservation tool as they can prevent landlords from pursuing evictions simply to move their apartments out of rent stabilization. Unfortunately, the current demand for tenant legal services far exceeds supply” (Housing New York, p. 53). Though the existing anti-displacement legal services are meaningful, they are not enough. First, they are not sufficient to break the profit motive that will always drive landlords of low-rent, rent-stabilized apartments to make moves to push out low-income tenants. Second, they lack permanence, do not cover tenants just outside of the zip codes designated for legal services, and could disappear with a subsequent mayoral administration. And third, they are not comprehensive, in that defending tenants in housing court is all too often a response to landlord harassment that should not have occurred in the first place. That is why we’re pushing for three core anti-displacement strategies - creation of a citywide Certificate of No Harassment requirement and creation of an anti-displacement taskforce - that will help to create a comprehensive safety net around existing tenants in rent-stabilized apartments. These new strategies - described more fully in our response to the section on residential displacement - are necessary to shore up a critical source of affordable housing in our community. In addition the City should conduct outreach in East Harlem, to ensure that rent-regulated tenants are aware of their rights - including the vital right of succession for rent-stabilized and rent-controlled tenants - and the regulatory status of their apartment. In conjunction with this the City should consider creating a simpler and more accessible method for rent-regulated tenants to be able to check on the status of their apartment, and promote this through their outreach.

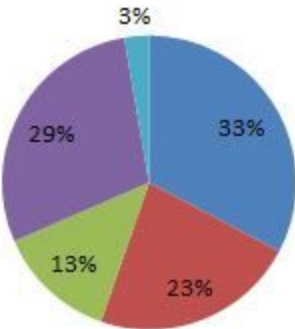
It’s especially critical that the City develop meaningful anti-displacement strategies given the demographics of the communities the City is proposing to rezone - so far, almost exclusively low-income communities of color with long histories of divestment and institutional neglect. If “equity” is a goal of the Housing New York plan, it is troubling that the City has selected only low-income communities of color for neighborhood-wide rezonings, with no guarantees that any significant share of the new housing will be affordable to local residents and no commitments that new development will bring high-quality, career-track jobs.

In making these choices, the de Blasio administration is following closely in the footsteps of the Bloomberg administration, which also disproportionately targeted low-income

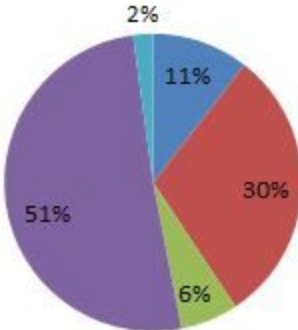
neighborhoods of color for massive upzonings. Research into rezonings under Bloomberg shows that “upzonings occurred in areas with higher proportions of black and Hispanic inhabitants and significantly lower proportions of whites than citywide or in other types of rezoning.” (Leo Goldberg, “Game of Zones: Neighborhood Rezoning and Uneven Urban Growth in Bloomberg’s New York City”) In these areas, white populations increased significantly - in marked contrast to an overall citywide decrease in the white population - and median incomes and the number of higher-income earners increased substantially. (Goldberg) Importantly, “figures make it fairly clear that in most cases, increases in neighborhood income were driven by newly arrived white households rather than upwardly mobile non-whites.” (Goldberg) Nor were these changes inevitable, or part of broader citywide trends; in up-zoned communities, “Even though housing supply outpaced population change, rents increased far faster than citywide.” (Goldberg)

Racial Demographics of Rezoning Areas

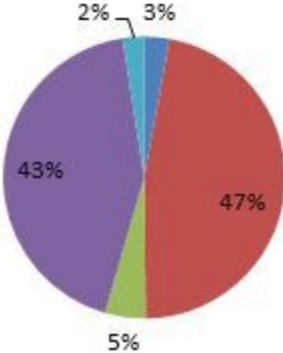
City Wide



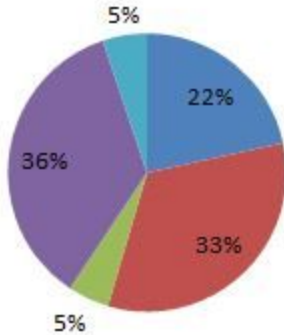
East Harlem

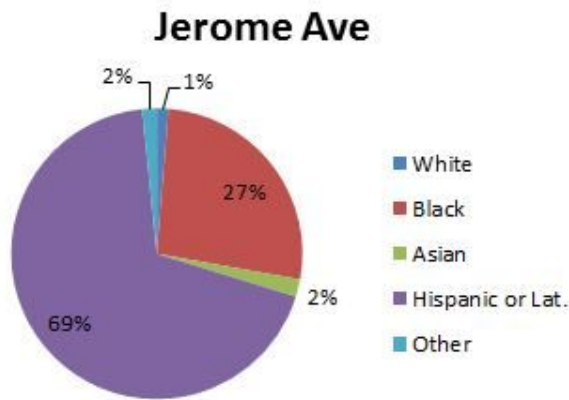


East New York



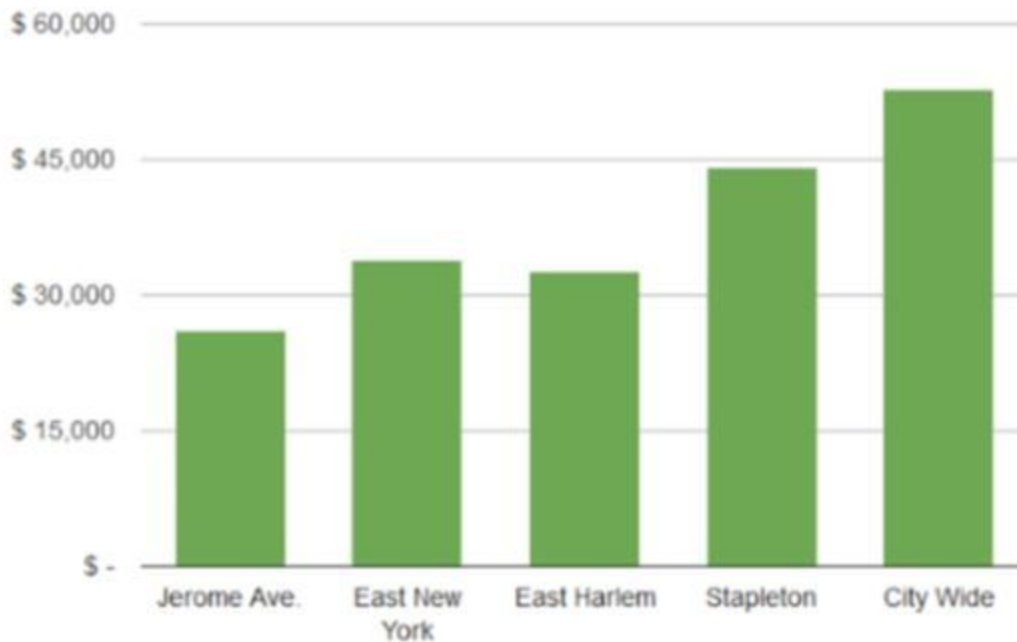
Stapleton





(ACS 2014 5-Year)

Median Household Incomes in Rezoning Areas vs Citywide



(ACS 2014 5-Year)

We believe it is possible for the de Blasio administration to begin to write a different narrative and to achieve equitable development with this rezoning - but only if the City takes seriously the need to ensure that today's community residents will be around to reap the benefits of the better tomorrow the City promises, and only if the City centers the goal of creating new economic opportunities and paths to advancement for current residents.

Analysis

In analyzing the consistency of this proposed rezoning with other policies, the City should:

- Analyze the extent to which the Proposed Actions would create affordable housing for “all” New Yorkers, in particular individuals and families making below 30% AMI, who represent a significant share of rezoning area residents and are grossly underserved by the City’s current MIH policy and subsidy term sheets. The City should consider scenarios both with and without the 50% community preference.
- Analyze and disclose the share of proposed housing that would be affordable at local income levels if the City were to adopt our proposed term sheet of:
 - 25% of apartments at 30% of AMI
 - 25% at 40% of AMI
 - 50% at 60% of AMI
- Expand the number of public sites considered in the RWCDs and analyze and disclose the share of proposed housing that would be affordable at local income levels if the City were to adopt our proposal of 100% permanently affordable housing on public land with 40% of units at 30% AMI or below, including on the East 111th Street site.
- Analyze and disclose the income levels of the households that stand to be displaced, then compare those figures to the amount of affordable housing expected to be made available at those income levels under the rezoning, in order to calculate the share of the new affordable housing that would potentially be accessible to current residents. The City should consider scenarios both with and without the 50% community preference.
- Analyze the current need of all NYCHA developments in CB 11 and the cost needed to get them in good repair as well as a household count of all those affected by dangerous and unhealthy living conditions.
- Consider the extent to which the Proposed Actions would advance the goal of Housing New York to “preserve rent-regulated ... affordable housing,” “stem the tide of units exiting rent stabilization” and “strengthen protections for tenants of rent-stabilized housing,” versus the extent to which an influx of housing aimed at higher-income residents might undermine these goals.
- Do not assume that developers will continue to accept HPD subsidies throughout the 15-year period following a rezoning. Instead, the City should analyze and disclose the impacts of the rezoning based on
 - A scenario in which developers accept HPD subsidies for the entire period
 - A scenario in which developers accept HPD subsidies for only 5 years
 - A scenario in which developers accept HPD subsidies for only 10 years
 - The zoning text and public sites alone
- Consider a RWCDs scenario where developers do not choose to build at a level that triggers MIH, conducting an analysis that assumes all new units created will only be market rate.

- Look into past rezonings and examine housing market shifts after these rezonings, for the purpose of determining the length of time during which developers are likely to seek HPD subsidies and the point at which interest in such subsidies may cease due to improved market conditions. Although the City indicated in the context of the East New York rezoning that analyses of past rezonings go beyond the scope of the CEQR review process for new neighborhood rezonings, if the City ignores these past rezonings, it ignores valuable data that could help to create a more accurate picture of future neighborhood change in our area.
- Disclose the extent of its capacity to move projects through the HPD subsidy pipeline - specifically, the number of projects and affordable units the City anticipates being able to move in the East Harlem rezoning area in a given year, given its current staffing, budgetary, and other limitations and the nature and extent of its work to create subsidized housing in other neighborhoods, including other rezoning neighborhoods.

Mitigation

If the City concludes that the proposed rezoning fails to create affordable housing for “all” New Yorkers, equitably preserve affordable housing or is otherwise inconsistent with larger policy initiatives, the City should modify its plans to better meet these goals and/or adopt mitigation strategies to ensure that the proposed rezoning more closely aligns with the City’s stated policy goals. Among other mitigation strategies, the City should consider:

- The adoption of our proposed term sheet in order to better advance the creation of low income housing
- A commitment to building 100% permanently affordable units on public land, with 40% set aside for 30% AMI
- Pulling the current RFP for the East 111th Street site until it can be reworked or amended with an extended timeline to ensure community priorities are realized.
- Dedicating \$200 million for efficient and high-quality NYCHA repairs in East Harlem as a down payment for the neighborhood’s full need and to ensure that this essential housing stock in our community is well-maintained and preserved.
- The adoption of our proposed preservation strategies to more effectively advance the goal of preservation. The City has pledged to “proactively reach out to ... community groups to identify preservation opportunities in the broader housing stock ... [to] design and target preservation tools to address the needs of properties that existing programs currently do not serve.” We believe, a citywide Certificate of No Harassment policy and an anti-harassment task force will serve critical needs that the City’s current policies and programs do not reach, and we urge the City to implement these strategies, which have a broad base of community support.
- The dedication of additional funds as needed to create more housing affordable at local income levels; and, potentially, a reduction in the scale of the rezoning to better reflect the amount of subsidized affordable housing that the City is realistically

capable of producing within our community in the next 5-10 years, given limits on its own capacity and interests of developers as market conditions shift.

Expansion of Rezoning Area and Adjusting the RWCDs Assumptions

Rezoning Area Expansion

Contrary to the East Harlem Neighborhood Plan, the City has stated that it is excluding the southern part of East Harlem in the rezoning plan because of its lack of soft sites. CVH is concerned about this for several reasons. First, we believe that the City's methodology wrongly excludes numerous sites that should be considered soft sites. In light of this, we believe there may be many more soft sites in the southern portion of the neighborhood than DCP has claimed. Also, excluding this stronger-market area misses a critical opportunity to create affordable housing through MIH at no cost to the City. Even if this area has only a few soft sites, that does not justify excluding it altogether.

RWCDs and Assumptions behind the Analysis of Soft Sites

In order to develop a Reasonable Worst Case Development Scenario (RWCDs) and to understand the impacts of the Proposed Actions, DCP has analyzed a set of soft sites to calculate the total potential number of units and future population density. However, the criteria DCP used to perform the analysis should be adjusted to reflect the realities of East Harlem.

Given East Harlem's relatively strong real estate market, the 5,000 square foot minimum lot size threshold for identifying soft sites is too high and therefore excludes smaller sites that may be financially viable for development after the Proposed Actions lead to an increase of the maximum allowable FAR. Also, vacant sites are scarcer in East Harlem so they may have higher development pressure than neighborhoods with more vacant land (and weaker real estate markets) such as East New York and the Jerome Avenue corridor.

Using 2010 Decennial Census data for Manhattan Community District 11, DCP assumes 2.41 persons would occupy each new dwelling unit and uses this figure to calculate the future population. However, East Harlem is home to many NYCHA buildings, and those units are often occupied by unofficial and uncounted residents. Therefore, household density is likely higher than 2.41. Also, the Decennial Census is seven years old, so the

analysis should use post-2010 American Community Survey as an alternative data source.

The impacts of developing the East 111th Street site should be part of the RWCDs and analyzed in combination with the other projected and potential soft sites - not separately. In order to plan for future infrastructure and community facility needs, the added population from this site (which the Draft Scope of Work states will be 668 dwelling units or more than 10% of all future dwelling units), needs to be analyzed to understand its impacts on community facilities and other areas.

III. Socioeconomic Conditions

Residential Displacement

Progress and change are not the same as gentrification. Gentrification is the process of creating or transforming a neighborhood exclusively for the gentry. Progress can and should mean stability, security, and opportunity for all who live and work in the community - including, even especially, those who have been traditionally disadvantaged and denied access to job and career opportunities and safe, affordable housing. But change that does not fully examine and proactively address the needs of local residents and businesses is likely to become gentrification. Historically, neighborhood-wide rezonings in New York City have failed to slow rising rents or stem the displacement of low-income residents. We will not allow that to happen here. We deserve to build neighborhoods for and by the people who live and work in our community so that we can live with dignity and respect. This includes preventing residential displacement, and preserving jobs for local residents that provide access to pathways for advancement.

The Draft Scope of Work touches briefly upon some of the demographics for the study area, but it doesn't tell the full story. The community is made up primarily of low-income people of color. Median household income is less than \$31,000, and only 35% of households make more than \$50,000 a year. Almost half of all households in CB11 have incomes at or below 30% of AMI. And although the median rent in the area is lower than in many other parts of the city, this is already above what is affordable for many local residents. In fact the median rent has increased over 20% from 2005 to 2014. Furthermore, the median asking rent in 2014 was \$1,995 – a level already unaffordable to over 75% of existing households – reflecting the growing rental prices and real estate pressures facing the community. (Furman Center – State of New York 2015)

Race	% of NYC Population	% of CB11 Population	% of Census Tracts in Rezone Study Area
White	33%	14%	11%
Black	23%	30%	30%
Asian	13%	7%	6%
Latino	29%	46%	51%
Other	3%	2%	2%

(ACS 2014 1-Year)

The proposed rezoning area is majority Latino, with a substantial Black population and a smaller White and Asian population. It has a significantly higher Latino and Black population and a significantly lower White population than the city as a whole.

Many people in the study area are without homes already. Data is available for the Community District on family shelter applicants and entrants only. According to the Institute for Children, Poverty, and Homelessness 1,704 families applied for shelter accommodations in FY2012-2015 and 850 of them were found eligible in the same period.⁵ In East Harlem 888 students were in the shelter system in the 2013-2014 school year.⁶

The City is projected to spend over \$1.5 billion for Homeless Services Citywide, all of it on shelters, not permanent homes or vouchers. Citywide, over 60,000 people spend the night in a shelter every day.

⁵ <http://www.icphusa.org/wp-content/uploads/2016/04/Appendix.pdf>

⁶ http://www.icphusa.org/new_york_city/2028/

Household Income	AMI Level	% of CB11 Population
< \$25,000	Below 30% AMI	45%
\$25,000 - \$35,000	30% - 40% AMI	12%
\$35,000 - \$50,000	40% - 60% AMI	9%
\$50,000 - \$75,000	60% - 80% AMI	12%
\$75,000 - \$100,000	80% - 120% AMI	8%
\$100,000 & up	120% AMI & up	15%

(ACS 2015 1-Year)

Unsurprisingly, given the numbers listed above, rent burdening is a serious problem for local residents. Nearly half of all CB11 households are rent burdened. For households making less than \$35,000 a year – over half of the community – these numbers are even more severe: 73% of these households are rent burdened and 42% are severely rent burdened. (ACS – 2014 1-Year)

Household Income	AMI Level	% of these Households Rent Burdened in CB11	% of these Households Severely Rent Burdened in CB11
< \$25,000	Below 30% AMI	77%	46%
\$25,000 - \$35,000	30% - 40% AMI	65%	32%
\$35,000 - \$50,000	40% - 60% AMI	46%	6%
\$50,000 - \$75,000	60% - 80% AMI	31%	4%
\$75,000 - \$100,000	80% - 120% AMI	19%	4%
\$100,000 & up	120% AMI & up	5%	0%

(ACS 2014 1-Year)

These numbers are all extremely relevant to the issue of residential displacement. As these high rent burdens show, too many households in our community are already at risk. The risk of

both direct and indirect displacement caused by the rezoning is therefore very real. However, the methodology for measuring both direct and indirect displacement in the draft scope promises to severely underestimate the real risk to many local residents because it considers only legal forms of displacement. But this ignores the actual conditions facing many of the close to 80% of CB11 households living in rent regulated units, be it rent stabilized, government assisted, or NYCHA housing.

About 16% of the housing stock in CB11 is rent stabilized. In theory, these residents are protected from displacement because they have the legal right to a lease renewal, and landlords are legally limited as to the rent increases they can impose. In fact, DCP's methodology automatically assumes that rent stabilized tenants will not be displaced, and looks no further. But in reality tenants – rent stabilized tenants – commonly face a wide range of harassment tactics specifically designed to drive them out of their homes so that landlords can take advantage of both legal loopholes in the rent laws, and insufficient enforcement practices, to raise rents and deregulate apartments. And the displacement of tenants from rent regulated apartments often leads to the deregulation of that apartment, or at least to significant jumps in the legally allowable rent. In other contexts, the Mayor, HPD commissioner, and other City officials have clearly recognized that rent stabilized tenants face harassment - yet DCP's methods ignore it.

Tenants in other government assisted housing are equally at risk. Over the last several years the neighborhood has lost approximately 360 rent-regulated units per year as various rent subsidy programs in buildings reach the end of their terms. Over the next 15 years, an estimated average of 280 units per year will be lost. These numbers must be taken into account when considering indirect displacement, as rising real estate values will only encourage landlords to leave subsidy programs when they expire.

Lastly, as outlined earlier, the City cannot assume that NYCHA residents are free from displacement pressures. If living conditions in certain NYCHA developments continue to deteriorate, tenants may have no choice but to leave. The current state of NYCHA units must be taken into account by the City when considering displacement pressures. In addition, the City should consider how the changing commercial nature of the area – as local businesses are displaced – might impact lower-income households in NYCHA developments and across the neighborhood as a whole. Indirect residential displacement pressure can come not just from rising rents or deteriorating living conditions alone, but from the increased cost of shopping and doing business in one's neighborhood as the local economy changes.

Upon the initial release of the Draft Scope the City stated that over 500 residents would be directly displaced by the rezoning, a claim they have since refuted. Though the DCP website explains how this error was made, we believe the City should still conduct the more detailed analysis in good faith to the community. This is especially imperative given the limitations of DCP's methodology as outlined above. DCP's RWCDs excludes multi-unit buildings because of "the required relocation of tenants in rent-stabilized units." But, again, this ignores the very

real possibility of illegal forms of displacement by landlords looking to capitalize on the rezoning. A RWCDs with more realistic assumptions and analysis - such as considering how many units in multi-unit buildings are registered as rent-stabilized with the state - would likely reveal far more projected development sites, sites whose current tenants would have to be considered as being directly displaced by the rezoning.

The City does say that it might conduct a detailed analysis of indirect residential displacement – the type that is caused when an influx of higher-income tenants move into a neighborhood and change the local housing market, driving up rents for everyone. But the City MUST commit to looking at this issue, which is critical for our community. The fact that residential displacement isn't a central area of study is highly problematic. Without a mechanism to create real affordable housing, the more than 16,000 new residents that the rezoning will bring into the neighborhood will make substantially more than the average East Harlem household. If higher income tenants move in, services will change in the neighborhood, further increasing displacement and the influx of additional higher income tenants.

As new development targeted at a different population with a different income level increases, the gap between the amount landlords are currently getting in rent stabilized and government assisted apartments and the amount the local market would bring them – or the amount they the local market would bring them – increases, further adding to the perverse incentive structure that tells landlords harassing tenants pays off.

Landlords who already engage in a series of illegal behaviors that cause displacement and whose business plans often rely on such displacement - as has been incredibly well documented by grassroots campaigns against predatory equity - will have an even greater incentive to harass lower-income rent-regulated tenants out of their homes to make way for higher income residents. But the City typically does not examine illegal tactics of harassment and displacement in the environmental review process. Because of this, the City will not be addressing the harsh realities low-income rent stabilized tenants are likely to face after the rezoning—masking the true impact of the City's actions. Not studying the illegal behavior the rezoning will fuel, and its impact on tenants, is simply irresponsible and unacceptable. This rezoning will result in an increase in both legal and illegal displacement. We cannot and should not have to wait for ULURP to start to hear from the city about a comprehensive anti-displacement plan.

In order to accurately evaluate the likely secondary displacement impacts of the proposed rezoning in East Harlem, DCP must not assume that rent regulated tenants are secure in their homes, nor that those units will remain affordable simply thanks to the existing laws and regulations that govern them. Any method of study that accounts only for legal methods of displacement ignores the reality of tenant harassment as a pervasive problem, and dismisses the very real threat of displacement to the rent regulated tenants of East Harlem.

Further, DCP should look at likely secondary displacement impacts in relation to a range of potential development scenarios under proposed zoning changes, because differences in both amounts and rent levels of new housing will have different likely impacts on the rates of indirect residential impact we should anticipate seeing. For example, even an assumption that most new units will be built using both MIH and HPD's ELLA subsidy program would yield an incoming population that is richer and whiter than the current local population. Even though both MIH and HPD's ELLA subsidy programs generate affordable housing units the majority of the units are priced above the local population and therefore bring an incoming population that is distinct from the current neighborhood.

Bringing in more than 16,000 residents in more than 6,000 new apartments is an extreme act. Where is an equally extreme effort to enact an anti-displacement plan for residents who live here now? We need a study that encompasses both the legal and illegal displacement that could occur and the impact this will have on estimates of both direct and indirect displacement.

Analysis

In order to appropriately analyze the likely impacts of the proposed rezoning on residential displacement, DCP should:

- Separately analyze _____ and _____ of affordable housing. Creation of new affordable housing does not protect existing residents of the community, many of whom will be displaced by the time the new housing is created, nor will be necessarily eligible for the new housing in the first place.
- Look both at the impact on that housing stock typically included in the City's evaluation of units preserved through subsidy and/or regulatory agreements, ___ at rent regulated housing that lacks additional regulatory frameworks, which is a different and crucial source of affordable housing for which City actions can speed or slow the rate of loss.
- Analyze the effect on overall median rents that various city actions could have, examining not just units that fall into particular categories of regulation but also simply affordability levels.
- In its analysis of potential displacement, present both best- and worst-case scenarios for the direct displacement that may be caused by the actions of private landowners who may seek to redevelop their sites after the rezoning. Although CEQR [City Environmental Quality Review] typically requires an analysis that illustrates a "conservative assessment of the potential effects of the proposed project on sites likely to be redeveloped," we are concerned that for an area-wide rezoning of this magnitude, a "conservative assessment" will paint an inaccurately mild picture of

potential displacement. Therefore, the City should present both best- and worst-case scenarios so the community can have a better understanding of the full range of possible outcomes in terms of direct displacement.

- Conduct a detailed analysis of direct residential displacement, even if DCP's initial assessment suggests that the amount of direct displacement falls below the threshold that _____ a detailed analysis. This detailed analysis would require DCP to examine prevailing trends in vacancies and rental and sale prices in the area. This is especially appropriate given the confusion DCP cause by including direct residential displacement in its original Draft Scope release. DCP should also conduct a detailed analysis of indirect residential displacement.
- Analyze both the extent to which the rezoning may _____ indirect residential displacement, and the degree to which it may _____ displacement that is already occurring. This is required by the CEQR Technical Manual, and it is a critical piece of the analysis because it permits the community to assess whether and the extent to which the rezoning might exacerbate displacement pressures our residents are already experiencing today. In the critical _____ case, the New York Court of Appeals held that, "The potential [emphasis added] of local residents and businesses is a secondary long-term effect on population patterns, community goals and neighborhood character such that CEQR requires these impacts on the environment to be considered in an environmental analysis. The fact that the actual construction on the proposed site will not cause the displacement of any residents or businesses is not dispositive for displacement can occur in the community surrounding a project as well as on the site of a project." Typically, the City responds to the community's concerns about the rezoning by saying that gentrification and displacement are already occurring and by stating, in a conclusory manner, that the rezoning will help address these problems. This is not sufficient to meet the requirements of the CEQR process; the City must analyze the extent to which displacement may be accelerated.
- Expressly address the potential displacement risk of vulnerable populations in the area, including:
 - Tenants in unregulated apartments
 - Tenants in rent stabilized apartments
 - Tenants who are rent burdened
 - Tenants in apartments where regulatory agreements for affordability are expiring
 - Shelter, halfway house, and three quarter house residents
 - Residents of cluster site housing
 - Section 8 voucher holder
 - NYCHA residents
 - People of color
 - Seniors
- Analyze and disclose the impacts of past rezonings of similar magnitude as the proposed East Harlem rezoning. As part of this, the City should disclose and analyze

demographic information suggestive of displacement, including changes (pre and post rezoning) in:

- Racial demographics
- Local area median income
- Educational attainment level of residents
- Average rent levels in market-rate units
- Number of rent-stabilized units
- Percentage of non-English speaking populations
- Consider the East Harlem proposal in the context of other public and private actions
 - Under the 1986 *Briggs* case, when a proposed action is inconsistent with area character and is likely to change neighborhood population patterns and community character, the city is required to consider secondary, as well as cumulative, impacts.
 - In assessing cumulative displacement, the President's Council on Environmental Quality explains that consideration should be given to a proposed action's cumulative effects in the context of "past, present, and reasonably foreseeable future actions regardless of who undertakes the action."
 - The cumulative assessment for the proposed East Harlem rezoning should cover an area that at the very least covers Manhattan Community Board 11. Considerations should include, but not be limited to, direct and indirect resident displacement; loss of political power; loss of cultural expression and interaction; loss of access to necessary and affordable goods and services; loss of social networks, destruction of social capital, and loss of institutional affiliations, including churches.

Mitigation

The City should analyze, disclose, and adopt a broad range of mitigation strategies for residential anti-displacement, including all those we've outlined above. Most importantly, the City must take proactive measures to preserve affordable housing and create high-quality local jobs, as described more fully below. The fact that so much of the housing stock in East Harlem is government-regulated in some fashion does not mean that tenants of these units are free from displacement concerns; it certainly does not let the City off the hook. In fact it means that the City should have no excuse for ensuring that these units are preserved and their tenants are safe from displacement. This is within the City's control and it's something they must act on.

Preservation of Affordable Housing

- Pass and fund Intro 152-A, which would create citywide “Certificate of No Harassment” requirements, preventing landlords who have harassed tenants from getting certain permits from the Department of Buildings unless they agree to set aside part of the building as permanently affordable housing. This model has been locally effective in the Clinton special district, and should be expanded by requiring that DOB and HPD put a similar policy in place across the city. In addition, the policy should apply to a larger set of DOB permits. If passage of this bill is not feasible before ULURP certification than a “Certificate of No Harassment” requirement must be included in the zoning text as part of an East Harlem Special District.
- Create an Anti-Displacement Task Force, with regular meetings between local community organizations and HPD to discuss strategies for preservation. The task force should have the necessary resources to use all of HPD’s available tools, including AEP, 7A, 8A loans, aggressive litigation, and Spiegel, in a collaborative, focused, and consolidated way to maximize impact.
- Create a live map of distressed buildings allowing local community groups to map progress and insert updates based on local information gathering. The map should include every residential building in CB11, and the following information about each building:
 - Ownership status, private vs. nonprofit
 - High rate of violations (3 or more) per unit
 - Financial Distress
 - Pattern of Cases in Housing Court
 - Word of Mouth Harassment Complaints
 - MCIs
 - High percentage of units with Preferential Rents
 - Foreclosure
 - Level of engagement, including who has done outreach at what time periods, whether an active Tenant Association exists, and whether the building has engaged in litigation
- Adopt our proposed term sheets of 25% at 30% AMI, 25% at 40% AMI, 50% at 60% AMI and commit to 100% permanently affordable new units with 40% at 30% AMI or below on public land to ensure that new housing more closely reflects the income levels of current neighborhood residents. Although new affordable housing should not be thought of as a direct mitigation for displacement, the more closely new housing matches the current income and rent levels, the less likely it is that new development will change neighborhood conditions in a manner that triggers higher rents, gentrification and displacement.
- Dedicate \$200 million for NYCHA repairs as a down payment for the neighborhood’s full need and to ensure that this essential housing stock in our community is well-maintained and preserved.

- Expand the resources available to East Harlem building owners and developers to preserve affordable units by creating a neighborhood-wide HPD funding set aside, focusing the uses of these funds on affordable units within public financing programs set to expire over a set number of years.

Local Hiring

There is nothing in this scope about the jobs needed to create more than 6,000 units of housing or the safety requirements for those jobs. 6,000+ units of housing will create about 6,000+ construction jobs.

Our neighborhood has a 12% unemployment rate and a 30% poverty rate. If we are creating jobs in our neighborhood, we need to create jobs for our neighborhood. And not just any job, but safe, well-paying jobs. Moreover, we don't want jobs—we want pathways to careers. With more than 6,000+ workers needed to build these buildings, we need to ensure that they come through state certified apprenticeship programs and that we have local hire provisions.

The city can act now to reform its subsidy programs to mandate local hire and state certified apprenticeship programs. The city can act now to pass legislation to make sure work sites are safe and that workers are protected. The city cannot and should not facilitate the creation of 6,000+ jobs, without making sure they are high quality, well-paying jobs, for East Harlem.

- Ensure local hiring, because no apartment is affordable without a job. City agencies (such as HPD) and the Economic Development Corporation (EDC) should make local hiring a requirement of projects they fund. The City should make this a requirement for all agency-funded projects citywide, through either legislation or an Executive Order issued by the Mayor. This would be especially helpful in the rezoning communities, where the City is investing a lot of money, where the risk of displacement is high because of increased development interest, and where the existing need for jobs is great.
 - When City agencies or the EDC start projects, they put out Requests for Proposal (RFPs) for developers who want to build the projects. These RFPs must include specific local hiring standards and state that developers who are prepared to meet those requirements will be given preference in the selection process. This must be true for all currently open RFPs in East Harlem, such as the 111th Street site.
 - These standards should be similar to and build on the standards and requirements set in the Build It Back Sandy recovery RFP:
 - Targeted hire standards:
 - 30% of work hours conducted by local residents
 - 15% of work hours conducted by disadvantaged local residents
 - 10% of work hours conducted by women

- Local Hiring Plan. Requirement that the Contractor develop a plan that
 - Clearly demonstrates the proposer’s plan and capacity for ensuring compliance with the hiring requirements, and
 - Identifies local organizations that the Contractor will work with to establish job pipelines and career opportunities on each project.
 - Dedicated Staff. The Contractor must provide at least one full-time staff member dedicated to tracking daily hiring at the job sites and ensuring implementation of the requirements of the Plan.
 - Reporting Requirements. The Contractor must comply with, in the least, monthly reporting requirements in line with Local Law 140 of 2013, known as the Sandy Tracker Bill.
 - Provide Job Training & Education to local residents. The City should provide funding for programs to ensure that local residents are eligible and prepared for state certified apprenticeship programs.
 - Fund GED programs in neighborhoods where apprenticeship programs are being implemented.
 - Allocate additional funding dedicated to local apprenticeship programs and implement them before construction projects begin so that there is a pool of skilled, available and local workers. The city must also conduct outreach so people know about training programs.
 - Provide scholarships, childcare and other support to residents so they can access apprenticeship programs.
 - Allocate funding to enable community-based organizations to provide sector-specific workforce training. The city should fund local East Harlem organizations to provide training for industries with a strong presence in East Harlem. Focus trainings on fields that offer high-quality, highly skilled jobs.
 - HRA and SBS should also have job training programs and transitional job programs that train residents for jobs in the sectors where new jobs are being created.

Business Displacement

Analysis

Direct Business Displacement

The Draft Scope of Work states that a preliminary assessment will be done because the RWCDs has the potential to directly displace at least 100 employees. However, per CEQR, a significant adverse impact will only be found if the businesses to be directly displaced provide

“essential” products or services to the local economy and would be difficult to: a) relocate, or b) establish “new, comparable” businesses.

- Being “essential to the local economy” needs to be broadly defined so as to include goods and services that are within the economic reach of East Harlem’s current low-income households.
- The assessment should consider market forces when measuring displaced businesses’ ability to relocate, i.e., it should factor in rising local commercial rent levels as a potential impediment to business relocation.
- The assessment should also take a broad view of “comparable” businesses by not only considering the _____ of the good or service in question, but the _____ of the good or service. For example, if a relatively affordable “Mom and Pop” grocery store is displaced, a newly established upscale food market – that low-income East Harlem residents cannot afford -- should not be deemed a “comparable” business.

Businesses located in low-rise buildings are particularly vulnerable to direct displacement after a commercial upzoning as landlords often opt to redevelop and build bigger buildings, thus requiring the displacement of existing businesses. This was the case in the 2008 rezoning of 125th Street.⁷

- The assessment needs to pay specific attention to businesses located in low-rise buildings, particularly on blocks and corridors that are proposed to have greater maximum allowable commercial FAR under new zoning.

Another impact of the 125th Street rezoning was an influx of corporate retailers with large floorplates, creating yet another challenge (apart from rising rents) for vulnerable small, independent retail businesses who were forced to compete with corporate-backed stores.

- The analysis of direct (and indirect) business displacement needs to consider the impact of rezoning-led creation of new, large commercial floor plates. Such spaces may threaten the longevity of current existing businesses and impede the ability of other displaced small businesses to relocate in them. Therefore, the City should consider limiting the size of new commercial spaces to preserve and create opportunities for local small businesses.⁸

⁷ Alessandro Busà, *After the 125th Street Rezoning: The Gentrification of Harlem’s Main Street in the Bloomberg Years*, Urbanities, November 2014, at 62.

⁸ This can be achieved through frontage restrictions, which can require a minimum number of storefronts in an area and can limit the size of the storefront for certain uses, like banks.

Indirect Business Displacement

Since the Proposed Actions would introduce more than 200,000 square feet of new commercial uses to the area, the Draft Scope of Work states that a preliminary assessment of indirect business displacement is warranted. If the preliminary assessment concludes that the Proposed Actions could “introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area,” a detailed analysis will be done. This analysis will determine whether the rezoning “would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses...”

- As with direct business displacement (see above), being “essential to the local economy” needs to be broadly defined so as to include goods and services that are within the economic reach of East Harlem’s current low-income households.

The 125th Street Corridor Rezoning



638
small businesses closed
the year after
the rezoning

Researchers have documented the cautionary tale of the 2008 rezoning of 125th Street and how rezoning-led development there led to significant levels of displacement of small, family-owned businesses.⁹ And yet, one of the stated goals of the Proposed Actions is to “Create opportunities for economic development while preserving the vitality of the existing commercial and manufacturing uses.” In order to reach the latter goal of business preservation, the City will have to take an earnest look at how introducing new zoning regulations (and thus new real estate conditions) to attract new businesses to East Harlem will impact existing businesses, especially smaller, more vulnerable ones who may already be struggling with rising rents and changing demographics

- As with direct business displacement (see above), the assessment should consider market forces when measuring displaced businesses’ ability to relocate, i.e., it should

⁹ Alessandro Busà, *After the 125th Street Rezoning: The Gentrification of Harlem’s Main Street in the Bloomberg Years*, Urbanities, November 2014, at 62.

factor in rising local commercial rent levels as a potential impediment to business relocation.

The Proposed Actions include new manufacturing/residential mixed-use zoning districts (a.k.a. "MX") along parts of Park Avenue to replace existing light manufacturing and C8 districts. While this type of zoning industrial and residential uses to coexist, there is nothing in the zoning that any sort of balance between the two uses, so over time real estate pressures tend to favor residential (and/or commercial) uses.¹⁰

- Given the poor Citywide track record of the retention and/or expansion of manufacturing businesses in zoning districts that have been rezoned to "MX," the EIS should consider the impacts of this type of mixed-use zoning on existing industrial businesses.

The Proposed Actions also include a large commercial upzoning of several Park Avenue blocks near 125th Street that the City hopes will encourage development of offices and life sciences.

- The EIS should analyze how this new type of commercial development will impact existing small retail and service businesses.

Employment and Jobs for Local Residents

The EIS should not only consider the Proposed Actions on existing local businesses but on opportunities for local employment. The rezoning and the development it is intended to spur have the potential to create significant economic opportunity for the residents of East Harlem. Therefore, the environmental review process should assess what the impacts of the rezoning could be on the local workforce and what measures should be taken to maximize the benefits for workers who live in East Harlem.

- The EIS needs to examine job generation as a result of the rezoning and how job and economic growth can specifically benefit local residents.
- The EIS should analyze the rezoning's impact on construction workforce job quality, living wages, and local hiring. This analysis needs to take the absence of a prevailing wage requirement into account.
- The EIS should also study the rezoning's impact on and/or relationship to the availability of apprenticeship programs.

¹⁰ Pratt Center for Community Development, *Making Room for Housing and Jobs*, May 2015, p. 4.

Mitigation

As previously mentioned, the Draft Scope of Work is silent on the topic of how the Proposed Actions may impact opportunities for the local workforce to access development-induced employment and career pathways. This is a key omission which the Final Scope and subsequent environmental review should address. The City should consider implementing the following recommendations from the East Harlem Neighborhood Plan to mitigate the significant adverse impacts that are likely to result from a rezoning that is not yet leveraged to yield well-paying, high quality jobs for local residents.

- Where possible require developers to set local hiring targets for East Harlem residents and to give East Harlem residents the first opportunity to interview for positions.
- Create a better mechanism for overseeing developer performance on their agreements to hire East Harlem workers (e.g. requiring developers seeking public approval to provide quarterly reports on local hiring to the Community Board, Borough President and Council Members, as well as to the local workforce development provider network, which can track and post those reports). Add community and union oversight to assure quality hires. Make quarterly reports public.
- Work with labor unions to build pre-apprenticeship programs for East Harlem residents and workforce development partnerships with pathways to union jobs.
- For all public projects (with a threshold to be established for when this requirement is triggered), other than affordable housing projects already benefiting from subsidies, there should be a 1% set-aside for local job training programs, modeled on the "Percent for Art" requirement.
- SBS should open a satellite Workforce 1 Center in East Harlem and should build connections between that center and major East Harlem employers. Workforce 1 should also coordinate with local community-based organizations and trade unions to ensure good connections to employers. Secure additional funding for programming and staffing at this center in order to provide career training and job placement services specifically for youth in East Harlem aged 16-24.
- Ensure that HRA's job readiness and placement efforts are coordinated and integrated with other job training programs in East Harlem.

XI. Neighborhood Character

Analysis

- **The City should exercise its discretion to perform a detailed analysis of the impact on neighborhood character if any significant impact is identified in one of the technical areas that contribute to the neighborhood’s character, or if DCP finds only moderate effects (as opposed to significant impacts) in several of the relevant analysis areas.**

Under the standards in the CEQR Technical Manual, performance of a neighborhood character impact assessment is generally dependent on a finding of significant impact in another task area. But the Manual states that, “a significant impact identified in one of the technical areas that contribute to a neighborhood’s character is not automatically equivalent to a significant impact on neighborhood character. Rather, it serves as an indication that neighborhood character should be examined.”¹¹ Given the tremendous risks of displacement that exist in our community today and the possibility that the proposed rezoning will exacerbate those risks, CVH demands that DCP perform a neighborhood character impact assessment if a significant impact is found in task area.

We further demand that the City conduct a neighborhood character assessment “even if the proposed project would not have a significant impact on any one defining feature of the area ... [if] the project may have moderate impacts on a number of defining features that, cumulatively, [could] result in a significant impact on the neighborhood character.”¹² Although the Manual provides the caveat that, “Only under unusual circumstances would a combination of moderate effects to the neighborhood result in an impact to neighborhood character, in the absence of an impact in any of the relevant technical areas,”¹³ we believe that the scale of the proposed rezoning represents an “unusual circumstance” that demands a detailed neighborhood character impact assessment.

- **The City’s Analysis of Neighborhood Character Must Go Beyond the Area’s Physical Characteristics and Include an Assessment of the Impacts on the Socio-Economic Character and Demographics of the Area**

In the East Harlem Neighborhood Plan, the Steering Committee, including CVH, recommended that the following govern the analysis of neighborhood character within the environmental review process:

¹¹ “Neighborhood Character,” CEQR Technical Manual (2014), Ch. 21 at 21-1.

¹² Id. Sec. 400.

¹³ Id. Sec. 400.

Definition and baseline should be informed by community input and expanded to include cultural and demographic identities, and mitigation measures to indirect or adverse impacts should be created with consultation by the community. Information collected during the community visioning sessions that noted exact locations or areas that contribute to the neighborhood character should be incorporated.¹⁴

We reiterate that DCP must go beyond an analysis of _____ impacts and also look at _____ impacts in its analysis of neighborhood character.

The Draft Scope for the East Harlem Rezoning states that, “The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other

[emphasis added] that include traffic and pedestrian patterns, noise, etc.” However, this definition does not comport with what is in the CEQR Technical Manual, which defines neighborhood character as “an amalgam of various elements that give neighborhoods their distinct ‘personality.’ These elements [emphasis added] include a neighborhood’s land use, urban design, visual resources, historic resources, [emphasis added], traffic, and/or noise.”¹⁵

CVH feels strongly that the definition of “neighborhood character” is more broad than the City’s summary of that definition suggests. First, the analysis need not be limited to the enumerated task areas; neighborhood character “may include” those task areas, any element that gives the neighborhood a “distinct ‘personality.’”¹⁶ Second, the analysis is not limited to physical characteristics; the Manual expressly includes “socioeconomics,” i.e. all factors addressed by the socio-economic conditions chapter, as a component of neighborhood character. Therefore, DCP must analyze any changes to the socio-economic character of residents and displacement of either residential or business uses as part of the neighborhood character analysis. Third, although an analysis of racial and ethnic composition is not expressly required, it is also not expressly precluded, and the Manual suggests that a neighborhood’s demographic characteristics are also relevant to an assessment of its character.¹⁷

The City should adopt a comprehensive approach to the neighborhood character analysis that looks at potential changes in the racial, ethnic, and socio-economic diversity of the community - specifically, the impact of the proposed rezoning on people of color, immigrants,

¹⁴ East Harlem Neighborhood Plan, “Environmental Impact Statement Recommendations,” p.127.

¹⁵ “Neighborhood Character,” CEQR Technical Manual (2014), Ch. 21 at Sec. 100.

¹⁶ Id.

¹⁷ Id. at 21-1. (describing forces other than Proposed Actions that may shift a neighborhood’s character, including “shifts in demographic patterns”)

and low-income people. This approach was affirmed in (1986)¹⁸, where the Court of Appeals confirmed that

“the impact that a project may have on population patterns or existing community character, with or without a separate impact on the physical environment, is a relevant concern in an environmental analysis since the statute includes these concerns as elements of the environment. That these factors might generally be regarded as social or economic is irrelevant in view of this explicit definition. By their express terms, therefore, both SEQRA and CEQR require a lead agency to consider more than impacts upon the physical environment in determining whether to require the preparation of an EIS. In sum, population patterns and neighborhood character are physical conditions of the environment under SEQRA and CEQR regardless of whether there is any impact on the physical environment”¹⁹

Although New York courts have, in subsequent decisions, rejected several legal challenges that cited the case in arguing that the agencies in question were required to give greater consideration to socio-economic issues in the CEQR review process,²⁰ none of these cases disturbed the fundamental holding of that case: that review of socio-economic impacts, including “population patterns,” is required under CEQR.²¹ In addition, these cases in no way limit DCP’s discretion to perform the specific sorts of analyses we are seeking – i.e. potential changes in the racial, ethnic, and socio-economic diversity of the community, and impacts on people of color, immigrants, and low-income people in particular.

- **NYCHA Housing, Rent-Regulated Housing, the Area’s Existing Racial and Ethnic Diversity, East Harlem’s Existing Arts and Culture, and the Presence of a Significant Share of Families Making Below \$35,000 a Year Must Be Considered “Defining Features” of the Neighborhood**
- As part of its preliminary assessment, DCP is required to enumerate the “defining features” of the neighborhood. The Manual provides as an example “For instance, the analysis may consider whether a particular housing type, such as rent-stabilized housing,

¹⁸ 68 N.Y.2d 359 (N.Y. 1986).

¹⁹ , 68 N.Y.2d at 366.

²⁰ See, e.g., *Chinese Staff & Workers’ Association v. Burden*, 88 A.D. 3d 425, 428–30 (N.Y. App. Div. 2011) (rejecting petitioners’ argument that DCP’s EAS “failed to adequately analyze CEQR technical areas such as neighborhood character and socioeconomic impacts”), *aff’d* by 19 N.Y.3d 922 (N.Y. 2012).

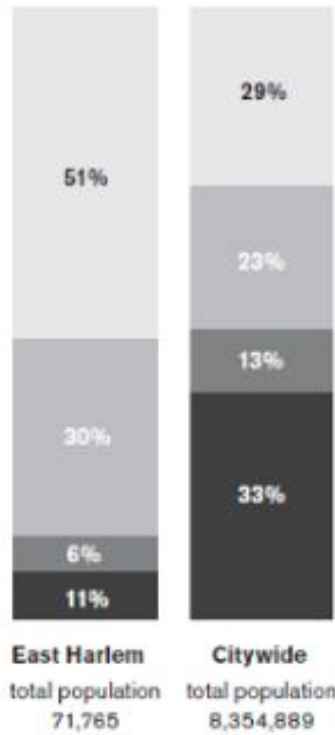
²¹ See, e.g., *Wellsville Citizens for Responsible Development, Inc. v. Wal-Mart Stores, Inc.*, 140 A.D.3d 1767, 1770 (N.Y. App. Div. 2016) (granting environmental group’s petition to annul Town Board’s resolution adopting a negative declaration pursuant to SEQRA because the Town Board “failed to take a hard look” at the impact of a proposed retail store construction project on the community character of a neighboring village).

serves to define the socioeconomic character of an area. The displacement of a large amount of this type of housing from the area may potentially affect neighborhood character.”²²

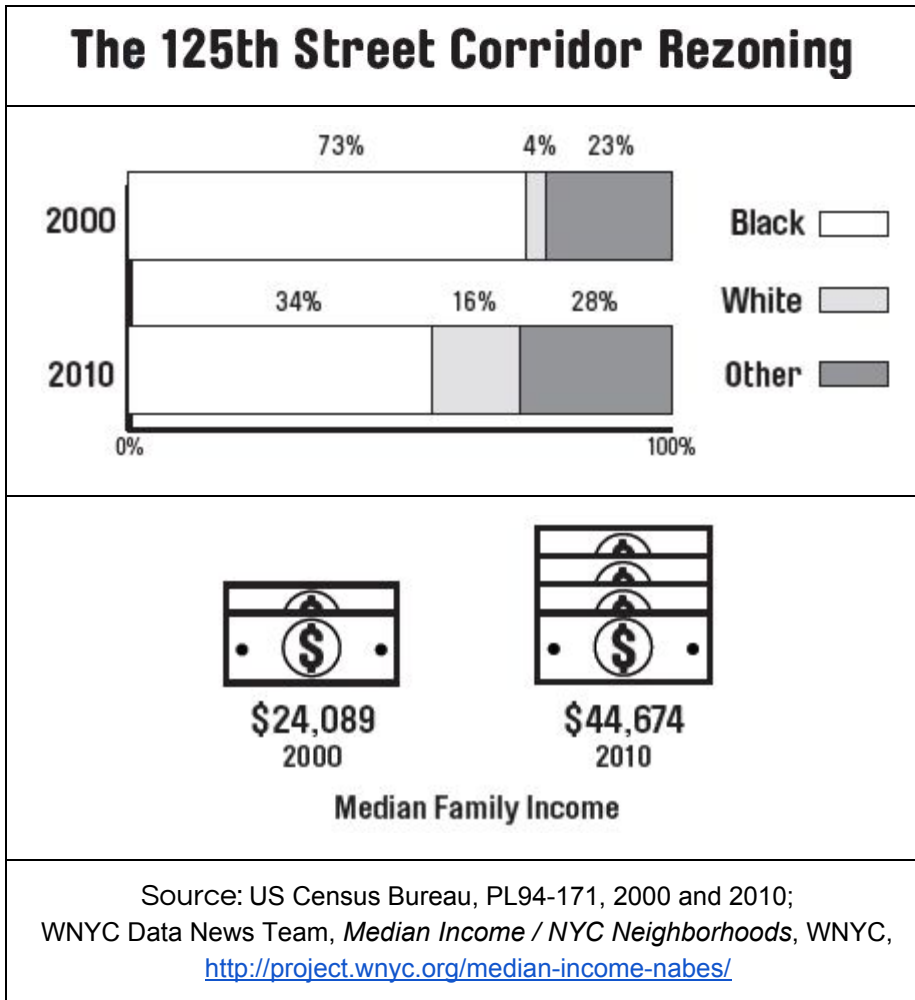
- The Coalition demands that (1) NYCHA housing, (2) rent-regulated housing, (3) the area’s existing racial and ethnic diversity, including the presence of a significant number of multi-generational Black and Latino families and immigrants, and (4) the presence of a significant share of families making below \$35,000 a year must be considered “defining features” of the neighborhood and analyzed accordingly.
- NYCHA Housing: As discussed in the Preservation section above, public housing has been a significant part of the East Harlem community for many years, serving as home to almost 30% of the area’s residents (nearly 35,000 people). However, we are concerned about the possibility of the rezoning plans moving forward and leaving NYCHA residents behind to suffer under unsafe building conditions. The rezoning plans must recognize and support the central role of NYCHA housing to the health, safety, and well-being of the community.
- Rent-Regulated Housing: Rent-regulated housing represents a significant share of the affordable housing in our community, and today, about 80% of all people in East Harlem live in rent-regulated housing, including NYCHA housing, Section 8 housing such as Taino Towers, and rent-stabilized apartments. This housing must be considered a “defining feature” of our neighborhood, and if the City anticipates a loss of rent-regulated housing resulting from direct and indirect displacement pressures, it should consider that to be a negative impact on neighborhood and develop appropriate mitigation strategies to address that impact. As numerous other neighborhood rezoning coalitions have emphasized, creating new affordable housing is enough to mitigate negative impacts on existing rent-regulated housing, because new housing that may be built years from now will not protect the individuals and families at risk of displacement much sooner, many of whom have lived in the community for decades or generations.

²² “Neighborhood Character,” CEQR Technical Manual (2014), Ch. 21 at Sec. 320.

Race and Ethnicity in East Harlem vs Citywide



Source: New York County, NY, Census Tracts - 166, 170, 172, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, 242. "Hispanic or Latino" does not include respondents who identified as White, Black or Asian.



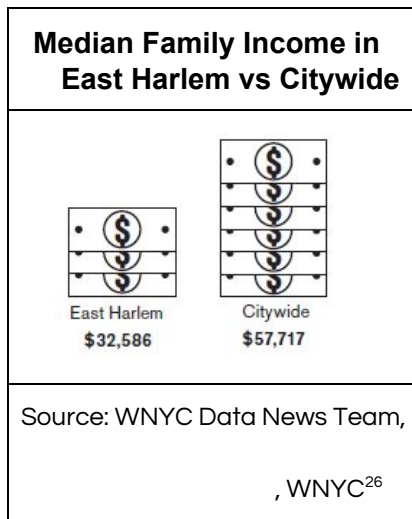
- Racial and Ethnic Diversity:** East Harlem, known to many as El Barrio, has been a highly diverse community and home to immigrants for generations. The first major Latino immigrant neighborhood in the City, East Harlem is also home to many Black residents and a sizable population of Asian residents, including many new Chinese immigrants. East Harlem today is significantly more diverse than both the City of New York as a whole, and immediately adjacent neighborhoods such as the Upper East Side. East Harlem’s substantial share of Latino residents, Black residents, Asian residents, and immigrants help to support the overall diversity of a borough that would otherwise be sorely lacking in this area. Having witnessed the aftermath of the Harlem 125th Street and other rezonings, we are extremely concerned that the proposed East Harlem rezoning threatens this rich diversity. We demand that any action that would undermine East Harlem’s existing racial and ethnic diversity - specifically, any action that threatens to significantly increase our neighborhood’s already-growing white population, at the expense of residents of color - be regarded as negatively impacting the community and analyzed and mitigated accordingly.

- Arts and Culture: As noted in the East Harlem Neighborhood Plan, East Harlem is “well-known for its contributions to music, such as salsa, Latin jazz, mambo and hip-hop, and its iconic murals ... [The area] is full of arts and cultural institutions that provide stability and longevity to the cultural ecosystem of the neighborhood ... Another resource is the stock of the architecturally and culturally significant buildings that reflect the neighborhood’s unique history ...”²³ We are concerned that increasing development pressures in the neighborhood will make it even more difficult for “[a]rtists and arts organizations ... to find affordable places to live, create and display their work.”²⁴ In addition, “Many buildings in the neighborhood that capture the unique historical and cultural significance of East Harlem are threatened by new development and physical change. Residents risk losing representations of their heritage as the neighborhood gentrifies.”²⁵
- Presence of Low-Income Families: Currently, East Harlem is one of the only neighborhoods in Manhattan that remains accessible to families making less than \$35,000 a year. As such, East Harlem helps to maintain the overall economic diversity of the borough by serving as a foothold for families who could not afford to live elsewhere within Manhattan. Although the City has trumpeted the goal of achieving “neighborhood economic diversity” through the Mandatory Inclusionary Housing program and rezonings, we do not want the rezoning to actively promote the gentrification of our neighborhood and displacement of low-income families. The rezoning plans for this area must prioritize the creation of that is affordable to lower-income people - specifically, families making less than \$35,000 a year - to ensure that our neighborhoods remain socio-economically diverse in the long term.

²³ East Harlem Neighborhood Plan, p.26.

²⁴ Id. at 27.

²⁵ Id.



- DCP Must Analyze and Disclose the True Impacts of the Proposed Rezoning on Neighborhood Features Addressed in the Socio-Economic Conditions Chapter in Order to Accurately Assess Impact of the Proposed Actions on Neighborhood Character**

 - If the City improperly limits its analysis with the relevant task areas, including socio-economic conditions, the neighborhood character assessment will also be off. Therefore, we demand that the City conduct the more rigorous analyses of each task area we have described in the relevant sections so as not to improperly downplay impacts on neighborhood character, especially the “defining features” we have identified throughout this section..
 - NYCHA Housing forms the backbone of affordable housing in our community and is one of the last bastions of deep affordability citywide. But the rezoning risks widening the gap between tenants forced to live in distressed and ever-deteriorating living conditions within NYCHA, and the higher-rent residents the rezoning seeks to serve. If building conditions continue to worsen and the small, affordable local businesses that NYCHA residents depend on disappear, NYCHA residents will struggle to stay and thrive in their neighborhood.
 - Rent-Stabilized Housing is a key component of the socio-economic conditions chapter. By improperly limiting the analysis of displacement from rent-stabilized housing in the socio-economic conditions chapter - including, as discussed more fully

²⁶ <http://project.wnyc.org/median-income-nabes/> (last visited June 14, 2016).

in our response to that chapter, by limiting the analysis of rent-stabilized housing to legal displacement tactics - the City is likely to conclude that the threat to rent-stabilized housing is less than we know to be true, which will also improperly limit the reported impact of loss of rent-stabilized housing on neighborhood character.

- Racial and Ethnic Diversity and Presence of Low-Income People: In our response to the Socio-Economic Conditions task, CVH has requested that the impact of the rezoning on certain vulnerable groups, including low-income people, people of color, and immigrants be analyzed and disclosed. Performance of that analysis is also critical to inform the neighborhood character analysis.

Mitigation

DCP Must Take Into Account the Community's Strong Preferences for Improving NYCHA Housing, Preserving Rent-Stabilized Housing, Supporting Local Arts and Culture, Ensuring East Harlem's Continued Racial and Ethnic Diversity, and Safeguarding Homes for Low-Income People in Assessing the Meaning of Potential Changes to Neighborhood Character

- The Technical Manual expressly acknowledges the question of whether changes to a neighborhood's character are negative or positive are extremely subjective. Per the manual, "As with other technical areas, significant impacts on neighborhood character may be either beneficial or adverse. Because a neighborhood's character is perceived and contextual, this judgment may be more subjective than in other technical areas. For example, a new and modern apartment building in an older neighborhood may be perceived as an improvement by some, but as out of context and adverse by others. The lead agency should consider comments made during public review in making such a determination as to which significant impacts are adverse and require mitigation."²⁷ In other words, DCP should be guided by the preferences of the community and listen carefully to community members when deciding appropriate mitigation strategies for impacts on neighborhood character.
- NYCHA Housing: CVH members have expressed that setting aside funding for NYCHA is a critical element of this proposed rezoning. The rezoning must also protect the smaller, affordable local businesses on which NYCHA residents depend.
- Rent-Stabilized Housing: Given the community's strong support for deeply affordable housing and against luxury development, DCP must regard any reduction in the amount of existing affordable (including rent-stabilized) housing, or creation of market rate or luxury housing, as significant impacts on the community.
- Arts and Culture: East Harlem is already and has long been a hub of arts and culture, and the rezoning must preserve and uplift the artistic elements that have made what it is today. Any loss of the community institutions and culture of longtime residents must be regarded as a negative impact of the rezoning.

²⁷ Id. Sec. 400.

- Racial and Ethnic Diversity and Presence of Low-Income Families: The community has made clear its preference that our area remain accessible to lower-income and working-class people, people of color, and immigrants. Any threat of displacement of these populations must therefore be regarded as a negative impact.

DCP Must Disclose, Analyze and Adopt Mitigation Tactics to Address Negative Impacts on Neighborhood Character That May Not Be Adequately Addressed by Proposed Mitigations in Other Analysis Areas

- In developing mitigation tactics to address negative impacts on neighborhood character, the City should be mindful that mitigation tactics for the other impact areas do not necessarily reduce negative impacts on neighborhood character, and mitigation measures specifically to address such character may be required.
- NYCHA Housing: We demand that the City create a \$200 million fund for NYCHA housing in East Harlem as a down payment on the repair needs of NYCHA developments in our area. Though this amount is much smaller than the actual need of NYCHA in East Harlem, which CVH estimates at over \$1 billion over the next 10 years, a \$200 million fund is a vital down payment on the repair needs. We hope that the creation of this fund will set a precedent for the inclusion of public housing allocations during the rezoning of neighborhoods with significant NYCHA populations. We further demand protections for the affordable local businesses upon which NYCHA residents rely.
- Rent-Stabilized Housing: As described below, the creation of new affordable housing, though a critical goal, is not sufficient to mitigate the loss of existing rent-stabilized housing in the community today. Therefore, the City must adopt additional mitigation strategies for the specific purpose of preserving today's rent-stabilized housing.
- Arts and Culture: As stated in the East Harlem Neighborhood Plan, the City must take steps to preserve the unique cultural history of East Harlem and uplift local artists and arts and culture organizations. This includes establishing methods to ensure that financial resources and support services are available, expanding the use of existing underutilized and non-traditional spaces in East Harlem for community arts and cultural programs, and creating new spaces for existing community organizations and arts programming. Importantly, the City must ensure that longtime local residents are able to remain in the community and continue to participate in the artistic legacy of the neighborhood.
- Racial, Ethnic, and Socio-Economic Diversity: As the CEQR Technical Manual explains, "In [some] situations ... mitigation measures may alleviate significant adverse impacts in other technical areas, but significant impacts on neighborhood character may remain ... [One] example is a project that may result in both significant adverse socioeconomic impacts related to secondary residential displacement and a related significant impact on neighborhood character because of the change in the area's population profile. The socioeconomic impacts may be mitigated by finding affordable housing for displaced residents, but if the residents move out of the neighborhood, the significant impact on the neighborhood's character still occurs. If mitigation measures presented for the project's

other significant adverse impacts, if any, would not mitigate neighborhood character impacts, other mitigation measures are to be identified where feasible.”²⁸ Even if the City manages to create affordable housing within the community that is sufficient in number to meet the needs of and reflective of the incomes of the residents most likely to be displaced - which nothing in the City’s current plans, programs, or term sheets suggests will be the case - the rezoning will have a negative impact on the character of the community if residents are displaced from their current homes and are unable to get access to the new affordable units within the community. Therefore, the City must assess the extent to which community residents will be able to remain, and develop appropriate mitigation strategies - including the adoption of a Certificate of No Harassment requirement - to prevent displacement and preserve the racial, ethnic, and socio-economic diversity of our community, including a significant share of low-income households.

XII. Mitigation

DCP should disclose, analyze and adopt a broad range of mitigation strategies to address the impacts of the proposed East Harlem rezoning. We request that DCP analyze and adopt the full range of mitigation strategies we have proposed throughout this response.

The following are the mitigation strategies that CVH views as especially critical to the success of this rezoning:

1) \$200 million fund for NYCHA in East Harlem

We demand that the City create a \$200 million fund for NYCHA housing in East Harlem as a down payment on the repair needs of NYCHA developments in our area. Though this amount is much smaller than the actual need of NYCHA in East Harlem, which CVH estimates at over \$1 billion over the next 10 years, a \$200 million fund is a vital down payment on the repair needs.

We hope that the creation of this fund will set a precedent for the inclusion of public housing allocations during the rezoning of neighborhoods with significant NYCHA populations. We further demand protections for the affordable local businesses upon which NYCHA residents rely.

2) 100% of all new residential units on public land must be permanently affordable, with 40% designated for households at 30% AMI or below

²⁸ Id. Sec. 500.

This will help ensure that new housing more closely reflects the income levels of current East Harlem households. CVH feels strongly that public sites are the only way to guarantee that the rezoning creates a meaningful number of new apartments at rent levels the current community can afford. The City should not waste the opportunity public land provides by building only middle-income housing that will go to market within our lifetimes.

- 3) 30% of all new residential units must be designated for households making 30% AMI or below

The City can best achieve this goal through creating a new term sheet for private development and committing to deeper affordability on public land. Fortunately a new citywide term sheet proposal already exists and has already been called for in advance of the Jerome Avenue rezoning. We too call for this term sheet to be adopted by the City before any rezoning can move forward in East Harlem.

- 4) Preservation of existing privately owned affordable housing.

This goal may require several different policies targeting different types of affordable housing, and should include necessary funding. Tenant harassment is a core tool for displacement, especially in rent-stabilized housing, and should be prevented via aggressive and consistent enforcement of tenants' rights, as well as the development of new policy tools to proactively discourage landlords from harassing tenants. Our neighborhood also has a large amount of subsidized housing at risk when subsidy requirements expire. The city should develop and fund programs to ensure that this housing remains affordable. The city should also target small, unregulated buildings for preservation via funds for repairs.

XIII. Alternatives

The City's proposed rezoning in its current form does not meet the needs of the community - in particular, the needs for funding to improve the existing affordable housing stock (both private and public); for meaningful strategies to help curb the displacement of low-income residents and small local businesses; and the need to create housing affordable to families making less than 30% AMI (\$23,350 per year).

For these reasons, we encourage DCP to analyze multiple alternatives that have the potential to better accomplish the community's goals. Below we include a range of possible alternatives that DCP should analyze. To ensure a fair and genuine discussion, alternatives that encompass all the major concepts below should be analyzed.

- Use the East 111th Street site and other public sites in the community to create the maximum amount of deeply affordable housing, with at least 40% of all units at 30% AMI. Housing on these public sites should also remain permanently affordable. CVH feels strongly that public sites are the only way to guarantee that the rezoning creates a meaningful number of new apartments at rent levels the current community can afford. The City should not waste the opportunity public land provides by building only middle-income housing that will go to market within our lifetimes.
- Adopt the minimum amount of upzoning required to trigger MIH. Residents are not interested in any additional density beyond what is required to trigger MIH, unless the added density is tied to deeper levels of affordability than are in the current MIH program, as well as job standards. We believe that a more modest upzoning of the neighborhood will help to prevent fully-market rate development in the community, while forestalling the influx of luxury housing that may result from the City's current rezoning proposal.
- Offer developers a density bonus for creating deeply affordable housing and agreeing to local hiring goals. As part of the negotiations around the Mandatory Inclusionary Housing program, the de Blasio administration pledged to work with the Real Affordability for All (RAFA) coalition to examine the feasibility of a new Floor Area Affordability Bonus (FAAB), which would create both high-quality local jobs and housing at deeper levels of affordability than the MIH program provides. But so far, there seems to have been little progress toward implementing such a density bonus - even as the de Blasio administration continues to rezone low-income communities of color where a significant share of families do not make enough to afford even the "affordable" housing MIH and City subsidies would create. After almost a year, it is time for the City to provide a straight answer about the future of the FAAB and to disclose an Alternative that would allow the community to meaningfully compare the impact of the proposed rezoning with and without this density bonus. If the City is not yet prepared to roll out this density bonus citywide, we propose that it be included as an added feature of the East Harlem Corridor Special District the City has already pledged to create in this rezoning.
- Create a new HPD term sheet to generate deeply affordable housing. CVH believes that it is possible and necessary for HPD to create a term sheet that meets deeper affordability levels than ELLA does. We join the Bronx Coalition for a Community Vision and affordable housing advocates around the City in demanding a deep affordability term sheet that better meets our community's needs.
- Reduce the total amount of residential upzoning to match the amount of affordable housing the City believes can realistically be created in the area within the next 5-10 years given the limits of the City's capacity to move projects through the subsidy pipeline and likely disinterest of developers in accepting such subsidies after the local housing market has strengthened.

We request that the City analyze and disclose the impacts of these Alternatives to help the community better weigh the range of possible options for the future.

New York City Department of City Planning

Public Scoping Meeting on Proposed Rezoning in East Harlem

Testimony of Dennis Osorio, resident and member of Community Voices Heard

Mayor DeBlasio and Director Weisbrod, thank you for the opportunity to testify about the proposed rezoning of East Harlem.

My name is Dennis Osorio and I am a member of Community Voices Heard. I have lived in East Harlem for over six years.

I live with my partner in an apartment that is neither rent-controlled nor rent-stabilized. In fact, my lease contains a rider, many times longer than the lease itself, indicating that what we pay is somehow not considered to be a market-rate rent, but is at a so-called preferential-rate. It declares the market-rate rent for my apartment to be almost twice as much as what we actually pay. This means that we live with great uncertainty and with the fear that our rent can be raised dramatically and to the point where we would be forced to move. In practice, this means that we are hesitant to call our landlord or superintendent for repairs or maintenance, because this would simply incentivize them to raise our rents and push us out of our home.

Many of my neighbors and nearby small businesses are in a similarly precarious position. I have seen long-term neighbors of mine leave my building due to the combination of rising rents and the ever-deteriorating conditions of their homes. I have seen the relentless tide of rising rents displace many of our small businesses, some of which were long-term fixtures in the community. I have seen multiple supermarkets in my neighborhood close their doors due to the expectation of even-greater profits by land owners who are quick to build luxury housing in their place. This is what has been taking place in my neighborhood since plans for a rezoning were announced, where the median household income was \$31,350 in 2015 and the median household size is a family of three.

We need to pursue strategies that will foster the creation of broadly-shared wealth in our community rather than perpetuate the conditions that allow land owners to extract wealth from it. Without expanded tenant protections and the creation of an ample supply of deeply affordable housing, we can expect the rezoning of East Harlem to bring with it mostly negative consequences for current residents.

The income levels of thousands of newcomers are such a mismatch compared to the residents who currently live here, that we can expect to be quickly alienated from the majority of goods and services located in our neighborhood. So, we would not only face the increased cost of rent, but a dramatic increase in the cost of food, child care, everyday house items, and other essentials.

For these reasons, I support demands by Community Voices Heard that your rezoning plan for East Harlem include:

- 30% of the total units to be affordable for low-income families making 30% of the Area Median Income (AMI);

- 100% of units on public land to be permanently affordable, with 40% of units set aside for low-income families making 30% of AMI; and
- \$200 million for NYCHA repairs as a down-payment on the estimated \$1 billion in needed repairs.

If these demands are not met, too many of the families who built this community in the first place will be priced out of their homes.

Sincerely,

Dennis Osorio

January 4, 2017

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Via email to: rdobrus@planning.nyc.gov

RE: East Harlem Rezoning (CEQR#:
17DCP048M) Comments on Draft
Scope of Work

Dear Mr. Dobruskin:

The following details my comments on the Draft Scope of Work for the East Harlem rezoning. While I am engaged as a land use consultant to Community Board 11, I make these comments as an individual on my own behalf.

Prior to comments on the Draft Scope of Work, however, I need state that I commend and appreciate that the East Harlem Rezoning follows the spirit East Harlem Neighborhood Plan (EHNP) to a significant extent. DCP took many ideas from the EHNP and incorporated them into the rezoning proposal. Exchanging density for affordable housing—the basic concept of Mandatory Inclusionary Housing allowed by the rezoning—was an East Harlem idea, first formally proposed in 2013 in the Park Avenue Rezoning recommendations and fully embraced in the EHNP. While the area covered by the East Harlem Rezoning is considerably smaller than the EHNP, within this smaller area the East Harlem Rezoning largely follows the recommendation of the EHNP on Second Avenue, Lexington Avenue, 116th Street, and Madison Avenue. The rezoning deviates from the EHNP along Third Avenue and Park Avenue, where the East Harlem Rezoning proposes generally more density, up to 12 FAR. I leave others to discuss the costs and benefits of these differences, but regardless of the result of that discussion, the rezoning proposal is in the spirit of the EHNP, for which I am both grateful and hopeful for the future of community-based planning in NYC.

Summary of comments on Draft Scope of Work

My comments on the Draft Scope of Work can be summarized as follows:

1. There is a known error in the CERQ Technical Manual as it regards school children generation rates in Manhattan. The Final Scope of Work needs to explicitly address this error so as to not undercount the number of school children generated by the action;
2. There are serious problems with site selection of the reasonable worst case development scenario (RWCDS). The RWCDS needs to be corrected;

3. The rezoning should include information that discloses how it will impact urban design, visual resources, community character and historic resources by using photosimulations;
4. There are small boundary changes that should be made to the rezoning proposal, and there is a related ULURP action of a street re-mapping that should be made concurrently with the rezoning;
5. There are additional alternatives that should be studied in the EIS;
6. While not a comment on the Draft Scope of Work, this letter concludes with observations and comments regarding the Department of City Planning's public process in the hopes of improving it for the future.

School Children Generation Rates in the CEQR Technical Manual¹

There is a known error with the student generation rates found in the CEQR Technical Manual. The rates found in the Manual are as follows:

Student generation rates for all unit types from the CEQR Technical Manual²

Borough	Elementary (Age 4-10)	Middle school (Age 11-13)	High school (Age 14-17)
BRONX	0.39	0.16	0.19
BROOKLYN	0.29	0.12	0.14
MANHATTAN	0.12	0.04	0.06
QUEENS	0.28	0.12	0.14
STATEN ISLAND	0.21	0.09	0.14

The New York City Zoning Resolution makes a distinction between the Manhattan Core and upper Manhattan in a host of land use policies. Zoning has shaped these two areas of Manhattan and created places with important physical, cultural and socio-economical differences. It is reasonable, therefore, to ask that if these places are so different from each other, does it make sense to assume that they produce children at the same rate?

It is a question that can be answered by querying the current American Community Survey (ACS) Public Use Microdata (PUMS) file,³ and asking, how many school-aged children per unit live in each unit in the Manhattan core compared to how many live in each unit in upper Manhattan? When so queried, ACS produces the following table:

¹ A similar comment was made on the Lexington Gardens EAS, which used these incorrect figures, and for the Draft Scope of Work for the Harlem African Burial Ground project for EDC.

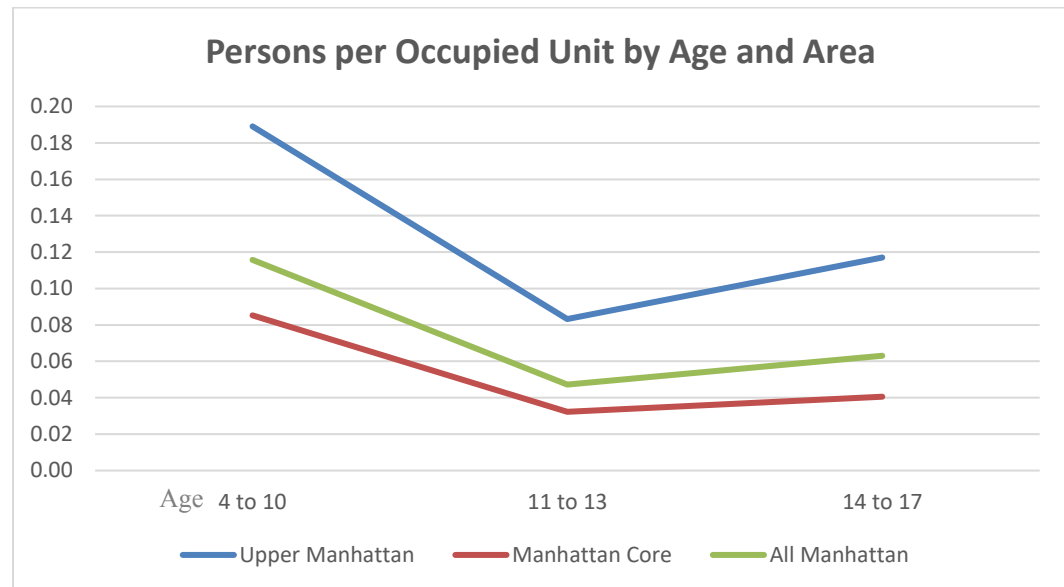
² The 2014 Technical Manual sources these data from the School Construction Authority, 2008, though I have been told by a knowledgeable source that this table was produced using a tabulation of the US Census Bureau's 2000 PUMS file.

³ This is a product of the US Census Bureau. It is an annual survey of 1 in 100 American households. The file for the period 2011 to 2015 will be released next week. The final Scope of Work should use a table generated from the most current data.

Student generation rates for all unit types from 2010-2014 ACS PUMS ⁴

	Elementary (Age 4-10)	Middle school (Age 11-13)	High school (Age 14-17)
All Manhattan	0.116	0.047	0.063
Upper	0.189	0.083	0.117
Core	0.085	0.032	0.041

Upper Manhattan produces more than twice as many school-aged children per unit as the Manhattan Core. By averaging upper Manhattan and the Manhattan Core together, CEQR uses a generation rate that is wrong for both places: under-estimating the number of school-aged children in upper Manhattan and over-estimating the number of school-aged children in the Manhattan Core. The above table is shown graphically below:



The Technical Manual requires using the green line, which is an average of two different places

The ACS PUMS is a US Census Bureau product that is widely considered to be the timeliest and reliable source of data for such detailed queries. Since the best data available for this kind of analysis tells us that the Manhattan Core and upper Manhattan function differently when it comes to child production, the environmental review for the East Harlem rezoning cannot use the student generation rates found in the Technical Manual because they are demonstrably incorrect. The DGEIS should evaluate the rezoning's impacts using student

⁴ There are differences between the 2010-2014 PUMS generation rates and the CEQR generation rates provided by the School Construction Authority (SCA) in 2008. The CEQR technical manual does not source how the SCA produced the generation rates found in the manual, but I have been told that they come from the 2000 Census PUMS file.

generation rates that recognize that Manhattan Core and upper Manhattan produce school children at different rates.

All this said, no sophisticated jurisdiction outside New York City generates estimates of school-aged children absent of assumptions of the type of units being built by number of bedrooms. Simply, 100 studio apartments will produce far fewer school children than 100 two bedroom apartments and student projections should be taking this into account. But with few exceptions, CEQR requires that all units are treated the same, which is absurd if the goal is to produce reliable estimates.

Therefore, at minimum, the East Harlem Rezoning EIS should use the ACS generation rates for Upper Manhattan, and the Draft Scope of Work should be amended to instruct the use of these rates, and accompanied by a discussion of why the rates in the CEQR Technical Manual are not being used. Alternatively, the East Harlem Rezoning EIS could develop estimates based on Reasonable Worst Case unit mixes for the project. Longer-term, New York City should develop generation rates with at least as much sophistication as other jurisdictions in the United States, and recognize that unit mixes, unit types, tenure, affordability, and even the age of the building matters in school children generation. But the East Harlem Rezoning cannot wait for that day, so it must correct data in the Technical Manual at minimum.

The Reasonable Worst Case Development Scenario (RWCDS)

There are many problems with the RWCDS identified in the Draft Scope of Work. The following is not indented to be exhaustive, but merely representative of the major problem with the sites identified. The entire list needs to be reevaluated.

The selection of the RWCDS in the Draft Scope of Work is flawed in several ways: First, houses of worship are lumped into together with government properties and hospitals as places that will not be developed. Anyone paying attention to what is happening to houses of worship all over the City understands that this assumption is absurd, as houses of worship are often prime development sites. Second, and more significantly for East Harlem, DCP has eliminated all multi-unit buildings with six or more residential units, and assemblages of buildings with a total of 10 or more residential units. The reasoning it uses that these are “unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units.” The reasoning would be fine if the sites omitted were occupied buildings under rent stabilization, but buildings that have no rent stabilization protection or tenants it appears were also omitted. Third, the rules for assemblages are far too strictly applied for a RWCDS.

The following attempts to explain why and how the flawed manner in which the RWCDS was selected will understate the actual RWCDS by using real life examples of sites that were omitted from the RWCDS, but which are, in fact, excellent development sites.

Example 1, the northwest corner of 110th and Third Avenue: Block 1638 lot 33, which is the brown building on the left of the photographs below. This is a 7,569 SF lot, built at 2.2 FAR. It is not included in the RWCDS, presumably, because it is a nine unit residential building.

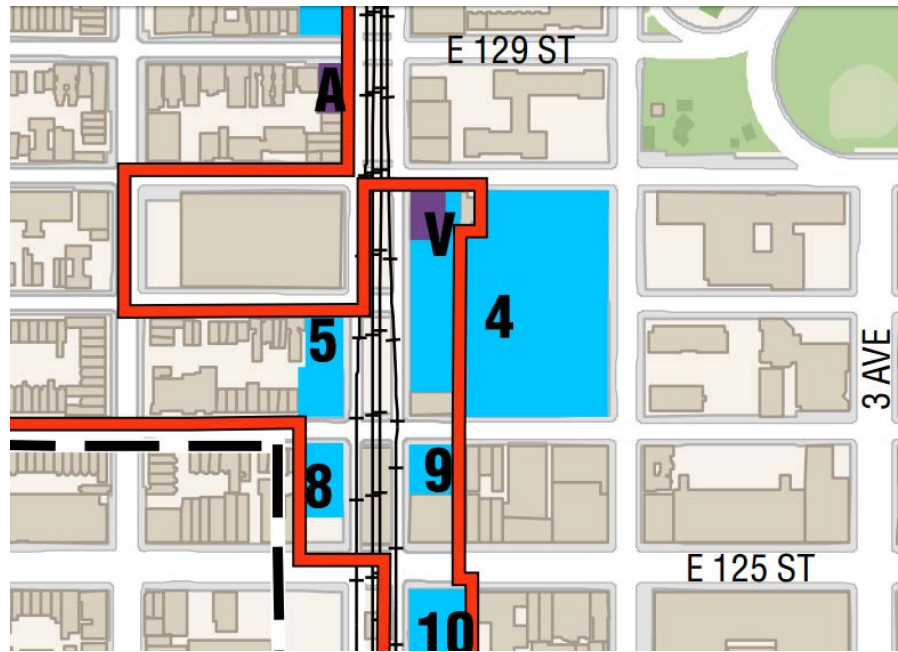


Southwest corner of 110th and Third Ave. 2016 left, 2009 right

This building is one of the many "warehoused" buildings in East Harlem and a few years ago it was substantially rehabilitated, which removed any rent stabilization protection it might have still had. Further, upon close examination, the building residences were not occupied after the renovation. Except for the ground floor, this is an empty, destabilized building that is only 20% built under the proposed rezoning. This is a very good development site, although a little small, but it could be made into an excellent development site by acquiring the small church to the north (shown in yellow to the right of the photographs), which is built at 1.6 FAR. This would result in a corner development site that is over 10,000 SF, which still leaves opportunities to acquire development rights from the tenements on the north side of the block.

These two lots (Block 1638, lots 33 and 36) are together built at 2 FAR have zero occupied units under rent stabilization, and make a 10,000 SF development site. It is absolutely reasonable to assume that with R10 zoning these two lots become one 30 story tower and they should be a part of the RWCDS, but they are missing.

Example 2 Block 1775: The problems with the RWCDS go beyond these issues. Consider the following detail from Figure 5 showing the projected and potential development sites in the Draft Scope of Work:



Detail from Figure 5 of the Draft Scope of Work

The big site marked as 4 is most of block 1775. This is a plan view of block 1775:



Plan view, Block 1775

Most of site 4 is lots 165 and 6. These are large-scale, occupied affordable housing developments that were built in the late 1970s and have over 400 units of housing. These are not soft sites (and they are not in the rezoning area, which makes their inclusion even more puzzling.) They should be excluded from the RWCDS as a clear error.

Lots 1 and 166 are presumably excluded because lot 1 is a school & social support group (Association to Benefit Children, on the left below) and lot 166 is the Islamic Cultural Center, on the right below.



Block 1775 Lot 1 on the left, and lot 166 on the right

Under the M1-6/R10 zoning these vastly underbuilt, privately-owned sites, become available as a part of a very large assemblage with lots 3, 168 and 71. Finally, lot 170 is considered a potential development site:



Block 1775, lot 170

Built at well under 1 FAR, this site is proposed for M1-6/R10 and it is surrounded by undeveloped land (lot 168). While this use could stay and would even conform with the new zoning, for the purposes of environmental review, it is completely reasonable to consider it a projected development site because it is vastly underbuilt and is adjacent to what could be one enormous assemblage or two or more large ones. Lots 1, 166 and 170 should all be potential development sites.

A RWCDs must represent reasonable worst case assumptions: From the perspective of environmental review, it is OK to overestimate the amount of development that will occur, but an environmental review should never underestimate it. When the Draft Scope of work states that a RWCDs “should be a conservative estimate of future growth,” conservative here means that the “analysis tends to result in the overstatement of an impact.”⁵

But for this professional, it does not appear that environmentally conservative assumptions were used, and that the opposite use of “conservative” was applied to the development of the RWCDs. Take the fencing concern Clark and Wilkins, shown above; yes, it might stay after it is rezoned to M1-6/R10, but the conservative assumption is that it gets redeveloped, and that it becomes a part of assemblage that allows for one or more substantial Park Avenue buildings. The RWCDs feeds virtually all other impacts that will be studied in the DGEIS, and if it is wrong, the impacts disclosed in the DGEIS will also be wrong, rendering the entire environmental review worse than useless.

The clear and demonstrable errors in the RWCDs could have been avoided if DCP had engaged the EHNP steering committee and asked for help. The EHNP committee collected extensive data and had site specific expertise on the area, yet this resource was never tapped, which is truly disappointing. It is my understanding that the Speaker’s office, a key participant in the EHNP Steering Committee, will be providing more detail on sites that have been omitted from the RWCDs. Those sites should be closely examined and the RWCDs should be amended to include those identified here and others identified by the Speaker’s office.

Assessing the impact of a large-scale rezoning on Urban Design and Visual Resources, Community Character and Historic Resources: the need for Photosimulations

The Draft Scope of Work does not include a requirement for any photosimulations (e.g. verifiable digital photomontages) that will show the rezoning’s impact on Urban Design and Visual Resources, Community Character or identified Historic Resources. It should.

Using photosimulations to disclose the impacts of large-scale projects and rezonings are typical outside of New York City, and at one time, were typical for large-scale projects inside New York City, but they fell out of favor early in the Bloomberg administration. This is unfortunate, because there no better way to objectively communicate several environmental impacts to the lay person than with photosimulations. I was surprised to see many photosimulations in the recently released East Midtown Rezoning DGEIS showing that action’s impact on visual resources, so I am hopeful that photosimulations may become a part of the environmental review for the East Harlem Rezoning.

⁵ CEQR Technical Manual, 3-3.

For example, the following are from the DGEIS of a large scale rezoning on the west side of Manhattan:



Existing conditions on the left and the Reasonable Worst Case Development Scenario on the right (from the Hudson Yards Rezoning, 2004)

Photosimulation, such as the one shown above does many things: First, it shows the RWCDS in a way that is accessible to people who can't read maps. Second, it demonstrates the scale of the project in comparison to the existing development on the site. Third, it shows how the changing environment will impact the historic resource being studied (the building in the photograph that stays.) Fourth, it communicates how the character of the street will change with the new development that the rezoning is expected to bring. Finally, it shows how the buildings interact with the street, demonstrating the change in urban design.

In sum, to fully understand the impact of the rezoning on their community the people of East Harlem need to see the impact of the rezoning in a manner that they can understand. Not everyone in East Harlem can read a map, or interpret an urban design sketch, or even read a paragraph written in English, but everyone can understand a photograph and a photosimulation, and so to communicate the impact of the rezoning to the East Harlem community, the Final Scope of Work should include a requirement for photosimulations, especially along Park Avenue and Third Avenue, where the largest changes are being proposed.

Besides listed visual resources, the DEGIS should study views to two important local way-finding visual resources: Taino Towers and the RFK Bridge piers.

Boundary issues and City Map changes

The rezoning should have several small boundary changes, and there should be a concurrent ULURP action for a street remapping. If history is any guide, the Lead Agency will simply note my previous comments, and make no changes to the Final Scope of Work, but the following are relatively small changes, all of which make the rezoning proposal better. I urge special consideration.

1. 127th Street between Lexington and Park Avenue should be remapped. This street was vacated during urban renewal, but with the density that is now being proposed, this one block, one block north of the MTA station, should be remapped, or at least studied to see how it could help to relieve congestion in the area. Remapping was a part of the 2013 Park Avenue Rezoning recommendations as a related ULURP action, and at that time it was found that a 60 foot street could be remapped without impacting existing buildings. With the former streetbed proposed to be rezoned M1-6/R10, this could be New York's last chance to correct this error.
2. A commercial overlay (C1-4) should be mapped on the west side of Madison Avenue between 127th and 128th Street, as identified in the Park Avenue rezoning recommendations.
3. The south side of 124th Street between Park and Lexington has been left as R7-2, while all adjacent areas were either recently rezoned (in 2008) or are now proposed to be rezoned. 124th Street here is largely a non-residential street and the existing R7-2 is a terrible fit for both the uses and the built form. The Park Avenue rezoning recommendation called for the MX district on Park Avenue to "turn the corner" to cover this part of 124th Street. That is likely too dense considering the current recommendation for Park Avenue. The Lead Agency should consider rezoning this portion of this one block to either the R7D proposed on Lexington Avenue, or the C4-4D which exists across the street on the north side of 124th Street.
4. Consider changing the R7-2 that has been left on the Urban Assembly, and the midblock section of the blocks bounded by 122nd Street, 124th Street, Lexington Avenue and Third Avenue. The R7-2 district allows for community facility towers in the mid-block, and height factor buildings that are not considered the future of East Harlem. DCP staff explained that these sites are public sites for which there are no plans, so they were omitted from the rezoning, and that they would be rezoned, if and when plans were developed for them. The problem with this logic was that there are other public sites where there are no plans that were rezoned. For instance, the west side of Park Avenue between 120th Street and 122nd Street rezones mapped parkland and the substantial Henry J Carter Specialty Hospital, which was just built in 2013 to R10. These sites either

should be omitted, as the other public sites, or preferably, the public sites omitted from the rezoning should be rezoned as described in the EHNP.

5. There should be no streetwall requirement along Park Avenue because the viaduct's impact on the light reaching the sidewalk. If there is a desire for streetwall continuity in this area, there should be a requirement to setback five feet from the sidewalk, similar to the requirement of the C4-4L, as recommended in the Park Avenue Rezoning recommendations.
6. Finally, the NYCEDC is the lead agency for a rezoning at the old MTA bus depot (First Avenue, 126th Street, Second Avenue and 127th Street) to a C6-3 with a memorial. This rezoning, along with the East 125th Street rezoning in 2008, has left an isolated ½ block of 14 lots zoned M1-2 directly south of what will become the Harlem African Burial Ground Memorial. Eight of those 14 lots contain residential buildings with a total of over 120 units. A rezoning to C4-4A would transform most of the block to conforming uses, while triggering MIH on the two vacant parcels on the ½ block. This block was in the DCP study area and should be considered for rezoning to C4-4A.

Alternatives

The Final Scope of Work should include an alternative that studies a rezoning that covers the boundary outlined in the East Harlem Neighborhood Plan, and it should include an alternative that more closely follows the recommendation of the East Harlem Neighborhood Plan along Third Avenue and Park Avenue.

Engagement

While not a part of the Draft Scope of Work for this project, I must comment on the process used to roll out the rezoning to the community. DCP sent representatives to many public meetings, where the rezoning proposal was presented, discussed and explained. These meetings resulted in many questions that were not easily explained during the meetings and questions were largely deferred by DCP staff. Consequently, questions were submitted to DCP staff in writing. I know my own questions and comments, submitted on October 24, 2016 were never answered, and I know that others have received the same fate.

The lack of communication and any real sense of partnership has been disappointing and puzzling. During the text amendments for Mandatory Inclusionary Housing (MIH) and Zoning for Quality and Affordability (ZQA), DCP staff answered every question I wrote, in detail, and followed up with phone calls that often happened after hours. Even though I had many more questions during MIH and ZQA than I do now, staff took the time to answer every one of them, and I was able to explain the amendments to the Community Board I serve with real knowledge. But during the East Harlem Rezoning process, DCP answered few questions and never satisfactorily explained the differences between the rezoning proposal and the EHNP.

The community could have been a much stronger partner. Considering the community investment in the EHNP, there was no reason for the rezoning to become so adversarial. I am still deeply disappointed by the November 17th community meeting, which was disrupted by protesters, one group of which was a project partner of the EHNP. DCP should be asking itself, how did that happen? How did one of the authors of the EHNP decide to protest a meeting where the rezoning based on that plan was to be presented?

Because the DCP rezoning proposal is in the spirit of the EHNP, I firmly believe that community backlash has little to do with content, and more about attitude, language, communication, and process. For example, if DCP reviews their presentations, they will hear staff talk about the decisions DCP made. But DCP did not decide to map R7D on Lexington Avenue, it was first proposed in the Park Avenue Rezoning recommendations, and then in the EHNP, and DCP is just implementing what the community asked for. MIH is being mapped here because it was a part of the Park Avenue rezoning recommendations, fully embraced in the EHNP. In most ways, the East Harlem Rezoning proposal is just being responsive to the needs of the community, and this is how it should have been presented.

The EHNP is being used as a new model for rezonings across the City, which is a wonderful thing for community planning. For this model to be truly successful, however, there must be changes within DCP in how it relates to community-based neighborhood plans. When DCP agrees with the recommendations, it needs to be deferential and accepting, giving credit to the plan. When DCP doesn't agree, it need to respectfully disagree and explain its proposal in the context of the recommendation. This hasn't happened in East Harlem, which has resulted in a process that has gone sideways, which is unfortunate, even tragic.

Of course, I hope and expect that by working together everything will be straightened out, but it did not have to be this way, and DCP needs to find better ways to work collaboratively in a community planning process.

Thank you for your efforts.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. M. Janes', written in a cursive style.

George M. Janes, AICP
Principal
George M. Janes & Associates

From: [Robert Dobruskin \(DCP\)](#)
To: [Rachaele Raynoff \(DCP\)](#); [Edith Hsu-Chen \(DCP\)](#); [Calvin Brown \(DCP\)](#); [Olga Abinader \(DCP\)](#); [Erik Olson \(DCP\)](#); [Diane Mccarthy \(DCP\)](#); [Christopher Lee \(DCP\)](#)
Subject: Fwd: East Harlem Neighborhood plan
Date: Friday, November 11, 2016 3:19:22 PM

She quotes City Limits...

Sent from my iPhone

Begin forwarded message:

From: Heather Spore-Kelly <sporeheather@gmail.com>
Date: November 11, 2016 at 3:08:01 PM EST
To: <RDOBRUS@planning.nyc.gov>
Subject: East Harlem Neighborhood plan

Dear Mr. *Robert Dobruskin*,

I am a resident of East Harlem in an HPD building right across from the East 111th Street Site, one of the six sites that you are developing on public land. Myself and many of my neighbors are active stakeholders in the community as we are owners in a 123 unit Coop thanks to HPD. Many of us are very concerned that the housing stock proposed in the almost 700 units is going to be deemed 100% below market rate. We are not sure what that means exactly, but according to citilimits.org we have found this:

"In addition, the East Harlem Neighborhood Plan called on the city to develop public land, including six properties identified in the plan, with below-market housing in order to ensure that 50 percent of the total housing created through the rezoning would be affordable to current area residents, including at least 20 percent of units for families making below 30 percent of area median income."

Manhattan has 53,890 NYCHA units and East Harlem is battling with Brownsville for the highest concentration of low income public housing in the nation. We have been dealing with drugs and gang violence from the NYCHA properties which thanks to the income disparity is not going away any time soon. We should be trying to welcome middle income families to the East 111th Site and not restricting the units to such ultra low income AMIs. We DO NOT need another housing project in the neighborhood. Have we not learned that putting all the poor people in one area is NOT GOOD for the area? Please for the safety of our neighborhood!

In NYC, moderate incomes need affordability as well. Along with my neighbors, I beg you to open the restrictions to a more diverse income assemblage. Give affordability to our teachers, our city workers, our middle income families. Have the units be 100% affordable, but that does not mean to only cater to the lowest AMI. Our buildings welcome all the way up to 140% AMI and believe me, we are

all still struggling to pay our way. However, we are stronger with the leaders that compromise our building. We learn from each other and we look after one another. I find that we are all actively trying to make our neighborhood safer. When we see something we say something...we are actively trying to look after our home, our community. Please give us a chance at being successful.

Thank you for your time,

Heather Kelly



Anne F. McCaughey
Counsel

Phone (212) 592-1525
Email: amccaughey@hgerrick.com

January 4, 2017

Via Email (RDOBRUS@planning.nyc.gov)

Mr. Robert Dobruskin
Director, Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway
New York, New York 10271

Re: Comments to Draft Scope of Work for Environmental Impact Statement
for Proposed East Harlem Rezoning (CEQR No. 17DCP048M)

Dear Mr. Dobuskin:

This firm represents the owner of property located at 1759 Lexington Avenue, 1773 Lexington Avenue, 153 East 109th Street and 152 East 110th Street (collectively, the Property). The Property consists of four contiguous tax lots (Manhattan, Block 1637, Lots 21, 22, 51, 52) and is located within the proposed East Harlem Rezoning area. The purpose of this letter is to provide comments to the Draft Scope of Work for the Environmental Impact Statement issued by the Department of City Planning (the Department), dated November 10, 2016 (the Scoping Documents).

For the reasons set forth more fully below, it is respectfully requested that the Department study for CEQR environmental purposes a further increase to the maximum permitted floor area ratio for the Property (to either an R9, or, at minimum, an R8A, together with the existing commercial overlay), and that such an increased density for the Property be included in its rezoning application to the City Planning Commission. We believe this change will facilitate the creation of a significant amount of newly constructed permanently affordable housing and high quality ground floor retail space, and that it is consistent with the land use rationale and objectives of the proposed rezoning.

The Property, currently zoned R7-2/C1-5, is located on the east side of Lexington Avenue for the full block between East 109 and 110th Streets, at a depth of 50 feet. At the corner of the Property is the entrance to the No. 6 IRT Subway line. The Property's four tax lots contain three buildings (lots 21, 51 and 52) and vacant land (lot 22), and has an aggregate lot area of approximately 10,000 square feet. The existing buildings range from 4 to 5 stories (ground floor commercial with residential units above, but are mostly vacant). 1759 and 1773 Lexington Avenue are presently overbuilt with FARs in excess of 4.5.

The Scoping Documents indicate that a rezoning from R7-2/C1-5 to R7D/C1-5 is proposed for the Property. The Property will also be mapped as a Mandatory Inclusionary Housing

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(MIH) area. The Reasonable Worst Case Development Scenario (RWDCS) set forth in the Scoping Documents identifies the Property as a projected development site (site no. 43) and assumes the construction of 53 dwelling units, with up to 16 units permanently affordable under MIH.

The current maximum residential FAR for the Property is 4.0 (under Quality Housing Regulations). Under the proposed R7D/C1-5 designation, a maximum FAR of 5.60 would be permitted, with MIH requiring up to 30% of the floor area be permanently affordable. Taking into account the MIH requirement, the increase in residential density from R7-2 to R7D would be insufficient to incentivize new construction on the Property and, as a consequence, the affordable housing identified in the RWDCS would not materialize. In practical effect, the proposed change from R7-2 (4.0 FAR) to R7D (5.60), is a downzoning of the amount of market rate housing permitted on the site. The R7D/C1-5 zoning would result in approximately .9 FAR ground floor commercial use, 1.2 FAR affordable housing (assuming a 25% MIH requirement) and 3.5 FAR of market housing (an amount less than the 4.0 FAR permitted today). The amount of market rate housing permitted is critical to providing and supporting, through cross-subsidization, MIH permanently affordable housing on the Property.

Alternatively, a rezoning of the Property to a R9 (8.0 FAR) zoning district (with MIH) would result in approximately 9,000 square feet of ground floor retail development, along with approximately 27 permanently affordable units (at 25% of residential floor area) and 77 market rate units at the Property. Or, a rezoning of the Property to a R8A (7.20) zoning district (with MIH) would result in approximately 9,000 square feet ground floor retail development, along with approximately 23 permanently affordable units (at 25% of residential floor area) and 70 market rate units at the Property.

We believe the Property's characteristics, as well as its location in the built neighborhood context, support a sound land use rationale for increasing the residential density to the R9 district or, at minimum, the R8A district. In particular, the Property:

- spans the entire street frontage along Lexington Avenue between East 109 and 110 Streets;
- is located directly adjacent to, and on top of the IRT No. 6 subway line (note: a similar higher density district is proposed for 116th Street and Lexington Avenue (R9) at the No. 6 train stop, and already exists at the 125th Street/Lexington Avenue No. 6 station (C4-4D));
- is well served by multiple bus lines which intersect the 110 Street subway station (Bus nos. 101, 102, 103 and 98);

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- is located directly across Lexington Avenue from the Clinton Houses, a multi-block NYCHA development containing multiple 18-story buildings; and
- is located on a wide street (Lexington Avenue) which intersects with 110th Street, which, while technically not a wide street, behaves like a wide street, with significant ground level retail, commercial and community facility uses, including a post office, a meat market, a bakery, two supermarkets and a library.

As detailed above, the Property's location at a transportation hub, with the intersection of the 110th Street No. 6 subway stop and the multiple MTA bus lines, strongly supports treating this intersection (including the Property) in a manner consistent with the higher density zoning districts that are both mapped and proposed in the rezoning area along Lexington Avenue at the 116th and 125th Street transportation hubs.

In the absence of an increase in density sufficient to economically support the new construction of housing and commercial uses on the Property, a likely scenario is the rehabilitation of the existing, overbuilt buildings on site, with no additional floor area and thus no MIH requirement. Further, development of the vacant parcel (lot 22) would likewise not result in the creation of any permanently affordable units; given its small lot area (2,500 square feet) and width (25 feet), construction of any residential uses would invariably fall below the minimum unit (10) and square footage (12,500 sf) threshold to trigger MIH requirements.

A key land use objective of the proposed East Harlem rezoning is the creation of opportunities for additional housing, including permanently affordable housing under MIH. Rezoning the Property to either R9 or R8A would result in the new construction of permanently affordable housing (up to 27 units) and would be consistent with the stated goals of the East Harlem Neighborhood Plan, as well as the Department's Neighborhood Study, to create more affordable housing, more diverse commercial and retail uses, and spur economic development in the area.

Further, the addition of both the permanently affordable and market rate units above what exists at the Property today would add to the area's housing stock, alleviating market pressures in the neighborhood. In addition, the new construction of an approximately 9,000 square foot retail space would provide quality commercial space, as well as employment opportunities for local residents. Because of its location above the 110th Street subway station, as well as the intersecting bus lines, the Property's retail space would be sought after and occupied by strong retail tenants seeking to serve this transportation hub for its high foot traffic.



HERRICK

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For the reasons set forth above, we respectfully request that the Environmental Impact Statement study and analyze either a R9 or R8A zoning district for the Property, with the C1-5 commercial overlay and MIH requirement, and that such higher density district be included in the Department's application for the rezoning.

Thank you for your consideration of the above. We are available to provide any additional information you may require.

Sincerely,

Anne F. McCaughey

cc: Via Email:
Calvin Brown, NYC Department of City Planning
George Sarkissian, NYC Council
Matthew Washington, Deputy Manhattan Borough President

From: [East Harlem \(DCP\)](#)
To: [Diane Mccarthy \(DCP\)](#)
Cc: [Olga Abinader \(DCP\)](#)
Subject: FW: Written comment for East Harlem planning study
Date: Tuesday, January 03, 2017 3:41:59 PM

From: Jonathan Guilford [mailto:jonathan.m.a.guilford@gmail.com]
Sent: Friday, December 30, 2016 8:01 PM
To: East Harlem (DCP) <EastHarlem@planning.nyc.gov>
Subject: Written comment for East Harlem planning study

To Whom It May Concern,

I'm a resident in East Harlem at [107th St](#) and unfortunately was unable to attend recent meetings on the presentation of the scoping proposal for the community's rezoning. As such I wanted to submit a written comment.

I strongly support a rezoning that adds density - though I would add that the construction of buildings entirely comprised of smaller units, such as studio-only or micro unit or SRO developments, is entirely necessary and hobbled by rules on average minimum unit sizes etc. If it is at all within the scope of this proposal to examine such rules, I would urge the DCP to do so.

Much more importantly I want to voice support for designating land and funds for the construction of further facilities for the homeless. The original community plan did make reference to plans for new facilities and I desperately hope that the city will make good on this opportunity to construct significant new shelters and medical and outreach centers.

This rezoning needs to plan for the future of low-income and homeless people in East Harlem before all else. Adding the ability to construct high-FAR, entirely small-unit buildings will ensure that low-income New Yorkers can live here long after units specifically designated as affordable have been exhausted. But, again, it is much more important to ensure that we continue to expand services for the homeless.

Thank you for your time,

Jonathan Guilford

From: [East Harlem \(DCP\)](#)
To: [Diane Mccarthy \(DCP\)](#)
Cc: [Olga Abinader \(DCP\)](#)
Subject: FW: Written comment for East Harlem planning study
Date: Tuesday, January 03, 2017 3:41:59 PM

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Thank you for your time,

Jonathan Guilford

From: Jon Winstone
To: [Carl Weisbrod \(DCP\)](#)
Cc: [East Harlem \(DCP\)](#); [Angel D. Mescain](#)
Subject: Comments on the East Harlem Rezoning EIS Scope
Date: Wednesday, December 28, 2016 1:19:09 PM

Dear Mr. Weisbrod,

I am writing to provide comment on the draft scope of the environmental review of the proposed rezoning of the East Harlem neighborhood. I am a resident of East Harlem and have been for more than the last six years, and I intend to remain in this neighborhood for a long time to come. I am also a member of Manhattan Community Board 11, a member of the CB11 Land Use, Landmarks and Planning Committee and Vice Chair of the CB11 Public Safety and Transportation Committee, however, I submit this comment as an individual.

First, I commend the Department of City Planning for including many of the recommendations of the East Harlem Neighborhood Plan; this plan represented the work of a broad coalition of community stakeholders and is reflective of many of our desires. I encourage DCP to more fully consider those proposals, including the wider scope of the plan.

I also strongly urge the Department to reconsider proposals to rezone some areas as R10 and to carefully study the impact of that designation. R10 is too large for East Harlem and the marginal benefit of increased mandatory affordable housing is not great enough to justify the added potential negative impacts of such increased density.

With respect to impacts on neighborhood schools--which are already troubled--the City Environmental Quality Review method for assessing impact is not successful in East Harlem. It estimates the number of children in a household based on borough-wide averages. Because of the differing makeup of households in East Harlem as compared to other parts of Manhattan, such as Midtown and the Financial District, this estimate dramatically undercounts the number of children that will likely end up attending public schools in Community School Districts 4 and 5. I ask that that this review be conducted utilizing data from the NYC Administration for Children's Services that more accurately reflect the average children per household or per dwelling unit bedroom than the borough standard as the current proposal will underestimate the number of school children and result in insufficient mitigation. I further urge you to direct DCP to study specific mitigation steps to enable the public schools of East Harlem to appropriately serve the growing community.

I urge you to direct DCP to widen the assessment area to the whole of Community District 11. Assessing the impact of this land use action solely within its own borders renders it impossible to determine the impact of the proposal. This year, hundreds of dwelling units have already been found to have no effect, rendering an EAS sufficient for those projects. There are thousands of additional dwelling units proposed within the affected area and in the adjacent blocks, and this is a small fraction of development underway in the proximate area. I urge DCP to significantly broaden the study area to include the surrounding parts of East Harlem.

The indirect residential displacement potentially caused by this development must be comprehensively studied. While the Department has issued a correction stating that fewer than 500 residents would be displaced, the potential for displacement--both directly and indirectly, within the rezoned blocks and in the proximate area--is vast and unprecedented. Other neighborhoods that have seen similar actions, such as Park Slope and Williamsburg in

Brooklyn, have experienced dramatic acceleration in development far greater than that which was contemplated in the impact assessments. I urge the Department to broaden the area considered in the review and to more fully consider potential displacement.

Transit will also be significantly burdened by this action in an area already nearing peak capacity. Most discussions of impact stipulate that Phase II of the Second Avenue will be constructed in a timely fashion, however, given the political and fiscal climate, this is far from certain. I you to direct DCP to study the impact of the proposed action in a scenario in which the Second Avenue Subway does not continue past its new terminus of 96th Street.

I thank you for consideration of my comments and welcome any discussion or questions.

Best,

Jonathan Winstone
64 East 111th Street, Apt. 910
New York, NY 10029
jonwinstone@gmail.com

CC: Manhattan Borough President, Community Board 11

**Lexington Commons LLC
1604 Lexington Avenue Apt 2
New York, NY 10029
212-832-8298**

January 4, 2017

VIA EMAIL TO: rdobrus@planning.nyc.gov

Mr. Robert Dobruskin, AICP, Director
Ms. Olga Abinader, Deputy Director
Department of City Planning
City of New York
120 Broadway 31st FL
New York, NY 10271

RE: EAST HARLEM REZONING WRITTEN COMMENTS.

Dear Mr. Dobruskin and Ms. Abinader:

Here are our written comments related to the East Harlem Rezoning as described in the attached notice from you dated November 10, 2016. They are consistent with the comments we made at the scoping meeting this past December 15, 2016.

We are managers of the various LLCs which own 1600-1610 Lexington Ave, on the West side of Lex between 101-102 sts ("1600 Lex Site"). Accordingly, we have watched the proposed re-zoning of E Harlem with interest. Although it may be unlikely that the current proposed plan can be amended at this date to include the 1600 Lex Site, we are writing to inform you of the 1600 Lex Site plus four additional potential development sites between 99th to 102nd Streets on Lexington Ave.

The sites are as follows (see attached map):

- 1) East side between 99-100 sts aka tax lots 49, 51, 52, and 53 on block 1627.
- 2) West Side of Lex between 99-100 sts aka lot 1 on block 1627, the MTA Bus Barn.
- 3) SW Corner 101 st and Lex aka lots 57, 58, 159, 60 and 62 on block 1628. The Children's Aid Society Site.
- 4) 5) SE Corner 102 st and Lex aka lot 150 on block 1629. Currently a gas station.

- 5) West side of Lex bet 101-102 sts, the 1600 Lex Site aka lots 16, 57, 157, 58, 158, 159 and 59 (Note that lot 59 is owned by HPD and we are having discussions with them now).

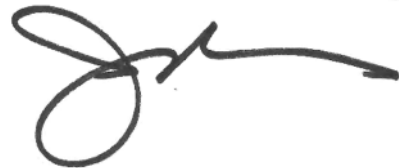
Lexington Avenue, from 99th to 102sts lays on the crest of a steep hill and, thus, is greatly elevated. This elevation creates natural privacy and a sense of peace and quiet. Should this area be appropriately re-zoned, even the mid-level floors of new buildings will have excellent light, air and views. This area also benefits from both the 103 St and 96 St subway entrances. This area is the "entrance to E Harlem" from the Upper E Side, and larger more impressive buildings than currently zoned, containing a mix of affordable and market apartments would be appropriate. In fact, the density and heights, which are currently contemplated for 2nd and 3rd Avenues, above 104th St would be correct and appropriate to insure a more "grand" entrance to E Harlem from the Upper E Side. By leaving the zoning "as is" one of E Harlem's natural elevated "assets" is being ignored and discounted.

We ask that you consider this request. We are available for further discussion on this and would welcome a visit/tour of the area with us. We have been active citizens in this area of the City for several decades and are knowledgeable of many of its traits.

Sincerely,



Robert M. Kligerman
Managing Member



John Anderson
Managing Member

Attachments:

DCP Scoping Notice dated 11/10/2016
Map of development sites near Lexington Ave and 101st St.



DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

Carl Weisbrod, Director
Department of City Planning

November 10, 2016

**PUBLIC NOTICE OF A SCOPING MEETING
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR EAST HARLEM REZONING
(CEQR No. 17DCP048M)**

Notice is hereby given that pursuant to Section 5-07 of the Rules of Procedure for Environmental Review (CEQR) and 6 NYCRR 617.8 (State Environmental Quality Review) that the New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC) as CEQR lead agency, has determined that a Draft Environmental Impact Statement (DEIS) is to be prepared for the East Harlem Rezoning project (CEQR No. 17DCP048M).

The CEQR lead agency hereby requests that the applicant prepare or have prepared, at their option, a Draft Environmental Impact Statement (DEIS) in accordance with 6 NYCRR 617.9(b) and Sections 6-08 and 6-12 of Executive Order No. 91 of 1977 as amended (City Environmental Quality Review).

A public scoping meeting has been scheduled for Thursday, December 15, 2016, and will be held in the Silberman School of Social Work at Hunter College, 2180 3rd Ave, New York, New York 10035. The public meeting will be held in two sessions with the first session starting at 2:00 pm and the second starting at 6:00 pm. Written comments will be accepted by the lead agency until the close of business on Wednesday, January 4, 2017.

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a zoning map amendment, zoning text amendments, and amendments to the Millbank Frawley Circle East and Harlem-East Harlem Urban Renewal Plans (collectively the "Proposed Actions") affecting an approximately 95-block area within the East Harlem neighborhood of Manhattan Community District 11. The affected area is generally bounded by East 104th Street to the south, East 132nd Street to the north, Park Avenue to the west and Second Avenue to the east.

The Proposed Action include:

- A zoning map amendment to replace all or portions of existing R7-2, C8-3, M1-2, M1-4, C4-4, C4-4D, R8A, R7A, and C6-3 districts within the rezoning area with M1-6/R9, M1-6/R10, C4-6, C6-4, R10, R9, R7A, R7B, and R7D districts. The proposed rezoning would also replace or eliminate portions of existing C1-4, C2-4 and C1-5 overlays with C1-5 or C2-5 overlays and establish new C1-5 overlays. The proposed rezoning action would also amend the City's zoning map to include the boundaries of the Special East Harlem

Robert Dobruskin, AICP, *Director*
Olga Abinader, *Deputy Director*
120 Broadway – 31st Floor, New York, N.Y. 10271-3100 (212) 720-3423
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Corridors District along major thoroughfares within the rezoning area, as well as modified boundaries of the Special Transit Land Use District.

- Zoning text amendments to:
 - Establish the Special East Harlem Corridors District along major corridors within the rezoning area including Park Avenue, Lexington Avenue, Third Avenue, Second Avenue and East 116th Street corridors to establish special use, bulk, ground floor design and parking regulations;
 - Modify a portion of the Special 125th Special District located at the intersection of East 125th Street and Park Avenue to implement special use, bulk, ground floor design and parking regulations;
 - Modify the boundaries of the Special Transit Land Use District to reflect the Metropolitan Transit Authority's current plan for prospective 2nd Avenue subway station locations and introduce bulk modifications to facilitate the inclusion of necessary transportation related facilities in new developments within the Special District; and,
 - Amend Appendix F of the Zoning Resolution to apply the Mandatory Inclusionary Housing program to portions of the proposed rezoning area, including areas where zoning changes are promoting new housing.
- Amendment to the Millbank Frawley Circle East Urban and Harlem-East Harlem Renewal Plans to be compatible as warranted with the above zoning actions.

The Proposed Actions are anticipated to facilitate new residential, commercial, community facility, and manufacturing development. The reasonable worst case development scenario (RWCDS) for the Proposed Actions identifies 69 projected development sites. On these sites, the Proposed Actions are expected to result in a net increase of approximately 3,500 dwelling units, a substantial proportion of which are expected to be affordable; 151,100 square feet of commercial space (retail, supermarket, restaurant, and office uses); 98,900 square feet of community facility space; and 132,400 square feet of manufacturing space; and net decreases of approximately 10,600 square feet of auto-related space, 33,000 square feet of hotel space, and 53,800 square feet of warehouse/storage space. The RWCDS also identifies 32 potential development sites which are considered less likely to be developed by the analysis year. The analysis year for the proposal is 2027.

The Proposed Actions reflect DCP's on-going engagement with Community Board 11, local elected officials, and community residents and stakeholders to achieve the following land use objectives: a) create opportunities for additional housing, including requirements for permanently affordable housing, to ensure that the neighborhood continues to serve diverse housing needs; b) modify the existing zoning, where needed, to preserve the built neighborhood character; c) create opportunities for economic development while preserving the vitality of the existing commercial and manufacturing uses; d) establish a Special District that improves the pedestrian experience and establishes urban design controls that balance new development in response to existing neighborhood context and scale; and e) ensure a successful neighborhood plan by establishing a planning framework that is inclusive of the relevant capital infrastructure needs and services to support current demand and future growth.

The DEIS will also include an alternative that encompasses a separate action in addition to the above Proposed Actions, which would facilitate a proposed HPD-sponsored affordable housing development located on an entire city block bounded by East 111th Street, East 112th, Park and Madison Avenues (the “East 111th Street” site). The land use actions necessary to facilitate this development project are expected to enter public review concurrent with the Proposed Actions and include: a) zoning map amendment to rezone the existing R7-2 district to R9, b) zoning text amendment to apply the Mandatory Inclusionary Housing program to the site, c) disposition of city-owned land, d) amendment to the Millbank Frawley Circle East Urban Renewal Plan, and e) special permit for a large scale general development (LSGD) to allow for modifications to height and setback requirements and/or accessory off-street parking requirements. HPD is leading a coordination effort between various governmental agencies, community organizations, and the anticipated developer for the project. Because certain development specifications for this site are unknown at this time, the development of the East 111th Street site will be evaluated in an alternative in the DEIS.

Copies of the Draft Scope of Work and the Environmental Assessment Statement may be obtained from the Environmental Assessment and Review Division, New York City Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271, Robert Dobruskin, AICP, Director (212) 720-3423; or from the Mayor’s Office of Sustainability, 253 Broadway, 14th Floor, New York, New York 10007, Hilary Semel, Director (212) 676-3293. The Draft Scope of Work and scoping protocol will also be made available for download at www.nyc.gov/planning. Public comments are requested with respect to issues to be addressed in the draft environmental impact statement.

Lexington Ave & 101st St - Digital Tax Map - New York City Dept. of Finance (1/4/2017)



- | | |
|--|---|
| Borough Boundary | C50 Condo Flag/Condo Number |
| Tax Block Boundary | A50 Air Right Flag/Lot Number |
| 50 Tax Block Number | S50 Subterranean Right Flag/Lot Number |
| Tax Lot Boundary | R REUC Flag |
| 50 Tax Lot Number | Under Water Tax Lot Boundary |
| 50 Condo FKA Tax Lot Number | Other Boundary |
| 50.5 Tax Lot Dimension | Possession Hook |
| +/-5.5 Approximate Tax Lot Dimension | Misc Miscellaneous Text |
| Condo Units Range Label | Small Tax Lot Dimension |
| Building Footprint | Surface Water |



January 6,
2017

Mr. Robert Dobruskin, AICP, Director
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Re: East Harlem Rezoning Proposal
Draft Scope of Work for an Environmental Impact Statement
CEQR No. 17DCP048M
ULURP Nos. Pending
November 10, 2016

Dear Mr. Dobruskin:

I am writing in response to the above-referenced Draft Scope of Work. Below are comments from Lott Community Development Corporation (Lott) on the Draft Scope of Work.

Lott is a community-based organization that builds safe and sustainable quality housing that helps residents lead independent and fulfilling lives. Lott has grown to become a leading force in revitalizing the East and Central Harlem communities, helping thousands of New Yorkers live with dignity and respect. We own and manage twelve apartment communities encompassing 27 buildings and almost 700 apartments.

Our organization is named after Reverend Robert V. Lott. Father Lott founded the organization in 1988 as SFDS Development Corporation. In a time when Harlem was bearing the effects of years of abandonment and disinvestment, Father Lott saw in the many derelict buildings around him the means to a better life for those in great need. With the help of city, state, and federal programs, and the generosity of private benefactors, he purchased and rehabilitated our first building. Father Lott passed away in 2002, but his legacy lives on through this organization. In 2012, we officially changed our name to acknowledge Father Lott's lasting impact in how we serve the community.

LOTT APARTMENT COMMUNITIES: EAST HARLEM | EL BARRIO | MILAGROSA | MT. CARMEL | ST. CECILIA
SAN FRANCISCO | SAN JUAN | MT. PLEASANT | LUCILLE C. CLARK | CASITA PARK | ALL SAINTS



Lott was one of the members of the East Harlem Neighborhood Plan (EHNP) Steering Committee, so we have been intimately involved in helping to craft the comprehensive community vision that will guide the neighborhood in the years ahead. We applaud the Department of City Planning (DCP) for taking the EHNP recommendations seriously and incorporating so many of them into the current rezoning proposal.

In Lott's comments, we echo and support those comments provided by the EHNP Steering Committee, which are being submitted directly to DCP. In particular, we agree that the proposed upzonings in DCP's East Harlem rezoning proposal for Park Avenue and Third Avenue should be consistent with those in the EHNP. DCP has proposed R10 zoning districts (or their commercial equivalents) along stretches of both avenues. Lott believes that R9 zoning districts along these two corridors allow for sufficient additional density and the application of Mandatory Inclusionary Housing (MIH) requirements.

In addition, Lott strongly supports the EHNP recommendation to remove minimum parking requirements throughout East Harlem. DCP has adopted this recommendation, but only in limited areas for the proposed rezoning area (namely, in the Special East Harlem Corridors (EHC) District). The decision about whether to include parking should be left to the developers of new housing in East Harlem, as it is in most other areas of Manhattan that are well-served by mass transit. The added expense of required parking increases the cost of that housing to renters and homebuyers, and it makes affordable housing more expensive to build. We strongly encourage DCP to assess the impact of removing minimum parking requirements throughout the area in the East Harlem Rezoning EIS.

We also strongly urge DCP to remove the proposed zoning provision that would allow developers to create new public parking garages in East Harlem as-of-right. Encouraging more private automobile driving and parking in East Harlem directly contradicts the goals of the EHNP and the City to improve air quality and resident quality of life in East Harlem.

Lott is also concerned about the DCP proposal to implement commercial overlays along the north-south avenues that run through the NYCHA campuses between East 112th and East 115th Streets. We encourage DCP and NYCHA to engage with NYCHA residents in those complexes, and the broader East Harlem community, in a more thoughtful planning process for those areas. Simply adding commercial overlays will not address the unique building and site plan layout issues present along each of those corridors.



Regarding the proposed amendments to the TA Special District, Lott encourages DCP and the Metropolitan Transportation Authority (MTA) to make available more information about the MTA's plans for Phase 2 of the Second Avenue Subway (SAS). In order for the community to adequately assess the impacts of the proposed zoning changes in the TA Special District areas and the size of new buildings that may take advantage of the proposed FAR exemption for SAS-related TA facilities, more information is needed about the plans for Phase 2 of the SAS in East Harlem.

Lott also encourages DCP to add to the Reasonable Worst Case Development Scenario the additional likely soft sites that the City Council Speaker's Office has identified. A clear analysis of the impacts of the rezoning is predicated on having the most accurate soft site analysis. There are a significant number of sites that were excluded by DCP in its initial screening that should be added back into the development scenarios.

As a more general comment, Lott wants to reiterate that it supports the overarching mandate, as expressed in the EHNP, that DCP and the Department of Housing Preservation & Development (HPD) must maximize the preservation and development of affordable housing in East Harlem. Whether through zoning mechanisms, tax incentives, subsidies, or the redevelopment of public-owned sites, every opportunity must be taken to preserve and develop deeply affordable housing that serves existing and future East Harlem residents.

We look forward to working with DCP, the Steering Committee, and other community stakeholders to ensure the most comprehensive environmental assessment of the proposed East Harlem rezoning and finalizing a rezoning plan that truly helps the community to achieve its vision for the neighborhood's future.

Best regards,

A handwritten signature in black ink, appearing to read "Christopher Cirillo", written over a horizontal line.

Christopher Cirillo
Executive Director/President

Comment on the Draft Scope of Work
for a Draft Environmental Impact
Statement
for the East Harlem Rezoning
CEQR No. 17DCP048M
January 4, 2017
East Harlem, NYC 10035

Robert Dobruskin, Director
Environmental Assessment and Review Division
NYC Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Submission via email: rdobrus@planning.nyc.gov

Mr. Dobruskin:

Please find below written comments on the Draft Scope of Work for the East Harlem Rezoning's Draft Environmental Impact Statement.

Land Use and Policy - CEQR requirements

There are large concerns about environmental review for all of the Housing Plan NY rezonings, which have been expressed in Community Board meetings, in news articles and to DCP by individuals. The CEQR manual should be used as minimum guidelines, where the city should find a moral imperative to ensure that these rezonings take into account real impacts that are not accounted for when using minimum CEQR criteria. Concerns about creating different standards for different rezonings should be minimal when the impact on the individual communities can be great. The city has taken the wrong position in *Jewish Home Life Care*; environmental review that gauges the true impact on our communities is exactly the precedent that should be set here to protect our most vulnerable segments of our existing communities.

Health care facilities

CEQR does not require a complete analysis of health care facilities for the East Harlem rezoning. In addition to a simple description of the status of health care facilities in East Harlem, further study is needed on the impact on the hospitals and clinic within the area of the rezoning. Given the state of HHC and the consolidation of private hospitals, a large increase in population could have a significant impact on the options and state of health care for individuals residing in East Harlem. There should be further study on the projected population, types of health care insurance

and services available for the incoming population, its impact on the existing population, as well as the need for clinics, especially school-based clinics.

Solid Waste Generation

The worst-case scenario projects over double the amount of solid waste produced, both residential and commercial. DSNY has currently proposed the relocation of the M11 garage to the Potamkin site with an insufficient facility to meet the needs and requests of the community – resolving the problem of both M10 and M11 sanitation garages being sited within community district 11, providing an environmentally controlled building with all trucks and equipment parked and serviced indoors, and confirmation that the current proposal will meet the needs of this worst-case development scenario into 2027. There should be further study as part of the scope of work that evaluates where the current proposal is adequate to meet the projected needs of the community and what mitigation may be needed (and whether this proposal should be modified and further commitments made to meet these needs).

School seat generation and residential displacement

The Institute for Children, Poverty and Homelessness has striking data on the amount of homeless children in District 4 and District 5 schools. Some schools within our school districts have over 40% of children who are homeless enrolled. There should be further study about how the change in demographics caused by the rezoning will affect these children, i.e. schools within an area with a proposed R9 or R10 rezoning, the effect of an increase of luxury housing and the ability for these families to provide stability for children enrolled in a local school.

East 111th Street - Community Gardens analysis

Within the alternate scenario included East 111th Street, there is a need for an assessment of any potential benefits that the existing community gardens provide which may be eliminated during the construction period of the East 111th Street project, whether it is stormwater capture or other environmental benefits.

Potential NYCHA Overlay Commercial Sites

Without specific development projects publicized or in discussion with specific tenant associations and the general community, the rezoning of NYCHA estates for commercial infill seems inappropriate and an overreach for the proposed rezoning.

Land Use and Policy – Community Board Policy documents

In each new land use application that comes before the Community Board, city agencies reference a number of policy documents that guide the goals and commitments made to the communities. With the submission of the East Harlem Neighborhood Plan, Community Board 11's statement of district needs and budget

priorities no longer appear as a referenced policy document on land use applications, including the East Harlem Rezoning. Regardless of Community Board 11's participation as project partner on the EHNP, the statement of district needs and budget priorities are a stand alone document that should survive any council members term and be included as a considered policy document.

Statement of Individual Comment

I respectfully submit this comment on the Draft Scope of Work for the East Harlem Rezoning's Generic Environmental Impact Statement as an individual comment as a resident of East Harlem, not as a representative for any Boards that I serve on or as leadership of any committees upon which I serve. This statement reflects my own opinions and not the position of Community Board 11 or the Environment, Open Space and Parks committee of Community Board 11.

Sincerely,

Marie Winfield

MAS Comments on the Draft Scope of Work for the East Harlem Rezoning Proposal, Environmental Impact Statement, CEQR No. 17DCP048M, Manhattan, NY

January 4, 2017

Background

The New York City Department of City Planning (DCP) has proposed a series of land use actions including zoning map amendments, zoning text amendments, and city map changes, together, the Proposed Actions, affecting a 95-block area in the East Harlem neighborhood of Manhattan Community District 11.

According to the Draft Scope of Work for the project Environmental Impact Statement (DSOW), issued November 10, 2016, the Proposed Actions are expected to result in a net increase of approximately 3,500 dwelling units; 151,100 square feet (sf) of commercial space; 98,900 sf of community facility space; and 132,400 sf of manufacturing space. The Proposed Actions are also expected to result in a net decrease of approximately 10,600 sf of auto-related space, 33,000 sf of hotel space, and 53,800 sf of warehouse/storage space.

Reasonable Worst-Case Development Scenario (RWCDs)

According to the DSOW, the Reasonable Worst-Case Development Scenario (RWCDs) to be evaluated in the Environmental Impact Statement (EIS) involves 154 properties selected as projected development sites and 69 as potential development sites. The criteria for selecting projected and potential development sites are as follows:

- Lots located in areas where a substantial increase in permitted FAR is proposed;
- Lots with a total size of 5,000 sf or larger (may include potential assemblages totaling 4,500 sf, respectively, if assemblage seems probable) or where a smaller sized site (2,000 sf or greater) is substantially underutilized as defined below;
- Lots with a total size greater than or equal to 5,000 sf;
- Underutilized lots which are defined as vacant, occupied by a vacant building, a building with only a single occupied floor, or lots constructed to less than or equal to half of the maximum allowable FAR under the proposed zoning; and
- Lots located in areas where changes in use would be permitted.

Comments

MAS requests the following items be included in the Final Scope of Work (FSOW) for the East Harlem Rezoning Proposal Environmental Impact Statement (EIS):

Sites Excluded from Selected Projected and Potential Development Sites

According to the DSOW, lots that met the criteria but were excluded from selection as projected and potential development sites in the RWCDs are:

- Lots where construction activity is actively occurring or has recently been completed;
- Schools (public and private), municipal libraries, government offices, hospitals, medical centers and houses of worship (stand-alone);
- Certain large commercial or community facility uses;
- Lots utilized for public transportation and/or public utilities; and

OFFICERS

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LISA SMITH CASHIN, *SECRETARY*
VIN CIPOLLA, *TREASURER*
EARL D. WEINER, ESQ., *GENERAL COUNSEL*

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- Lots containing multi-family (six or more dwelling unit) residential buildings; due to required relocation of tenants in rent-stabilized units.

We request clarification for why underbuilt lots that contain multi-family residential buildings were excluded from the list of projected or potential development sites. Based on MapPluto V16.1 provided by DCP, the Project Rezoning Area contains 521 multi-family residential buildings that are underbuilt according to current zoning and have at least 3.6 available FAR or more (Figure 1). In addition, 28 properties contain rent-stabilized units registered with the New York State Division of Housing and Community Renewal (DHCR). An additional 72 properties are likely to contain rent-stabilized units.

Each year the DHCR releases a list containing the addresses of buildings with registered rent stabilized units. If a building was constructed before 1974 and contains six or more dwelling units that are not condos or co-ops, it likely contains rent stabilized units. Our preliminary research shows that when comparing properties on MapPluto to those on the DHCR list, there are buildings that likely contain rent stabilized apartments which are not registered with the DHCR.

MAS estimates that 443 properties are likely to have rent-stabilized units, of which, 308 are units registered with the DHCR.¹ Because these buildings are underbuilt according to current zoning, we would anticipate that these sites would have the potential to be redeveloped under the Proposed Actions (Figure 2).

Accordingly, MAS recommends that the FSOW include these properties as part of the criteria for potential development sites. MAS also asserts that the EIS should identify the number of existing rent-stabilized units in the Project Study Area to accurately evaluate potential residential displacement.

Zoning, Land Use, Public Policy

The land use analysis in the FSOW should reflect the expanded criteria for selecting projected and potential development sites described herein to include properties containing multi-family residential buildings (six or more dwelling units) and buildings likely to contain rent-stabilized units. These should be included in the Study and Projected Areas.

Mandatory Inclusionary Housing

We expect that the FSOW will identify a Mandatory Inclusionary Housing (MIH) option most representative of the median household income in the East Harlem study area to be evaluated in the EIS. According to the *Fiscal Year 2017 Statement of Community District Needs of Community Board 11*, East Harlem's 2011-2013 median household income is \$30,335 per year, which is less than 40 percent of the Area Median Income (AMI) – the deepest level of affordability under the four MIH options.

According to the East Harlem Neighborhood Plan (EHNP), 37 percent of East Harlem's household's earn less than 30 percent of the AMI. The EHNP recommends that at least 20 percent of the affordable units should be at or below 30 percent of AMI in order to “establish targets of low and moderate AMI bands that relate to the neighborhood medians...”

¹ The database used for the estimation combines the properties on the DHCR list with those that are likely to have rent stabilized units and are not currently on the DHCR list. Data from a Freedom of Information Law request by Chris Henrick (https://chenrick.carto.com/viz/c591fa2e-726b-11e6-83e8-0e05a8b3e3d7/public_map).

MAS recognizes that the proposed C1-5 commercial overlays along the NYCHA developments between West 112th and West 115th Streets are designed to increase access to retail and commercial services for its residents. We urge the city to carry out the EHNP recommendation to “create mechanisms for resident involvement in decision-making around development on NYCHA land.”² The proposed C1-5 commercial overlays are also designated as potential development sites, as shown in Figure 5 of the DSOW, specifically sites K, L, M, N, AF, and AG.

Because these sites appear to cover both open space and existing NYCHA buildings, the FSOW should clarify the boundaries for the commercial overlays and identify if modifications to existing buildings would be permitted. Additionally, the FSOW should reflect that new buildings built on NYCHA land would be constructed in accordance with the *Department of Design and Construction’s Design and Construction Excellence 2.0* as well as the pending new NYCHA design guidelines, which is anticipated to be released in 2017.³

Waterfront Revitalization Program

Approximately two-thirds of the Project Area falls within the city and state-regulated coastal zone boundary associated with the Harlem River, which borders the Project Area to the east. Therefore, the Proposed Actions are subject to review for consistency with the policies of *New York City’s Waterfront Revitalization Program (WRP)*.⁴

We expect that the WRP evaluation in the EIS will include a comprehensive analysis on how the new development under the Proposed Actions will be constructed to improve resiliency regarding the impacts of climate change and reduce risks of flood and storm surges from the Harlem River. We also expect the analysis to address ways in which the project would improve connections and access to the waterfront area.

Socioeconomic Conditions

Although the EAS and DSOW state that threshold for direct residential displacement by the Proposed Actions would not be exceeded, thus no further analysis would be required, we maintain that the RWCDS could be undercounting residential displacement because it does not take into account the potential direct displacement from underbuilt multifamily buildings or from rent stabilized units that may be deregulated.⁵

The inclusion of these properties in the selection criteria for development sites, as described previously, is likely to result in the direct displacement of more than 500 residents.

Community Facilities

The Proposed Actions would substantially exceed CEQR thresholds for determining significant impacts on schools, libraries, and child-care facilities. With consideration of the 8,420 new residents anticipated under the Proposed Actions and the needs of the low-income neighborhood, we expect a rigorous evaluation of the Proposed Action’s impacts on the capacity of existing facilities in the project area.

²*East Harlem Neighborhood Plan*, p.59

³ NYCHA Design Guidelines <https://www1.nyc.gov/site/nycha/about/departments/office-of-design-standards.page>

⁴ WRP Coastal Zone Maps <http://www1.nyc.gov/assets/planning/download/pdf/applicants/wrp/wrp-2016/nyc-wrp-partIII.pdf>

⁵ East Harlem Rezoning Proposal EAS Part II, Full Form, p. 6, Category 2. Socioeconomic Conditions

If applicable, we expect the analysis to identify mitigation measures such as the proposal of new schools or child care facilities in the project area to accommodate the added demand resulting from the Proposed Actions.

Open Space

The additional residents (8,420) and workers (1,477) anticipated to result from the Proposed Actions would place an added demand on existing open space resources in the project area. According to the DSOW, the Project Area is neither underserved nor well-served by open space resources and exceeds the respective residential and worker analysis thresholds. Therefore, an assessment of both residential and nonresidential open space is warranted and is expected to be included in the EIS.⁶

To address potential adverse impacts regarding open space in the project area, MAS suggests that DCP integrate the recommendations identified by the local community in the EHNP including, but not limited to, ensuring “public open space meets the needs of existing residents and keeps pace with an increasing population,” and “leveraging city-owned sites and public affordable housing development resources to create enough park space to accommodate existing and future East Harlem residents.”⁷

In addition, according to the City-owned and Leased Properties dataset (COLP), 49 sites within the Project Study Area are city-owned and classified as having no current use.⁸ These properties comprise an area of almost four acres. Pursuant to the recommendations in the EHNP, DCP should examine these sites for consideration of potential new park space, community facilities, or affordable housing opportunities.

Shadows

The Proposed Actions would result in the development of buildings greater than 50 feet in height and therefore have the potential to result in shadow impacts on sun-sensitive resources in the project area. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites. However, as stated previously, underbuilt multifamily buildings should be included in the criteria for selecting projected and potential sites and be reflected in the detailed shadows assessment.

We also expect the EIS will include an evaluation of potential shadow impacts on historic and open space resources in the project area. These include New York City Landmarks (NYCL), sites listed on the State and National Register of Historic Places (S/NR), sites eligible for listing on the S/NR, parks, playgrounds, and community gardens located within the 400-foot study area.

Historic and Cultural Resources

Our preliminary research indicates the project rezoning area contains 11 NYCLs and the general study area contains 13 NYCLs. Seven properties in the general study area are listed on the S/NR. The S/NR-listed Mount Morris Bank Building is the only property within the rezoning area. In

⁶ DSOW, p.40

⁷ *East Harlem Neighborhood Plan*, pp. 36-37,

⁸ Information based on the City-Owned and Leased Properties (COLP 2014 v2 042315) dataset, derived from the Integrated Property Information System (IPIS), a real estate database maintained by the Department of Citywide Administrative Services of the City of New York.

addition, there are several S/NR-eligible sites within the study area. MAS expects that the EIS will include an evaluation of potential impacts on these sites.

MAS also urges DCP and the city to consider potential impacts on the cultural sites, murals, and mosaics identified in the EHNP, since they do benefit from city, state, or federal protection.⁹

Urban Design and Visual Resources

The Proposed Actions have the potential to significantly affect the public realm within the project area. As such, MAS recommends that design guidelines should be established for the East Harlem Rezoning Proposal with regard to streetscape and open space improvements, and building design, and should be evaluated in the EIS.

Natural Resources

The Harlem River is the only natural resource in the project area. MAS expects the EIS to evaluate the potential impacts of development under the Proposed Actions on the Harlem River and to identify best management practices for reducing stormwater runoff and improving stormwater runoff quality in the river. For more details on this, see the section on Water and Sewer Infrastructure.

Water and Sewer Infrastructure

Because the Proposed Action will result in more than 1,000 dwelling units and over 250,000-sf of new development, we expect the EIS to include an analysis of potential effects of the proposed new development on water demand, wastewater, and stormwater infrastructure in relation to the East and Harlem Rivers.

The Project Area is within a combined sewer area. The portions of the Project Area that border the Harlem River waterfront include approximately 20 combined sewer outfalls (CSO). Between CSO WI-024 and WI-025, located in the southern section of the Project Area, as much as 84 million gallons of untreated sewer water was discharged into the Harlem River in the year 2015.¹⁰ The Project Area is located within the Wards Island Water Pollution Treatment Plant (WPTP) sewershed, which has a design capacity of 275 million gallons per day under dry weather conditions.¹¹ As recommended in the EHNP, we expect the EIS analysis to reflect the results of the community survey and include detailed assessment of existing and proposed conditions of the water and sewer infrastructure in the project area.¹²

Transportation

The proposed route of the Second Avenue Subway is within the Study Area and Project Area. MAS concurs with the EHNP recommendation for the city to capitalize on this development to create a multi-modal transit hub and improve access to jobs, services, cultural facilities, and educational opportunities. Any development around transit must also be complemented by meaningful community engagement to create design guidelines for transit connections.¹³

⁹ *East Harlem Neighborhood Plan*, p. 26

¹⁰ Open Sewer Atlas with data sourced from DEP <http://openseweratlas.tumblr.com/wetweathermap>

¹¹ NYC Department of Environmental Protection <http://www.nyc.gov/html/dep/html/wastewater/wssystem-plants.shtml>

¹² *East Harlem Neighborhood Plan*, p. 127

¹³ *Ibid*, p.108

Noise

We anticipate that E-designations for noise will be placed on residential properties along the Metro North train line and that the FSOW will reflect that full noise assessments will be completed and attenuation measures will be identified in the EIS for all future residential construction within 1,500 feet of train lines.

Energy

We expect the energy evaluation will go beyond disclosing the projected energy demand of the proposed project. The evaluation needs to include a detailed evaluation of the operational energy efficiency of new construction under the proposal, including the EHNP recommendations to increase access to non-fossil fuel based renewable energy.¹⁴

Greenhouse Gas Emissions and Climate Change

Based on the magnitude of the development anticipated under the Proposed Actions, the EIS must provide a detailed analysis of the specific sustainable measures that will be employed to reduce GHG emissions. These include, but are not limited to, design guidelines that promote sustainable demolition and construction methods, green roofs, tree planting, new open space, and state-of-the-art energy efficient HVAC equipment.

Construction Impacts

Given the scale of the project and the potential for multiple sites to be under construction at the same time, the construction analysis needs to include detailed evaluation of construction traffic, air quality, and noise, especially with regard to impacts on residential areas, schools, and medical facilities.

Additional Recommendation

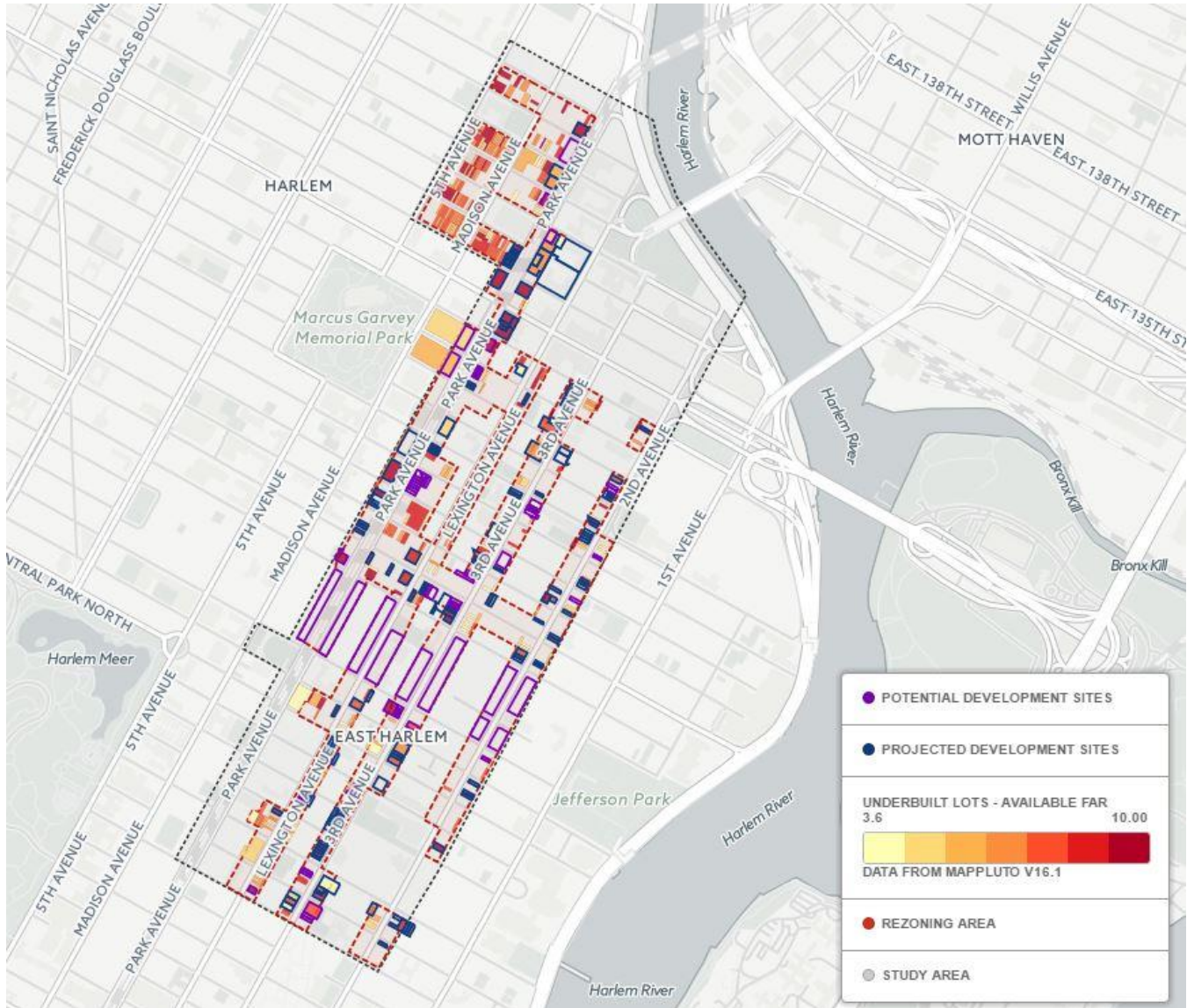
As a measure to increase transparency and public oversight, MAS recommends that DCP make public all its mapping and GIS data related to the rezonings at the same time the EAS and DSOW is released. This includes shapefiles for the project and study areas, potential and projected sites, as well as any other pertinent files. Making this data accessible will encourage more informed recommendations by the public, which only enhances the quality of the resulting EIS.

We also expect that the FSOW will be posted on the DCP website.

Thank you for the opportunity to provide comments on this critically important proposal.

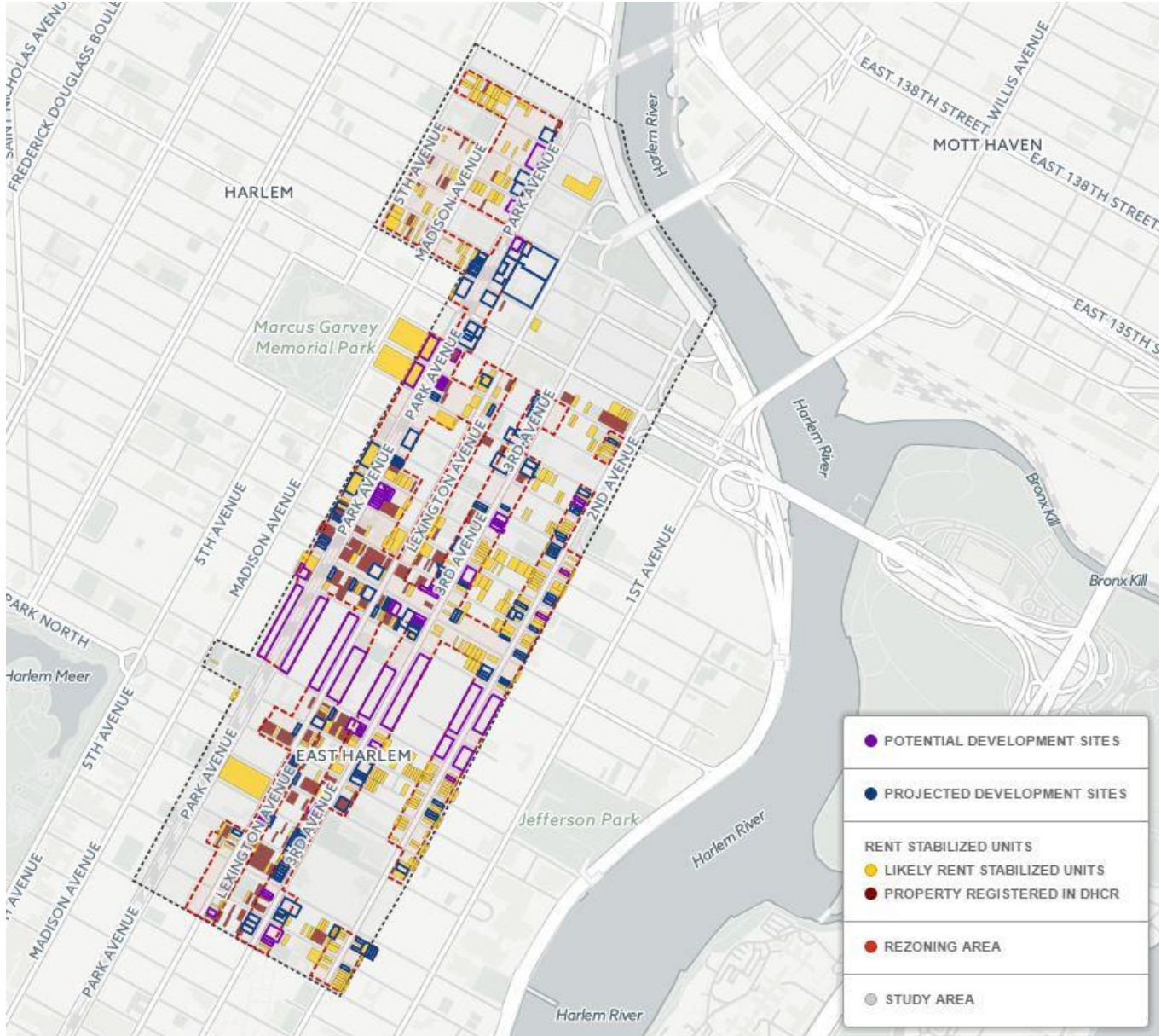
¹⁴ *East Harlem Neighborhood Plan*, p.109

Figure 1. Underbuilt Properties with Multi-Family Residential Buildings.



Visit online map and download data by following [this link](#)
 FAR information is based on MapPluto V16.1 from DCP.

Figure 2. Properties with Rent Stabilized Units Registered in the DHCR and Properties Likely to Contain Rent Stabilized Units That Are Not Registered.



Visit online map and download data by following [this link](https://chenrick.carto.com/viz/c591fa2e-726b-11e6-83e8-0e05a8b3e3d7/public_map).

Data of buildings likely to have rent stabilized units and registered in the DHCR is from a Freedom of Information Law request by Chris Henrick

(https://chenrick.carto.com/viz/c591fa2e-726b-11e6-83e8-0e05a8b3e3d7/public_map).



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Gale A. Brewer, Borough President

January 17, 2017

Robert Dobruskin, Director
Environmental Assessment and Review Division
Department of City Planning
22 Reade Street, New York, NY 10007

Dear Mr. Dobruskin:

Thank you for this opportunity to provide comments related to the Draft Scope of Work (DSOW) for the East Harlem Rezoning Plan (CEQR No. 17DCP048M). My comments consist of considerations for the study parameters in addition to the suggestions and concerns from my office that were included as part of an earlier statement dated Thursday, December 15, 2016 submitted on behalf of the East Harlem Neighborhood Plan (EHNP) Steering Committee.

The consensus-planning model of the East Harlem Neighborhood Plan (“EH Plan”) owes its success to the leadership of Speaker Melissa Mark-Viverito, collaboration between our offices, my fellow project partners and each of the community organizations that served on the committee. A year and a half’s worth of community consultations and comprehensive examination yielded an extraordinary agenda comprised of 236 different, practicable and actionable ideas. This framework is a tool that is critical to guiding responsible growth and greater equity in the planning of the future of East Harlem.

Rezoning Boundaries and Soft Site Analysis

To that end, it is appreciated that Department of City Planning (DCP) has incorporated a substantial number of elements from the EH Plan; however, I want to urge DCP to work toward a final proposal that resolves the differences between the DSOW and the EH Plan. By establishing a narrower study area for the rezoning, along with the omission of several soft sites we identified within that subset, I strongly feel we are not optimizing the opportunity to meet a significant housing goal of the EH Plan. Without these adjustments, in addition to the ones outlined in the EHNP Steering Committee Scoping comments, DCP and the elected officials will be required to revisit these areas in the immediate future since issues like housing preservation and local business retention are adverse impacts that are heavily being experienced in the section of East Harlem not currently included in the DSOW.

To start, DCP should incorporate the supplemental list of soft sites provided by the Speaker Mark-Viverito's Office in any Reasonable Worst Case Development Scenario drafted for the EIS. These sites originated during the zoning and land use discussions with the community and within the steering committee. The additional research by the Speaker's Office included as part of the supplemental soft site list provides compelling reasons for their inclusion and will allow us to get a fuller picture of the impacts of these proposals.

I also want to echo testimony provided by other members of the EHNP Steering Committee that stated the analysis for proposed commercial overlays on NYCHA properties is currently excessively broad and that a more refined, limited proposed study area in this instance is more appropriate. The study should be framed to realize a proposal that excludes areas of developments where residences are concerned about the loss of green and/or common space. Efforts should be made to reach out to NYCHA residents to discuss these issues further.

Community Assets: Analyses for Potential Displacement and Strategies for Preservation

Participants in the EH Plan community vision meetings identified as areas of value community gardens, small businesses, significant public mural art and existing affordable housing. Currently, the DSOW does not adequately incorporate into the study existing preservation strategies available to the City for protecting those assets. Furthermore the DSOW contends that "the Proposed Actions would not exceed the CEQR Technical Manual analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement." However, analyses done by the EHNP Steering Committee and supported by a 2016 Regional Planning Association report¹ conclude that the strong real-estate market and increased building permit activity has applied additional pressures to an already stressed housing stock. Due to those factors a complete examination of the possible direct residential displacement is warranted.

Displacement concerns also apply to small businesses, especially those informal networks compromised of street-based entrepreneurs and ethnic food vendors. Given the unconventional nature of their business structures they most likely are not properly accounted for in many municipal data sources used for determining the direct and indirect business displacement analysis. Efforts should be made to complete a detailed economic survey to determine the impact of this rezoning on these businesses ability to remain in East Harlem.

Outlined in the EHNP are recommendations for an enhanced environmental review and integrated impact statement process which could address the analysis concerns around community assets. These recommendations were designed to push for a more expansive and

¹ 1 Pierina Ana Sanchez, "Preserving Affordable Housing in East Harlem", Regional Planning Association, August 2016. Accessed January 5, 2026 from <http://library.rpa.org/pdf/RPA-Preserving-Affordable-Housing-in-East-Harlem.pdf>

holistic approach with an emphasis on a mixed-method framework including both quantitative and qualitative information. Our hope this process could also be used to educate and inform the community as the study was being conducted. While I support all the EHNP recommendations for this section I want to call special attention to the request for an integrated impact statement. This particular framework expands on the limited perspective of the City Environmental Quality Review (CEQR) process and provides an additional social and environmental set of standards to measure each of the individual topic areas against. The New York Academy of Medicine (NYAM) has already conducted a thorough Health Impact Assessment and I would encourage you to integrate their approach into your own work process and considerations².

This step of the public process affords participants an opportunity to make clear policy priorities in addition to the technical notes about the DSOW. While the EH Plan stands as the foundation for policies the EHNP Steering Committee would like to see developed further and implemented I wanted to emphasize that preserving public housing through significant investment of funds for deferred repairs and improvements and committing to developing a minimum of 50% of all new housing units generated in this community be affordable to a range of low - moderate income residents with at least 20% of units at tiers of 30% or lower, were driving objectives for this process.

Manhattan's largest concentration of public housing is in East Harlem and represents almost 28% of all the residents that call this area home and 9% of the City's entire NYCHA population. Data using NYCHA's 2011 Physical Needs Assessment Summary compiled by the Community Service Society places the total cost for capital needs at approximately \$1.19 Billion³. Any final proposal that moves forward with a growth plan for this community would need to identify a significant down payment toward bringing these developments back to a state of complete repair. Additionally all language referring to development on NYCHA land should be prefaced with that development being conditional on there being a robust engagement process to determine that such development scenario is appropriate.

Understanding the specifics of how affordable housing development would be defined became a reoccurring topic of conversation throughout the process. There was considerable anxiety from many of the residents that we would not be addressing the housing scarcity for the 37% of residents that make \$23, 350 and below⁴. I urge you to ensure that alternatives presented in the EIS include scenarios that evaluate the impact of using the publicly-owned sites, including the public sites listed as part of the EHNP, for development plans that would help reach the aforementioned affordable housing unit goals.

² See New York Academy of Medicine's East Harlem Neighborhood Plan: Health Impact Assessment by visiting http://www.nyam.org/media/filer_public/de/46/de46ec8b-ae8f-4dca-a6b2-c7ce3bfb9ffe/healthimpassessfinal2016.pdf

³ See NYCHA [2011 Physical Needs Assessment](http://www1.nyc.gov/assets/nycha/downloads/pdf/transparency-pna-2011.pdf) by visiting <http://www1.nyc.gov/assets/nycha/downloads/pdf/transparency-pna-2011.pdf>

⁴ EHNP Final report, pg. 84

The range of alternatives that will be explored as part of the EIS should include the potential impacts for the zoning districts recommended by the EHNP for Third and Park Avenue, R9 zoning district and an MX district with a maximum FAR of 10.0 respectively. Those suggested densities were reached after extensive community conversations and represent a commonsense approach to new growth that we want to make sure remains an option within scope of this project.

As a final matter, one area my office has been working on with members of the Upper Manhattan community is the antiquated formula for calculating the sufficient number of school seats per the directions of the 2014 CEQR Technical manual. According to a study by George M. Janes of George M. Janes & Associates the student generation rates for census tracts in Upper Manhattan are 122.3% greater than they are in the Manhattan Core⁵. His research goes on to explain it in more detail and I would urge you to consider his comments submitted on January 4th, 2017 closely.

Thank you for this opportunity to provide additional comments.

Sincerely,

A handwritten signature in black ink that reads "Gale A. Brewer". The signature is written in a cursive, slightly stylized font.

Gale A. Brewer
Manhattan Borough President

⁵ 2010-2014 American Community Survey (ACS) Public Use Micro data (PUMS)

Movement for Justice in El Barrio
232 East 11th Street
New York, NY 10003

OFFICE OF THE
CHAIRPERSON

NOV 18 2016

30133

November 17, 2016

Carl Weisbrod
Director, Department of City Planning
Chair, City Planning Commission
120 Broadway, 31st Floor
New York, NY 10271

Dear Mr. Weisbrod,

We at Movement for Justice in El Barrio are writing to you and the Department of City Planning because we are shocked and dismayed that your department has excluded our 10-Point Plan to Preserve Rent-stabilized Housing from your East Harlem rezoning process. As you know, your office received this plan numerous times: via mail on November 5, 2015, and as part of written testimony hand-delivered for DCP hearings on rezoning on 12/22/15 and 2/10/16, and yet you have not mentioned it or included it in any of your recent presentations about the East Harlem rezoning. We are including it yet again.

Eight thousand East Harlem residents came together through Consultas – community consultations – over the course of a year to create this plan and to reject the Mayor’s luxury housing plan and it is of utmost importance that our 10-Point Plan to Preserve Rent-stabilized Housing be implemented.

We know that the Mayor’s “luxury housing plan” favors real estate developers who can build market rate, luxury units as the vast majority of new housing in rezoned areas under his plan. We are opposed to this plan because when the market is flooded with thousands of new luxury units, this will cause rapid rent increases in the community, displacing long-term, low-income residents from their rent-stabilized units as has been seen in rezonings of other “hot markets” like Chelsea and Williamsburg. Landlords already employ a variety of legal and extra-legal means to displace rent-stabilized tenants in our community and remove their units from the rolls of rent-stabilization. With the massive upzoning planned, that pressure will drastically increase leading to secondary displacement. Also, in every form of the Mayor’s upzoning plan, the vast majority of units are market-rate, luxury apartments and the so-called affordable units are not within reach of the low-income tenants of East Harlem. Despite all of these negative impacts, our community-driven proposal for the preservation of rent-stabilized housing has fallen on deaf ears.

We are calling on you to stop excluding us from the rezoning process and to implement our 10-Point Plan in order to mitigate the multiple negative effects that any rezoning of

East Harlem will bring, with displacement of long-term, low-income tenants as the greatest threat. When our 10-Point Plan is implemented, landlords will be forced to follow the law so that we, East Harlem tenants, can stay in our rent-stabilized homes.

Our plan provides needed protection for low-income tenants in rent-stabilized units. These protections are vital, as described by a recent report by the Regional Plan Association, "because East Harlem is a gentrifying neighborhood, aggressive protections for existing vulnerable residents will be critical in order to prevent displacement." We are deeply concerned about the threat to our community and our culture if tenants are displaced from rent-stabilized housing, as warned by the RPA report: "East Harlem in particular, a neighborhood characterized by diversity and opportunity throughout its history, is under threat." (*Preserving Affordable Housing In East Harlem, August 2016*).

In order to protect and preserve rent-stabilized housing and the culture and community of our beloved Barrio, we call on the Department of City Planning to implement the only community-generated plan aimed at preventing displacement and keeping long-term low-income residents of East Harlem in our homes, our 10-Point Plan. We look forward to hearing that you will indeed implement our 10-Point Plan as part of the East Harlem rezoning process, during the current period of community response to DCP's plans. We respectfully request a response by Monday, November 28, 2016.

Sincerely,

Movement for Justice in El Barrio

Enc: "10 Point Plan to Preserve Rent Stabilized Housing"

CC: Manhattan Borough President Gale A. Brewer

Movement for Justice in El Barrio
212-561-0555

REZONING IN EAST HARLEM

As part of his "Housing NY: A Five-Borough, Ten-Year Plan," Mayor De Blasio is planning to rezone East Harlem. Throughout the spring, summer and early fall of 2015, Movement for Justice in El Barrio organized broad community consultations in East Harlem through a series of community-wide meetings and workshops to understand, analyze and discuss this planned rezoning of East Harlem.

A primary concern raised through this community consultation process has been the likely displacement of long-time low-income community residents as a result of rezoning. Community members came out clearly against a rezoning plan where 70-75% of all new units will be market-rate, luxury housing. This, community residents argue, would be more aptly named a Luxury Housing Plan, not an Affordable Housing Plan. The thousands of market-rate, luxury apartments created in our community if the proposed rezoning plan goes through will lead to displacement of long term low-income tenants. These new luxury units and their market rate rents and higher income residents will put pressure on long term low-income tenants and small local businesses that contribute to the fabric and culture of El Barrio. Low-income tenants and small businesses will be priced out of their homes and communities.

In addition, the units set aside as "affordable" are not within reach for the current residents of East Harlem. In the plan, for the 25-30% of units set aside as "affordable," the average income eligibility level ranges from \$46,620 to \$62,150 for a family of three – well above \$33,600 the East Harlem AMI for a family of four. Residents argue that these units designated as

“affordable” are not for current East Harlem residents, but will, like the luxury units cater to newer, wealthier residents.

For these reasons and more, area residents are opposed to Mayor De Blasio’s Housing New York: A Five-Borough, Ten-Year Plan, and his Mandatory Inclusionary Housing.

Community residents are deeply concerned about the potential loss of rent-stabilized housing and have developed a plan to preserve existing affordable housing.

THE PRESERVATION OF RENT-STABILIZED HOUSING

Community members in East Harlem have developed a 10-point plan for the preservation of rent-stabilized housing in East Harlem and beyond. When enacted, the community-generated recommendations below will make systemic change in the enforcement of the housing code, reversing the trend toward displacement of low-income immigrant and people of color communities.

These across-the-board changes are needed at Mayor De Blasio’s Department of Housing Preservation and Development (HPD) and will lead to actual preservation of thousands of units at risk of loss of affordability.

DISPLACEMENT IN LOW-INCOME, PEOPLE OF COLOR, IMMIGRANT COMMUNITIES

Low-income, people of color and immigrant residents across the City find that inaction on the part of HPD leads to displacement and a weakening of their communities.

When tenants live with housing violations for years on end, many are finally driven out, paving the way for landlords to

raise rents and ultimately remove units from the rolls of rent-stabilized apartments, thereby decreasing the availability of affordable, quality housing to New York’s poor and working class residents.

Many community residents decided to make a systematic study to document their lived experiences by surveying residents across East Harlem (also known as El Barrio) about their interactions with HPD and to hold HPD accountable to its mission, and to use the results to develop community-driven recommendations for systemic change at HPD. The data show that HPD fails in its mission on multiple levels: educating the public about their role, providing adequate inspection, responding to the most hazardous maintenance issues, enforcing the housing code and protecting tenants from abusive and negligent landlords. (The findings of this study are available upon request).

Mayor De Blasio must act and preserve rent-stabilized housing by implementing these ten recommendations which directly address HPD’s failures. These community-developed recommendations for systemic change, once implemented, will stem the tide of displacement in communities threatened with unfair rezoning and its resulting displacement.

RECOMMENDATIONS

We call on Mayor De Blasio to take strong action in favor of preserving rent-regulated housing. While the Mayor's "Housing New York" plan claims that "rent-stabilized apartments are a critical component of the City's affordable housing stock," the City's low income residents need a community-driven plan that will indeed preserve rent-stabilized housing units. Here we have a ten point community-generated plan to preserve affordable housing in East Harlem and citywide. Based on surveys, one-on-one conversations with hundreds of residents, group discussions, and community meetings, we have developed these recommendations for real, lasting changes at Mayor De Blasio's agency tasked with preservation, the Department of Housing Preservation and Development, HPD. These are changes that the residents of New York City's low-income, people of color and immigrant communities need and deserve.

1. Provide true, independent citywide oversight of HPD's performance. It is of the highest importance that enforcement mechanisms are put into place to ensure HPD's execution of these recommendations and their regular duties.

- Create an Independent Citywide HPD Oversight Commission with the power to investigate HPD, in order to ensure that HPD carries out these recommendations as well as their responsibilities to enforce the maintenance code and improve the quality of affordable housing.
- Community based housing and tenants' rights organizations will have input on the selection of the Independent Citywide HPD Oversight Commission members.

- Have HPD make regular reports to the Independent Citywide HPD Oversight Commission regarding their execution of these recommendations, housing code enforcement and the improvement of the quality of affordable housing.
- Establish a citywide hotline where tenants can lodge complaints with the Independent Citywide HPD Oversight Commission about problems with HPD.

2. Mount a citywide public education initiative about HPD's responsibility to safeguard quality, affordable housing.

- Publicize the 311 hotline and HPD's role in addressing housing maintenance issues using public service advertisements across all five boroughs, including on subways, buses, bus shelters, inside subway stations, newspaper ads, TV commercials, commercials on taxi TVs, billboards, radio spots, in hospitals and other readily visible public locations.
- HPD should have community outreach workers distribute multi-lingual, easy-to-understand literature about their role in addressing housing maintenance issues in El Barrio and similar neighborhoods in all 5 boroughs. Materials should publicize the 311 hotline where tenants lodge complaints regarding housing code violations.
- Consolidate all information about HPD on one web location and publicize this webpage in HPD Public Education Initiative materials and advertisements.

3. Establish an administrative tribunal to assess and collect fines for code violations, and/or grant inspectors the power to write citations against owners which must be paid immediately upon finding violations left unrepaired during a reinspection.

4. Fulfill the responsibility of the Emergency Repair Program.

- HPD must make all emergency repairs not completed by the landlord in the designated amount of time and bill the landlord.
- Mount a special public education promotion during heat and hot water season advertising the ERP's role and budget for addressing heat and hot water violations, and publicizing the 311 hotline where tenants can lodge their heat and hot water complaints. Utilize public service advertisements across all five boroughs including print, television and radio commercials and posters in readily visible public locations.
- Hire community outreach workers to carry out this special public education promotion and publicize the ERP's role for addressing heat and hot water violations and the 311 hotline in low income neighborhoods in all 5 boroughs.

5. Improve the quality of language-access for tenants receiving inspections.

- Inspectors must carry violation notifications in all available languages with them at all times.
- Printed violation reports which are mailed to tenants must be provided in the tenant's primary language.

6. Improve response to emergency violations.

- Landlords must be required to make repairs within 24 hours for emergency violations (except lead-based paint and window guards). Inspectors must be dispatched immediately and must notify landlords immediately in person, by phone or by email.

- Dispatch inspectors in less than 24 hours in cases of lack of heat or hot water.
- Promptly fine owners when heat or hot water is not restored within 24 hours.
- Assign special emergency inspectors.

7. Establish an East Harlem-HPD Housing Justice Program that can serve as a Pilot Program to be replicated in other similar areas with sub-standard housing at risk of worsening housing conditions and displacement.

- Establish an East Harlem HPD Oversight Team composed of members of local tenants' associations to review HPD's performance in East Harlem. (See Recommendation 8).
- Establish an East Harlem HPD liaison who will take complaints lodged collectively by tenants' associations.
- Community outreach workers who carry out the HPD Public Education Initiative in East Harlem will report to the East Harlem HPD Oversight Team so the Team can measure the overall effectiveness of the program.

8. Establish community-based oversight of HPD's performance in East Harlem.

- Create the aforementioned East Harlem HPD Oversight Team composed of members of local tenants' associations to review HPD's performance in East Harlem.
- The East Harlem HPD Oversight Team will oversee HPD's performance in terms of: i) Housing code enforcement in East Harlem and ii) The implementation and effectiveness of the HPD Public Education Initiative.

- The East Harlem HPD Oversight Team will review for approval all materials that HPD provides to tenants as part of the HPD Public Education Initiative.
- HPD will provide written reports to the East Harlem HPD Oversight Team on housing complaints, inspections and code enforcement in East Harlem every 6 months.

9. Improve the inspection process.

- Provide inspections 24 hours a day, 7 days a week.
- Increase the number of HPD inspectors.
- Give inspection appointments with date and time to everyone who lodges a maintenance complaint so that residents suffering in poor housing conditions can make arrangements so that their apartments can be inspected.
- Inspectors to provide all tenants with a written result of the inspection in the language that the tenant can understand signed as proof of inspection with the date and time of the inspection.
- For non-emergency complaints, send tenants written notification of inspections with exact time and date at least 24 hours prior to the inspection.

10. Improve HPD follow up on unresolved violations.

- Guarantee HPD call-backs to tenants to find out if violations have been repaired.



January 4, 2017

Robert Dobruskin, AICP
Director, Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

55 Broad Street, 23rd Floor
New York, NY 10004
tel 212.838.9410
www.ny4p.org

Dear Mr. Dobruskin:

New Yorkers for Parks is the City's independent parks and open space advocate. Through our base in data-driven research, we empower communities to work for open space changes in their neighborhoods. Our work in East Harlem started in 2011, when we collaborated with the Mount Sinai School of Medicine to gather open space data. We released our report, the *East Harlem Open Space Index* in 2012. This report catalogued East Harlem's open space acres, measuring them against fifteen New York City-specific benchmarks.

When Speaker Mark-Viverito's office convened the East Harlem Neighborhood Plan process, our data was ready. We supported the Open Space and Culture group, which started its open space prioritization with the steady baseline of our data.

As the Department of City Planning seeks to scope its analysis of open space for a rezoning of this neighborhood, our main objective is to see that the concerns and recommendations of the community, as articulated in the East Harlem Neighborhood Plan, are accommodated in analysis or potential mitigation strategies. Our comments on the Draft Scope of Work for the East Harlem Rezoning are made in response to TASK 5. OPEN SPACE, found on pages 40 and 41.

ANALYSIS RECOMMENDATIONS

Study Impact of Open Space due to be Lost

East Harlem residents rely on open space that is slated to be lost at E. 111th Street and Park Avenue. Four community gardens and a ballfield are facing future use as affordable housing. The open space analysis for the East Harlem Rezoning should be based on this projected loss.

Account for Limited Access to Randall's Island in Analysis

The Open Space Residential Study Area proposed in the Draft includes small on-water sections of Randall's Island that abut the park's shoreline. For the Island's open space to be meaningful for Harlem residents, it must be accessible. Current access to Randall's Island is limited to the 103rd Street pedestrian bridge, and vehicular and pedestrian access at 125th Street. The analysis must reflect these limitations.

Analyze Open Spaces owned by the New York City Housing Authority

Active and passive open spaces owned by the New York City Housing Authority – from sitting areas to basketball courts, playgrounds, and “grasslands” should be

included in the overall analysis of open spaces in East Harlem. These publicly owned spaces are part of the neighborhood's network of passive and active resources. As this Rezoning proposes allowing development on some of these NYCHA-owned open spaces, the loss of these resources must be analyzed.

MITIGATION RECOMMENDATIONS

Seek Opportunities on City-Owned Land for Open Space Creation

The East Harlem Neighborhood Plan foresees the need to create new open spaces in East Harlem. With increased density comes the likelihood that land values will rise, leaving agencies unable to afford private property for new parkland.

Conduct a Needs Assessment on Open Spaces in East Harlem

The East Harlem Neighborhood Plan recommends conducting a needs assessment for comfort stations, recreation centers, and ballfields in East Harlem. Additionally, the Plan recommends building a comfort station at Harlem River Park.

Existing NYC Parks buildings that are cut off from public use should be inventoried, and possibilities for reopening them to public use should be analyzed. East Harlem Parks should also be analyzed for their baseline infrastructure needs, such as building conditions, plumbing functionality, and lighting. Only with a reliable basic infrastructure can these parks continue to serve their current population, and seek to serve a growing population.

Seek To Improve Physical and Transit Accessibility to Parks

Access to parks and open spaces in East Harlem is an area with plentiful room for improvement. The East Harlem Neighborhood Plan suggests conducting a feasibility study for ferry access along the entire East River waterfront, with Pier 107 as a potential access point and restored public open space. The Plan also recommends building more open space onto the existing street network, suggesting a study of where street ends can be developed to add more open space to the East Harlem community. The Plan notes 117th, 118th, and 119th Streets, as well as the small streets around Thomas Jefferson Park.

Bicycle access to East Harlem's parks and open spaces can be improved. "Potential future" bicycle paths and/or routes as identified on the 2016 New York City Bike Map, linking Central Park, Marcus Garvey Park, Thomas Jefferson Park, Harlem River Park, and the East River Esplanade, will strengthen the safe cycling network in East Harlem, and provide more routes for Harlem residents to reach their local open space resources. Future Citi Bike expansion phases should supplement this connectivity by siting docking stations close to parks and transit.

Access to Randall's Island deserves special consideration: seek mitigation strategies that prioritize additional access points or access methods for this recreational resource. The East Harlem Neighborhood Plan suggests studying footbridges, bus routes, and ferry service for this task.

Site Stormwater Management Strategies in East Harlem Open Spaces

The East Harlem Neighborhood Plan recommends that the Department of Environmental Protection classify East Harlem in its Priority Combined Sewer Overflow Tributary Areas. DEP should work with NYC Parks to site green infrastructure at park and open space locations.

Improve Park Programming & Arts and Culture Connections

Additional park programming and park permit request support will be necessary as East Harlem's parks see increased use and visitation from a denser neighborhood. Additional quality-of-life improvements that can help create parks for all New Yorkers include public art and performance installations at parks and open spaces.

Create a Parks Improvement District for East Harlem

By levying a fee on residential and commercial developers, the City can fund a Parks Improvement District for East Harlem. The revenue generated for this District would support the maintenance, capital needs, and programming of East Harlem's parks, gardens, and open spaces.

Remove Physical Barriers to Parks and Open Spaces

The East Harlem Neighborhood Plan recommends several improvements that would make parks easier to reach and use. Increased lighting and tree pruning adjacent to light sources will increase safety in East Harlem open spaces. The Plan calls for parks to be ADA compliant, and convenient for seniors and caregivers with young children. For both of these improvements, the Plan suggests a focus on Marcus Garvey Park. The Plan also suggests improvement of neighborhood wayfinding, creating unified open space signage that includes parks, GreenThumb gardens, and NYCHA properties.

Improve the East River Esplanade

The East Harlem Neighborhood Plan calls out the unstable structural conditions of the East River Esplanade. The Plan also suggests that Pier 107, perpendicular to the Esplanade, be restored and open as a public space.

New Yorkers for Parks looks forward to working with the Department of City Planning and its sister agencies to make park conditions and park access in Harlem truly improved through the East Harlem Rezoning and the opportunities it brings.

With kind regards,



Lynn B. Kelly
Executive Director

cc: Deputy Mayor Alicia Glen, City of New York
cc: Commissioner Mitchell Silver, Department of Parks and Recreation
cc: Council Member Mark Levine, Parks and Recreation Committee Chair

From: [East Harlem \(DCP\)](#)
To: [Diane Mccarthy \(DCP\)](#)
Cc: [Olga Abinader \(DCP\)](#)
Subject: FW: Baseball Field Usage/Relocation at East 111th/112th Street
Date: Tuesday, January 03, 2017 3:41:14 PM

From: Jordan Baltimore [mailto:jordan@newyorkempirebaseball.org]
Sent: Saturday, December 24, 2016 3:06 PM
To: East Harlem (DCP) <EastHarlem@planning.nyc.gov>
Cc: Aziz Dehkan <aziz@nyccgc.org>; Christine Johnson <cobalttina@gmail.com>; Renee Keitt <gardenchenchitas@gmail.com>; Chantal Gailloux <cha.gailloux@gmail.com>; Irving Shafran <ir7v@aol.com>
Subject: Baseball Field Usage/Relocation at East 111th/112th Street

Hi All

We're concerned about the Process of the Environmental Impact of the East Harlem Rezoning Plan, particularly as it pertains to the usage of the Baseball Field at East 111th/112th Streets between Madison & Park Avenues, and the consequent displacement of hundreds of children as a result.

As an organization that uses this field, and can speak on our behalf and that of other youth organizations, we were never contacted nor included in this Process. We've never been given any notice or information about the Plan nor the plans to relocate the field or the hundreds of children that play on it. In addition to Spring & Fall Baseball Games, we have run free baseball Camps in the Summer for years for the children of East Harlem all on this field.

We understand only through word of mouth that the plan is to "relocate" the field - but further research has shown that there is no new baseball field being built to replace this one. Instead, the suggestion that we've heard is to move the teams that use this field to other fields in the area - but all such fields are already committed by the NYC Parks Department to other organizations, teams and children. Eliminating this baseball field without immediate construction of a new baseball field will leave hundreds of children with no place to play baseball, and thousands more in the future without baseball as a viable option in their childhood.

We've reached out over the last few months for more information, but have received no response. Please let us know how to share the correct information about the impact that this will have on the children and families in the community.

Thank you
Jordan Baltimore

Jordan Baltimore
jordan@newyorkempirebaseball.org
(212) 706-9296

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CHAIR, Senate Democratic Conference

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Mental Health and Developmental Disabilities
The New York State Black, Puerto Rican,
Hispanic, and Asian Legislative Caucus
Veterans, Homeland Security and Military Affairs

Testimony of New York State Senator José M. Serrano Submitted to New York City Planning Regarding the East Harlem Rezoning Plan

As the New York State Senator representing the 29th Senate District, I have the privilege of serving perhaps the greatest socio-economic and culturally diverse district in the state. Neighborhoods in the 29th Senate District include the South and West Bronx, Upper Yorkville, Roosevelt Island, Upper West Side, and of course, our beloved El Barrio. I am proud to submit the following comments regarding the proposed East Harlem Rezoning Plan for public review and consideration by New York City Planning.

First and foremost, I believe that any redevelopment within East Harlem must prioritize the best interests of the residents in the surrounding community where the rezoning will take place. I thank New York City Council Speaker Mark-Viverito, Manhattan Borough President Brewer, City Planning, and all of the key stakeholders for their continued efforts to engage the immediate community in the East Harlem Neighborhood Plan. As the rezoning process continues to progress, we must ensure that the needs and wants of local residents and businesses continue to be heard throughout the process.

Any redevelopment plan should take extreme precautions to prevent the displacement of current area residents by preserving existing affordability throughout El Barrio. As such, new housing developments should seek to provide affordability representative of the immediate community. It is my hope that such affordability goes beyond the current Mandatory Inclusionary Housing standards and aims to be more representative of the unique housing needs of El Barrio residents. Moreover, while it is my hope that we can prevent any displacement, resources and services should be made available to any area residents that are forced to relocate from new development.

The redevelopment plan should also contain tangible ways in which NYCHA residents can benefit from the coming changes, such as improvements in their housing developments and open green spaces, or employment opportunities. In addition, any proposed plans involving NYCHA property must be discussed with and agreed upon by residents.

Many factors contribute to the persistent health disparities facing the East Harlem community and the rezoning process gives us a unique opportunity to improve upon environmental irritants that contribute to these disparities. As it pertains to air quality, it is my expectation that developers will be held to exceptionally high standards to mitigate dust and allergens from entering the

surrounding environment during the construction phase. Moreover, developers should be required to utilize green technologies to help create an environmentally friendly environment for generations to come.

Improving our existing parks and creating additional green spaces will not only help the neighborhood feel more breathable, but will encourage residents to take part in recreational outdoor activities that are beneficial to their physical and mental health. Developing new public green space is also a wonderful opportunity to engage local artists and cultural institutions. El Barrio is well-known for its rich cultural history and by incorporating art into our green space we have the opportunity to strengthen the bonds of our community. Public space that is both green and aesthetically pleasing will contribute to an even more vibrant El Barrio.

In addition to improving the air quality, promoting better neighborhood health by ensuring greater access to healthy and affordable food options is yet another important step we must take to reduce the rate of chronic illnesses. When considering an economic development plan for the area, we should encourage current and future businesses to invest in the immediate community by making healthy foods a top priority.

It is also my hope that the proposed economic development plan will create long-term employment opportunities for local residents. Such a plan should ensure the creation of living wage paying jobs and seek to support our local minority and women owned small businesses.

Above all else, it is imperative that community members are continuously engaged and are aware of any new progress with the East Harlem Rezoning proposal as it moves through each and every remaining step. The proposed East Harlem rezoning is a truly special opportunity for residents, community leaders, elected officials, and city agencies to set forth a collective plan that will revitalize the commercial corridors and create access to more housing, jobs, parks, and better schools for the immediate community. My sincere thanks to all my colleagues in government, local advocacy groups, community organizations, and our government agencies for their tireless efforts toward this rezoning endeavor. Thank you all for your time and continued attention to this important matter.

Yours in Service,

A handwritten signature in black ink, reading "José M. Serrano". The signature is fluid and cursive, with a long horizontal stroke at the end.

New York State Senator
José M. Serrano
29th Senate District

From: [East Harlem \(DCP\)](#)
To: [Diane Mccarthy \(DCP\)](#)
Cc: [Olga Abinader \(DCP\)](#)
Subject: FW: Comments on East Harlem Rezoning
Date: Tuesday, January 03, 2017 3:41:50 PM

From: Phil [mailto:phil206916@yahoo.com]
Sent: Friday, December 30, 2016 11:14 AM
To: East Harlem (DCP) <EastHarlem@planning.nyc.gov>
Subject: Comments on East Harlem Rezoning

I am a long term resident of East 127th Street between Madison and 5th Avenues. I would like to raise two concerns about the existing plan as it relates to the Park Avenue corridor above 125th Street:

1. I believe the proposed zoning will allow buildings that are inappropriately large and high for the neighborhood. I believe the proposed R9 and R10 zones should be scaled back to e.g., R7 zones. Higher/larger buildings will result in an unreasonable amount of foot and vehicular traffic in an area that has narrow streets and sidewalks, physical constraints due to the presence of the Metro North track, and existing issues with traffic congestion on access routes to the Harlem River Drive, and to the Madison Avenue Bridge and the Third Avenue Bridge. Higher/larger buildings will also compromise the historic brownstone character of the blocks between Madison and Fifth, and Park and Madison, that contain historic places such as the Langston Hughes house, St Andrews Church, and James Baldwin Place.
2. I believe developments in this corridor should be subject to lower mandatory inclusionary housing requirements than currently proposed, since the area is already dominated by public housing. I support the City's goal of increasing the stock of affordable housing but believe it should be achieved in a way that results in economic diversity within each neighborhood. Requiring additional affordable housing in new developments in that corridor will perpetuate the very strong economic skew that already exists, and miss the opportunity to bring more balance to that area.

Phil Kelly



December 29, 2016

Robert Dobruskin, AICP
Director, Environmental Assessment and Review Division,
New York City Department of City Planning
120 Broadway – 31st Floor,
New York, N.Y. 10271-3100
Via email: rdobrus@planning.nyc.gov

Dear Mr. Dobruskin,

I am writing to respectfully request a modest extension of the official public comment period for the Draft Scope of Work for the Environmental Impact Statement for the proposed East Harlem Rezoning. As you know, the Draft Scope was released on November 10, 2016 and comments are currently due on January 4, 2017. Public hearings were held on December 15, 2016. During the comment period, at least four major holidays – Thanksgiving, Hanukkah, Christmas, and New Year's Day – interrupted the time and focus that community members, community-based organizations, other stakeholders, and the public at large have to meaningfully review and prepare comments on the document. These holidays effectively shorten the comment period by approximately 3 weeks.

When major holidays fall within the comment period, it is common practice for the lead agency to exercise its discretion to ensure that the public's right to comment is not compromised. This is even more so the case when the proposed project will impact vulnerable communities who face barriers to participation. Barriers to participation are routinely experienced by communities that have high rates of poverty, large percentages of monolingual speakers of languages other than English, are overwhelmingly comprised of racial and/or ethnic minorities, have lower levels of formal education on average, and have high percentages of senior citizens. East Harlem is a community that has all these factors as well as a concentration of environmental burdens which together qualify it as an environmental justice community. Taken in sum, these factors conspire to limit the ability of community members to meaningfully comment on proposed projects that will directly impact them. To further limit the community's ability to comment by failing to take into account major holidays is to ignore these realities and to exacerbate their effects. To demonstrate DCP's commitment to a meaningful process, and to allow for genuine participation in the environmental review, a three-week extension of the formal comment period should be granted.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Elena Conte', is written over a light gray rectangular background.

Elena Conte
Director of Policy
Pratt Center for Community Development



Sheldon Lobel 
ATTORNEYS AT LAW

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info@sheldonlobelpc.com
www.sheldonlobelpc.com

January 4, 2017

Robert Dobruskin, Director,
Environmental Assessment and Review Division
Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

**RE: East Harlem Rezoning Proposal
Draft Scope of Work for an Environmental Impact Statement
CEQR No. 17DCP048M**

Dear Mr. Dobruskin,

Our office represents 116 East 124 Associates, LLC, the owners of the building located at 116-120 East 124th Street, Block 1772, Lots 62 and 64, (the “Premises”). We are writing to request an amendment to the proposed Draft Scope of Work on the East Harlem Rezoning Proposal.

BACKGROUND

The Department of City Planning has proposed a rezoning of the East Harlem Corridors in Manhattan, running from East 104th Street in the south to East 132nd Street in the north, including several cross streets. This proposed rezoning has a number of admirable goals including to:

- Create opportunities for new, affordable housing and preserve existing affordable housing to serve the neighborhoods diverse housing needs;
- Preserve the built neighborhood character; and
- Create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses.

In general, the proposed rezoning is long overdue. Whereas much of the City has been rezoned in recent years, this portion of East Harlem has been largely excluded from systematic review prior to the current undertaking. Today, with enormous pressure on the housing stock from the City’s growing population, the current 45-year old zoning scheme is inadequate. However, while the goals of this rezoning are admirable, there is at least one component of the rezoning, omitting a portion of Block 1772 from the rezoning, that works at cross purposes to the rezoning’s general goals. We believe the northern block face of this block should be included within the rezoning and this letter formally requests that the scope of the environmental review be revised to include an examination of this block face.

BLOCK 1772

Block 1772, located between East 123rd and East 124th Streets and between Lexington and Park Avenues, is currently zoned partially M1-4 on the corner of East 123rd Street and Park Avenue. The remainder of the block is zoned R7-2 with a C2-4 overlay mapped along the block's Lexington Avenue frontage and along the northern block face facing East 124th Street. Except for (1) the addition of a commercial overlay on the northern block face in the 1970s and (2) the mapping of the M1-4 district in 1993, the zoning on this block has remained unchanged since 1961. The existing contiguously-zoned R7-2 district extends south of Block 1772 to include Blocks 1771 to its immediate south and the northern block face on Block 1770 facing East 122nd Street.

The M1-4 portion of the block along Park Avenue is improved with a conforming three-story flooring supply establishment built in 2013. To its north is a vacant lot. The northern block face of the midblock of Block 1772 is occupied by a vacant lot, three five-story commercial buildings, and three one-story commercial buildings. The corner of East 124th Street and Lexington Avenue is occupied by a five-story residential building with ground floor retail use. The southern midblock block face is occupied by several six-story residences and a vacant lot. *See below Figure 1.*



Figure 1

As shown below, the northern midblock block face on Block 1772 is entirely different in character than the midblocks to the south and should therefore be zoned differently.

MIDBLOCKS TO THE SOUTH

The midblock areas of Block 1771, immediately south of Block 1772 and currently zoned R7-2, are primarily occupied by six-story residential buildings. The midblock to the south of that, also zoned R7-2, is occupied by a 12-story residential building.

PROPOSED MIDBLOCK REZONING

The three midblocks to the south of Block 1772 are proposed to be rezoned to R7B, a district with a permitted FAR of 3.0 and a maximum permitted building height of 75 feet. The midblocks on Block 1771 are at least roughly complying with the proposed R7B, while the northern midblock on Block 1770, with a 12-story, approximately 4.5 FAR building, would become non-complying with the proposed rezoning. Curiously, the southern midblock on Block 1772 contains a six-story building that would be equally appropriate in an R7B district as the buildings on Block 1771, but this midblock is proposed to be excluded from the R7B district. The only apparent reason to exclude the southern block face of Block 1772 from the R7B district is to avoid drawing attention to the northern block face of the block. *See below Figure 2.*



Figure 2

This northern block face on which the Premises is located, is entirely non-residential. The uses on this block, including a post office and Con Ed office, clearly place its orientation to the regional business district to the north. None of the existing buildings on this midblock emulate the tower-in-the-park zoning encouraged by R7-2, and the available commercial FAR of 2.0 is lower than the existing level of commercial activity. The southern block face on this block should be included within the proposed R7B and the northern block face should be proposed to be included in one of several options that the environmental review should study (discussed further below).

TRANSIT ORIENTED

The northern midblock block face on Block 1772 is already a highly transit accessible location. The 125th Street stop on the 4, 5 and 6 trains is one corner to the northeast and less than a five minute walk. Metro North's 125th Street station is around the corner to the northwest and also within a five minute walk of the block front. See below Figure 3. Moreover, now that the first phase of the Second Avenue Subway is open, the MTA already has partial funding of over \$1 billion in its five-year 2015-2019 Capital Program to design and begin work on Phase 2. In addition, the Federal Transit Administration (FTA) recently cleared a preliminary funding hurdle FTA granted the MTA permission to enter what is called "project development" for Phase 2. This is the first authorization that permits the MTA to spend money on a project that is seeking federal funding support.

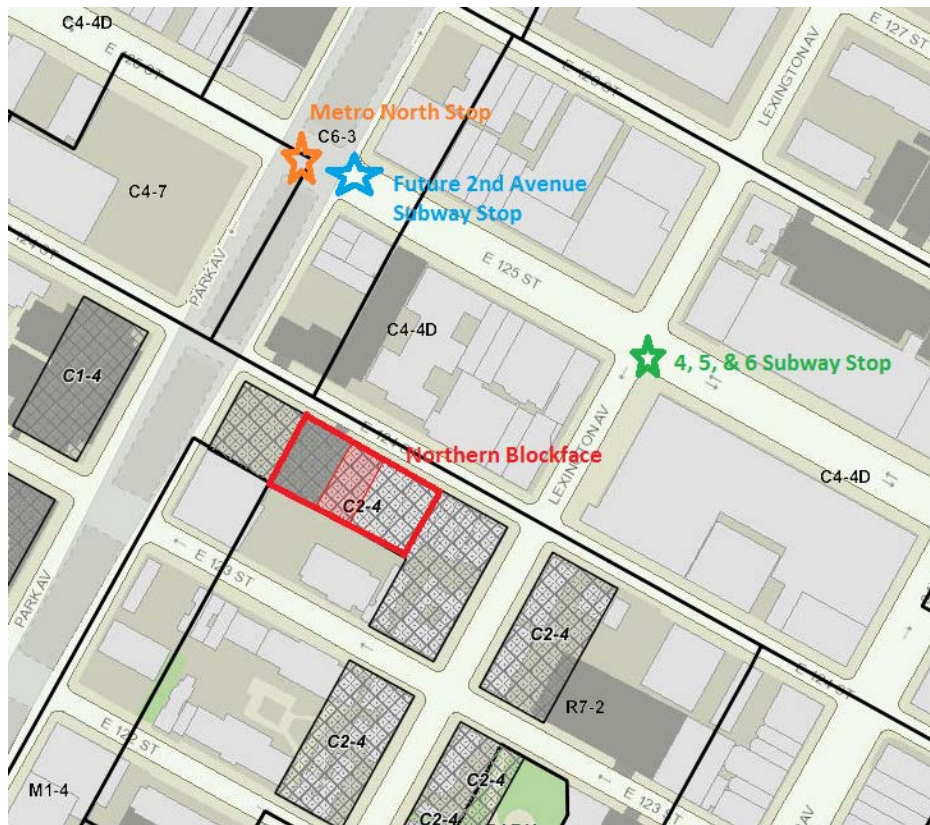


Figure 3

REZONING OPTIONS

There are several options that should be considered for a rezoning of Block 1772:

M1-6/R10: Immediately adjacent to the west on the northern block face of Block 1772, the Department of City Planning (DCP) is proposing to map an M1-6/R10 district that would require two stories of non-residential use before any residential use is permitted. As proposed, this mapping would include vacant property along Park Avenue but exclude other vacant property immediately adjoining it, effectively precluding an assemblage into a more workable site. On the remaining sites, which include the Post Office, it would permit expansion of existing commercial buildings. The subject building is not likely to be replaced during the analysis period because the

US Postal Service has a long term lease. This proposal would maximize one of the stated objectives of the proposed rezoning: to create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses. Similar to this proposal, the DCP proposal includes mapping an M1-6/R9 district on the East 131st Street midblock as well as along Park Avenue.

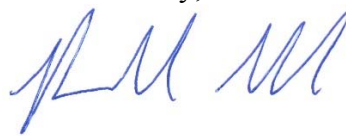
C6-3D: Mapping a C6-3D district would permit similar development but at slightly reduced levels, should DCP wish to emphasize a step-down in permitted density on the midblock. C6-3D would permit a 9.0 FAR for commercial, community facility or residential use. As with the M1-6/R10 proposal, this would permit a practical development of the adjoining vacant sites and would allow modest enlargements of the existing commercial buildings, while making the existing overbuilt commercial buildings complying.

C6-2 or C6-2A: Mapping either of these districts would permit a minimum amount of development but at significantly reduced levels should DCP wish to emphasize a step-down in permitted density on the midblock. C6-2 or C6-2A would permit a 6.0 FAR for commercial use, 6.5 FAR for community facility use or 6.02 FAR for residential use. As with the M1-6/R10 proposal, this would permit a practical development of the adjoining vacant sites and would allow modest enlargements of the existing commercial buildings while making complying the existing overbuilt commercial buildings.

All of the above alternatives would create opportunities for economic development while preserving the vitality of existing commercial and manufacturing uses consistent with the Department's objects, while retaining the existing R7-2 would be inconsistent with the Department's objectives.

With these considerations in mind, we respectfully request that the scope of the proposed environmental review be amended to include these options.

Sincerely,



Richard Lobel

RL:ai

Cc: Olga Abinader
Calvin Brown

Holland & Knight

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Paul J. Proulx
(212) 513-3342
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January 3, 2017

Via E-mail

Robert Dobruskin, AICP, Director
New York City Planning
Environmental Assessment and Review Division
120 Broadway, 31st Floor
New York, New York 10271

Re: Public Notice of Scoping for
Draft Environmental Impact Statement (the “DEIS”; CEQR No. 17DCP048M) for
Proposed East Harlem Rezoning (the “Proposed Rezoning”)

Dear Bob:

On behalf of Tahl Propp Equities (“TPE”), the owner of property bound roughly by East 126th Street, Park Avenue, East 128th Street and Lexington Avenue (Block 1775, Lots 3, 6, 165 & 168; the “TPE Site”), we are writing to issue comments that ensure the DEIS takes into account the development limitations applicable to the TPE Site.

TPE has been working on a development at the TPE Site for the last two years. An informational meeting was held with City Planning’s Manhattan Office staff on December 14, 2015 (P2014M0369). Feedback provided at that meeting resulted in the presentation submitted to the Manhattan Office on June 13, 2016 (the “TPE Proposal”), which is enclosed herewith. The TPE Proposal would include approximately 400,000 sf of new development with almost 400 income restricted residential units on top of a two-story commercial base. Subsequent correspondence (enclosed) indicated that the TPE Proposal would not be consistent with the Proposed Rezoning.

After reviewing the Proposed Rezoning, we believe that the TPE Proposal is consistent with the Proposed Rezoning. At least, from an overall floor area perspective, the two can be easily reconciled. However, the site is not without technical and financial complications that will require additional relief under the Proposed Rezoning. We wanted to make sure that the DEIS considers how the Proposed Rezoning will affect the TPE Proposal and what the alternatives are.

Anchorage | Atlanta | Austin | Boston | Charlotte | Chicago | Dallas | Denver | Fort Lauderdale | Houston | Jacksonville
Lakeland | Los Angeles | Miami | New York | Orlando | Portland | San Francisco | Stamford | Tallahassee | Tampa | Tysons
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To start with, there are several technical issues related to the TPE Site's history that must be understood:

- The TPE Site is subject to the Harlem / East Harlem Urban Renewal Plan (the "URP") and the Residential Large Scale Development (the "RLSD") Plan embodied therein. Accordingly, any development on the TPE Site will require an amendment to both the URP and the RLSD Plan.
- The TPE Site is bisected by the unmapped East 127th Street, which includes several historic utility easements. To maintain this corridor open to foot traffic requires two separate building sites, one on the north side of East 127th (the "North Site") and one on the south side (the "South Site").
- The South Site is further compromised by the adjacent, 4,000 square foot, City-owned site (Block 1775, Lot 71; the "HPD Site"). The TPE Proposal contemplates, and the Department of Housing Preservation and Development tacitly supports declaring a Urban Development Action Area Program (UDAAP) area and the related disposition of the HPD Site to facilitate development of the South Site.
- The Proposed Rezoning would apply a split-district condition to the zoning lot comprised of the TPE Site and HPD Site. Along Park Avenue, the existing manufacturing zone would be replaced by an R10 district; the rest of the zoning lot would remain R7-2.
- The timing on the approval of the new zoning will determine whether ZR Section 77-02 or 77-03 apply to the merged zoning lot and what actions are necessary to facilitate the TPE Proposal. If the zoning lot merger occurs before the new zoning is put in place, the average floor area can be allocated anywhere on the TPE Site. If the reverse is true, additional relief (presumably via large scale special permit) would be necessary to facilitate the TPE Proposal.

From a financial feasibility background, the site is subject to certain other constraints. The TPE Site is currently improved with two existing project-based Section 8 buildings. To facilitate construction on the developable portions of the TPE Site, the parking lots have been excluded from collateral on the existing loans, guaranteed by the US Department of Housing and Urban Development ("HUD"). However, any new development on the TPE Site remains subject to certain HUD income limitations. Purely market rate development is inhibited by these restrictions, as well as overall market conditions in this location. To keep construction costs down, income restricted housing is limited to block and plank construction methods, which also limit overall building height to roughly 12-stories of residential uses on top of a commercial base. Development on the TPE Site cannot fill an R10 envelope without resorting to more costly construction methodologies, which require more subsidy than existing affordable housing programs can provide.

Robert Dobruskin, AICP, Director
January 3, 2017
Page 3

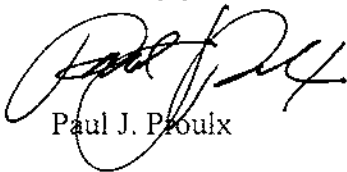
The Proposed Rezoning is easily reconcilable with the TPE Proposal from a floor area perspective, but not otherwise. The TPE Proposal would involve almost 400,000 sf of new development on top of the 440,000 existing sf, for a blended FAR of 5.05. The Proposed Rezoning would only allow 5.32 FAR. Even if the Proposed Rezoning is approved, the TPE Proposal would likely still require additional land use actions. As described above, the TPE Site is subject to a URP and a RLSD that will require amendment. Furthermore, assuming the HPD Site is added after the Proposed Rezoning is approved, the mix of R10 and R7-2 zoning will require a large scale special permit to evenly distribute the floor area on the South Site. Unless these issues are addressed in the Proposed Rezoning, the TPE Proposal will require its own ULURP application.

Therefore, we recommend that you incorporate specific zoning solutions that are more easily reconciled with the technical and economic constraints applicable to the TPE Site. For instance, you might consider other zoning designations, applied to the entire zoning lot as an alternative. The TPE Proposal's blended FAR is consistent with an R7D FAR of 5.6, and would be allowed as-of-right under an R8X maximum height limit of 150'. These less aggressive zoning designations would be more consistent with the TPE Proposal than the combination of R10 and R7-2.

We would also encourage you to expand your scope to more closely conform to the TPE Proposal. We would support any effort to reconcile the TPE Proposal with the Proposed Rezoning, with SEQRA treatment akin to the East 111th Street proposal described in the DEIS. Separately, termination of portions of the URP and RLSD Plan might minimize the technical constraints applicable to the North Site and allow an as-of-right development upon approval of the Proposed Rezoning.

We thank you for considering the TPE Proposal in the context of the DEIS and look forward to your response. We wish you the greatest success in completing this laudable effort.

Sincerely yours,



Paul J. Proulx

Enclosures

cc: Hillary Semel, Director, Mayor's Office of Sustainability
Eunice Suh, Asst Commissioner, Housing Preservation & Development
Joseph Tahl, Tahl Propp Equities

From: [Beverly Jimenez-Talavera \(DCP\)](#)
To: [Proulx, Paul J \(NYC - X73342\)](#)
Subject: RE: Tahl Propps-East 127th Street
Date: Tuesday, June 28, 2016 2:28:17 PM

Wonderful. Thanks for your help.

From: Paul.Proulx@hklaw.com [mailto:Paul.Proulx@hklaw.com]
Sent: Tuesday, June 28, 2016 2:28 PM
To: Beverly Jimenez-Talavera (DCP) <BJIMENE@planning.nyc.gov>
Subject: RE: Tahl Propps-East 127th Street

Sounds good. We're in-process on that already. Will revert as soon as we close that loop.

From: Beverly Jimenez-Talavera (DCP) [mailto:BJIMENE@planning.nyc.gov]
Sent: Tuesday, June 28, 2016 2:08 PM
To: Proulx, Paul J (NYC - X73342) <Paul.Proulx@hklaw.com>
Subject: Tahl Propps-East 127th Street

Hi Paul:

After speaking with you I had a conversation with staff here,. I feel like you should have a conversation with HPD, about what the outer limits of your envelope could be. They are very informed regarding our mindset, they know what the community wants as well. I think once you get feedback from them on this project, would be a better time to sit down and discuss this proposal.

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From: [Beverly Jimenez-Talavera \(DCP\)](#)
To: [Proulx, Paul J \(NYC - X73342\)](#)
Subject: RE: Tahl Propps-East 127
Date: Tuesday, June 28, 2016 12:09:44 PM

Hi Paul:

Before I schedule another meeting I want to mention the Community Board's mindset moving forward. I'm sure your aware of the efforts underway by the City and Board to have an East Harlem Study. We are looking at Park Avenue to be the "areas of opportunity" where we are contemplating upzonings to R9 and R10. R9 would be the baseline for any rezonings in the area, we really would not want to entertain any proposals that fall short of that since we are trying to maximize the opportunity to produce greater numbers of affordable housing.. Therefore, staff would like you to rethink your proposal based on this scenario and before we schedule another meeting.

From: Paul.Proulx@hklaw.com [mailto:Paul.Proulx@hklaw.com]
Sent: Tuesday, June 28, 2016 10:56 AM
To: Beverly Jimenez-Talavera (DCP) <BJIMENE@planning.nyc.gov>
Subject: RE: Tahl Propps-East 127

Hi Beverly,
Can we get something back on the books?

From: Beverly Jimenez-Talavera (DCP) [mailto:BJIMENE@planning.nyc.gov]
Sent: Monday, June 20, 2016 12:38 PM
To: Proulx, Paul J (NYC - X73342) <Paul.Proulx@hklaw.com>
Subject: Tahl Propps-East 127

Hi Paul:

We have a conflict and will have to reschedule this meeting for another date and time. I will get back to you.

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From: [Proulx, Paul J \(NYC - X73342\)](#)
To: ["Beverly Jimenez-Talavera \(DCP\)"](#)
Cc: [Kevin Parris](#); [Joe Tahl](#); [Mark Ginsberg](#)
Subject: RE: East 127th Street - P2014M0369.
Date: Tuesday, June 7, 2016 5:23:44 PM

Hi Beverly,

Since we met with you and Jamie at the end of last year, we have taken a slightly different approach to the design of the proposed buildings on 127th Street. The proposal is not nearly as ambitious as we had previously discussed, but it still results in almost 400 affordable housing units. We would like to update you on our progress and solicit additional urban design feedback before we begin designing the building.

We recently briefed HPD Planning staff on the project and they are pursuing the requisite agency approvals necessary to act as a co-applicant for the disposition of their lot (Block 1775, Lot 71) and amendments to the Urban Renewal and LSRD Plans. Kevin Parris is cc'd here.

Is there a good time to sit down with you and your urban design team in the near future?

Paul

Paul J. Proulx | Holland & Knight

31 West 52nd Street | New York NY 10019

Phone 212.513.3342 | Fax 212.385.9010

[Add to address book](#) | [View professional biography](#)

From: Beverly Jimenez-Talavera (DCP) [<mailto:BJIMENE@planning.nyc.gov>]

Sent: Friday, January 29, 2016 12:16 PM

To: Proulx, Paul J (NYC - X73342) <Paul.Proulx@hklaw.com>

Subject: RE: East 127th Street

Hi Paul:

For the most part we understand your reasoning with the analysis below. However, we would like you to create a third option. One that would request an R9A zoning designation at a depth of approximately 150 feet from Park Avenue. We would like you to use the base height of an R9A building, then setback. We would also like you to provide us with some schematics and a summary under this new option. Additionally, we have several questions which follow:

1. What is your alternative plan if you are not able to acquire the additional lots?
2. Do you plan to acquire the additional lots?

3. Explain the need for a 15 foot setback on East 128th Street

If you have questions regarding these comments let me know.

Best,
Beverly

From: Paul.Proulx@hklaw.com [<mailto:Paul.Proulx@hklaw.com>]
Sent: Friday, January 15, 2016 2:39 PM
To: Beverly Jimenez-Talavera (DCP); Jamie Chan (DCP)
Subject: East 127th Street

Beverly, Jamie,

As a follow up to our meeting last month regarding Tahl-Propp Equities' East 127th Street property, we wanted to brief you on the outcome of our zoning analysis.

As you suggested, we looked at an R9 zoning designation for the site, but we don't think it is the right solution. To maximize the R9 FAR, we would need to build a 48 story building, which seems ill-suited to the location. While an R8 designation is less ambitious, we think it more appropriate. The R8 designation would still generate almost 600 units and permit a 30 story tower component. We have provided the attached schematics and summaries below for your review. We would welcome your further comments as we develop the 30 story proposal.

Option J – 30 story tower – More contextual Urban Design

- Max ZFA:1,433,352
- Existing ZFA.....440,796
- Proposed New FA:.....615,211
 - o Residential: 549,318
 - o Commercial: 27,847
 - o Community Facility: 38,047
 - o Parking: 45,000 (Not counted in proposed ZFA above)

- Remaining ZFA:.....377,345
- Approximated New Unit Count: 578

Option K – 48 story tower - Maxing Out R9 FAR

- Max ZFA:1,433,352
- Existing ZFA:440,796
- Proposed New Gross ZFA:984,655
 - o Residential: 916, 8387
 - o Commercial: 28,809

- o Community Facility: 39,009
- o Parking: 45,000 (Not counted in proposed ZFA above)

- Remaining ZFA:7,901
- Approximated New Unit Count: 965

Good weekend,
Paul

Paul Proulx | Holland & Knight

31 West 52nd Street | New York, NY 10019

Phone 212.513.3342 | Fax 212.385.9010

paul.proulx@hklaw.com | www.hklaw.com

[Add to address book](#) | [View professional biography](#)

From: Beverly Jimenez-Talavera (DCP) [<mailto:BJIMENE@planning.nyc.gov>]

Sent: Monday, December 14, 2015 1:24 PM

To: Proulx, Paul J (NYC - X73342) <Paul.Proulx@hklaw.com>

Subject: PAS ID Number

Hi Paul:

Your PAS ID number is **P2014M0369**.

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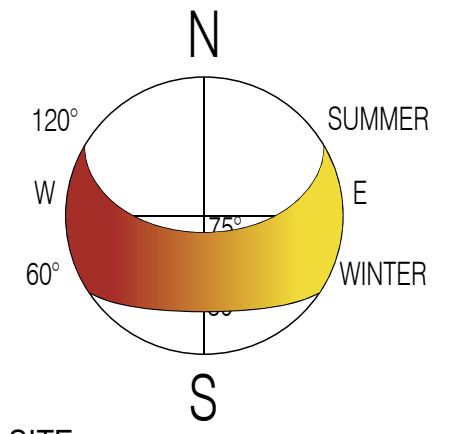
April 27, 2016
1775 Houses, AK Houses

Curtis + Ginsberg Architects LLP

PRELIMINARY ZONING STUDY







- SITE
- 1 & 2 FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- MIXED USE
- OPEN + OUTDOOR SPACE
- COMMERCIAL
- INSTITUTIONS
- INDUSTRIAL
- TRANSPORTATION / UTILITIES
- PARKING
- VACANT LOTS
- METRO NORTH RAIL
- TRAFFIC NOISE
- TRAIN NOISE
- TRAFFIC DIRECTION
- STREET WALL
- 400' LIMITS
- FLOOD ZONE
- BUS ROUTES
- BUS STOP
- SUBWAY STOP



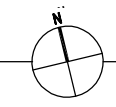
TAHL PROPP EQUITIES

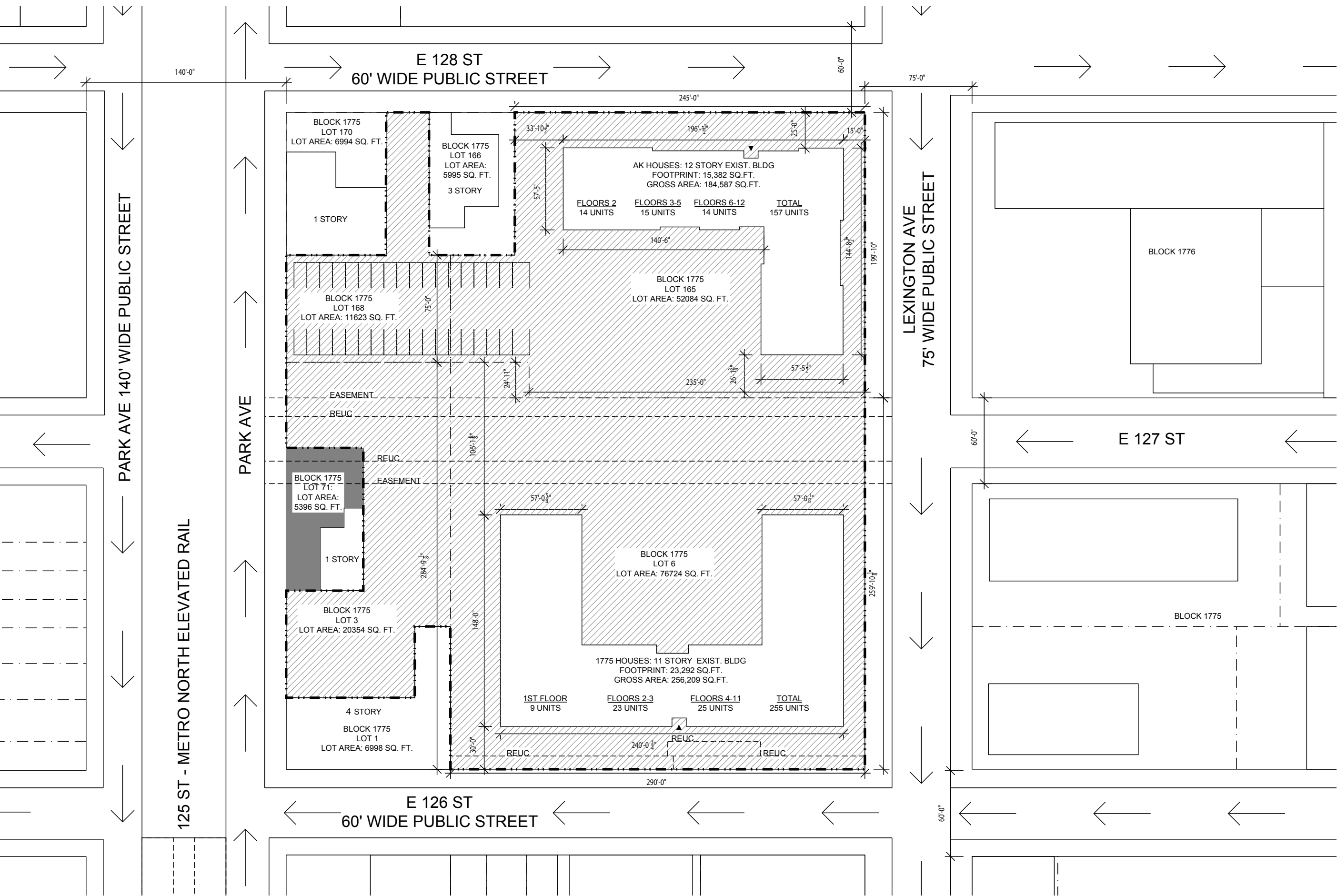
AREA ANALYSIS: 400' RADIUS

APRIL 27, 2016

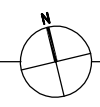
CURTIS + GINSBERG ARCHITECTS LLP © 2016

#1418 - 1775 HOUSES / AK HOUSES





- SITE
- LOT OWNED BY HPD
- TRAFFIC DIRECTION





① VIEW LOOKING NORTHEAST FROM SUBWAY STATION AT E 125 ST AND LEXINGTON AVE



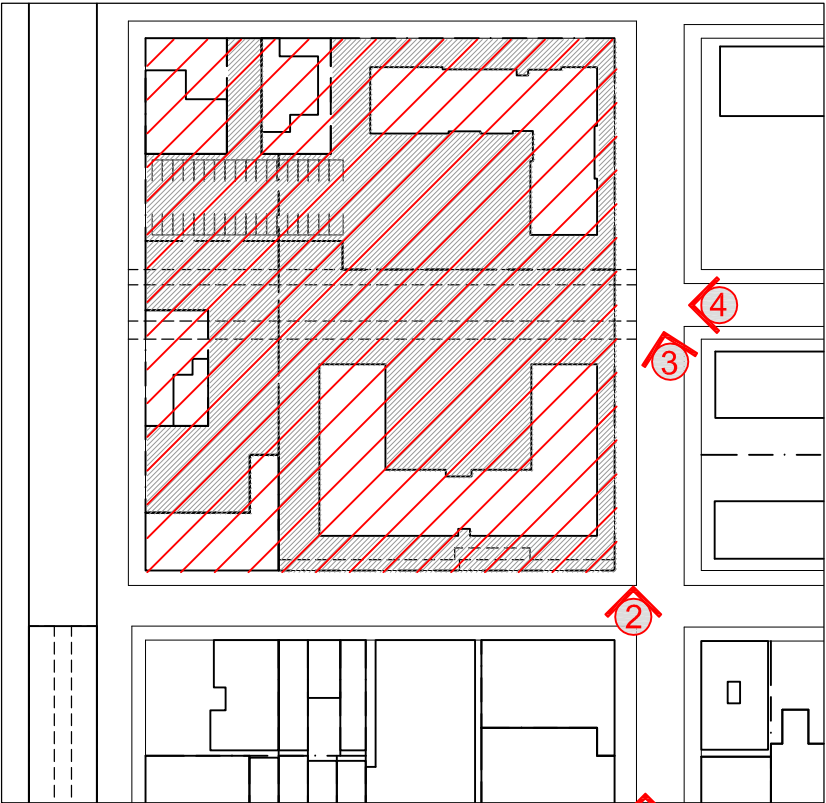
② VIEW LOOKING NORTHEAST FROM CORNER OF E 126 ST AND LEXINGTON AVE



③ VIEW LOOKING NORTHEAST FROM LEXINGTON AVE



④ VIEW LOOKING WEST FROM E 127 ST AND LEXINGTON AVE





① VIEW LOOKING SOUTHWEST FROM E 128 ST AND LEXINGTON AVE



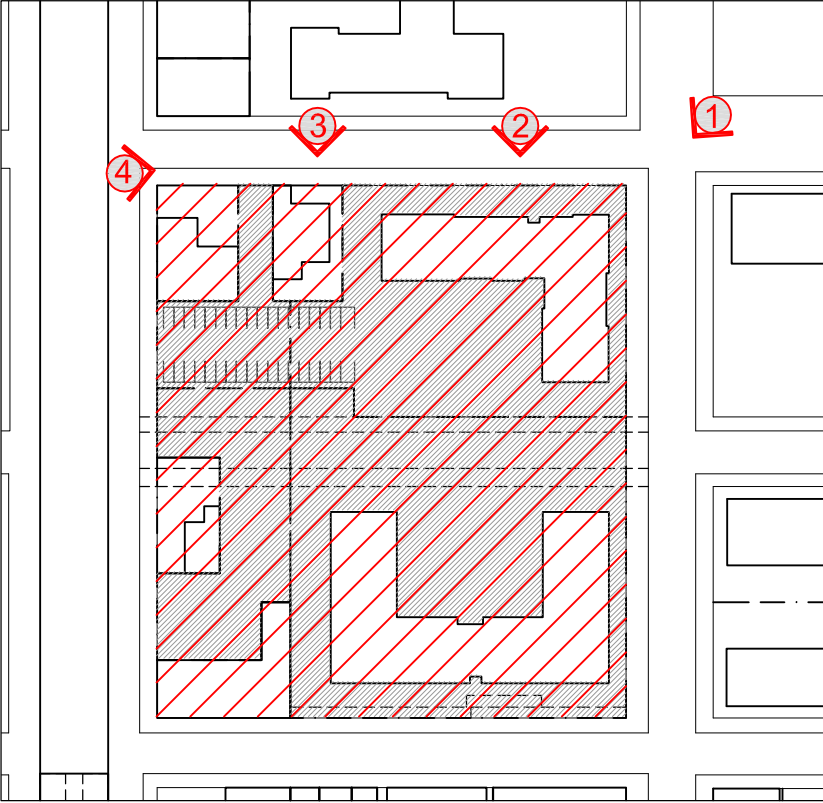
② VIEW LOOKING SOUTH FROM E 128 ST



③ VIEW LOOKING SOUTH FROM E 128 ST



④ VIEW LOOKING EAST FROM E 128 ST AND PARK AVE





① VIEW LOOKING EAST FROM PARK AVE



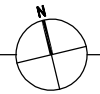
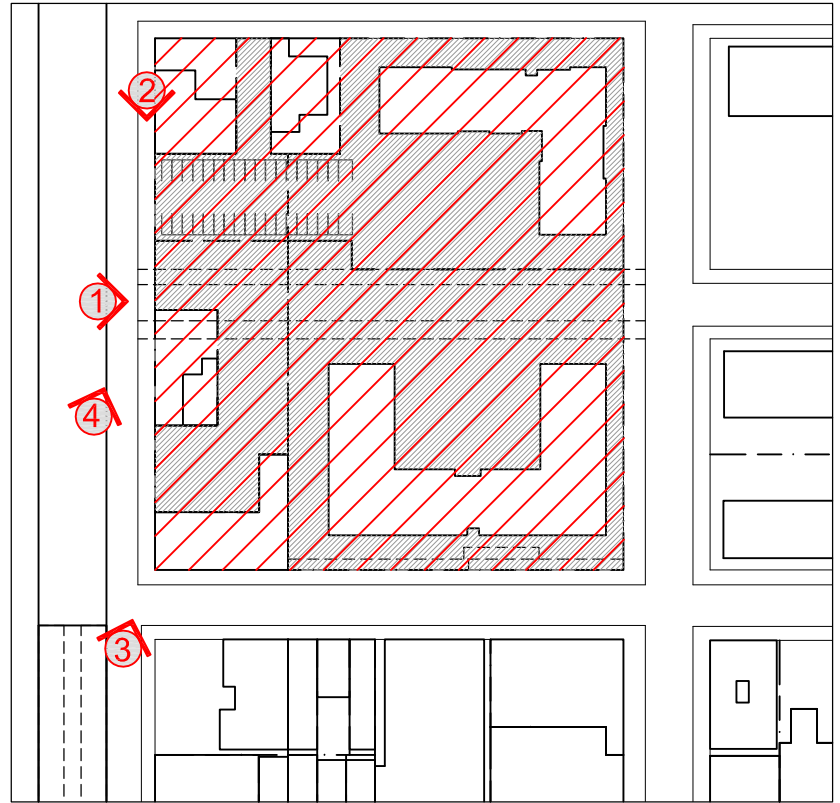
② VIEW LOOKING SOUTH FROM PARK AVE



③ VIEW LOOKING EAST FROM UNDER METRO NORTH TRAIN PLATFORM ON PARK AVE



④ VIEW LOOKING EAST FROM METRO NORTH TRAIN PLATFORM





① VIEW LOOKING NORTHEAST FROM E 126 ST AND PARK AVE



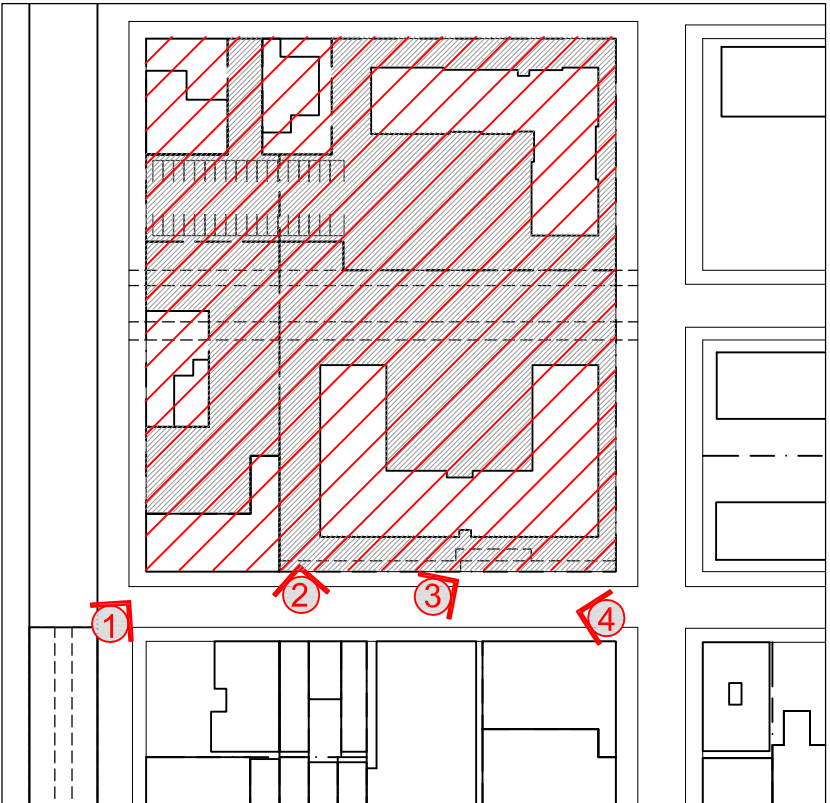
② VIEW LOOKING NORTH FROM E 126 ST



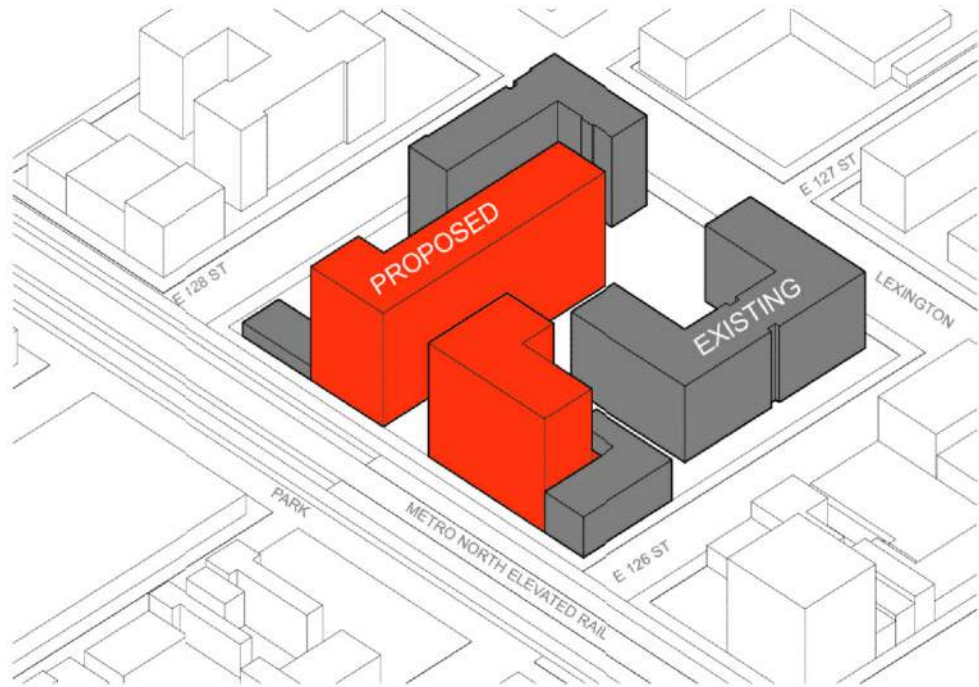
③ VIEW LOOKING NORTHEAST FROM E 126 ST



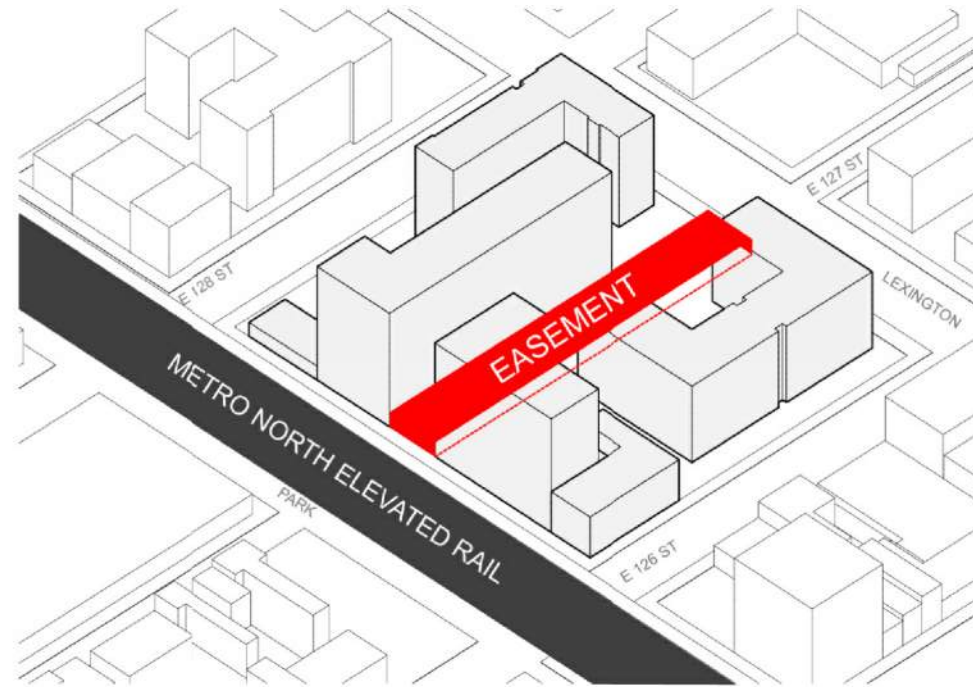
④ VIEW LOOKING WEST FROM E 126 ST AND LEXINGTON AVE



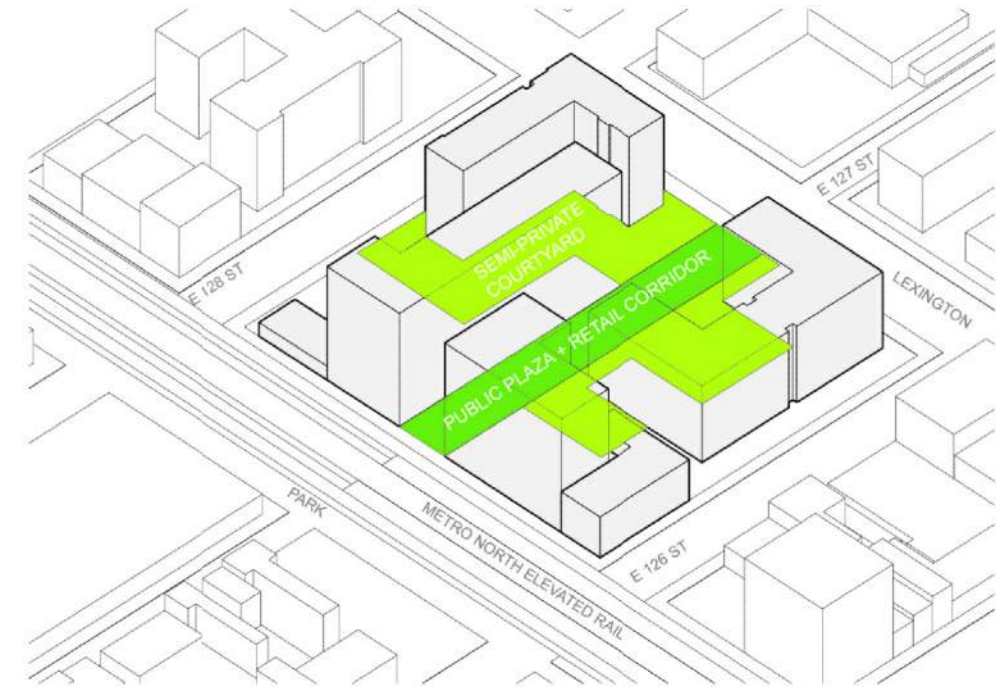




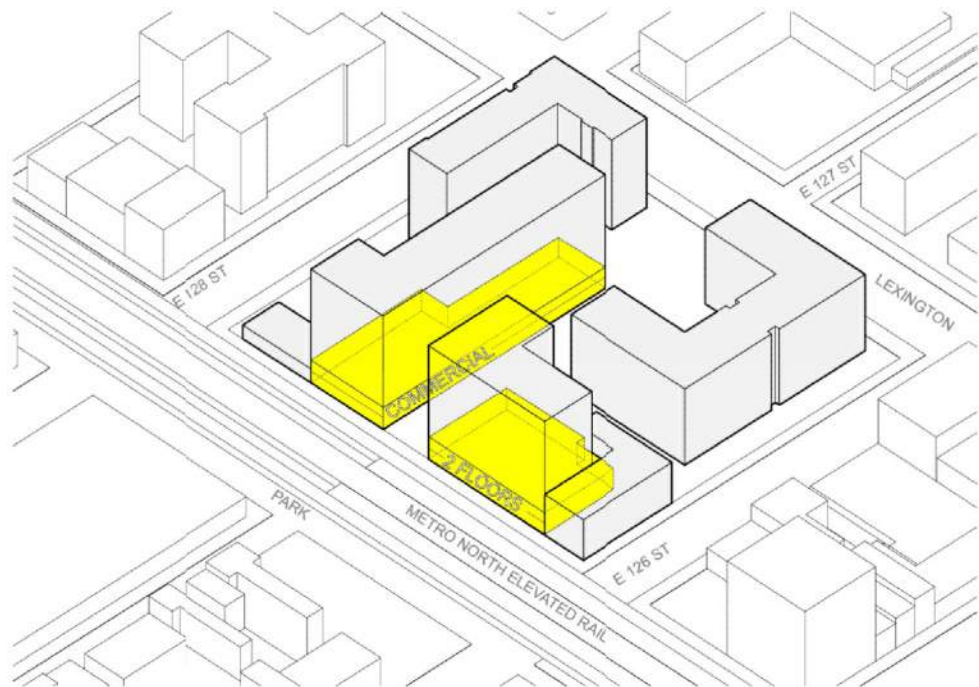
EXISTING BUILDINGS VS. PROPOSED



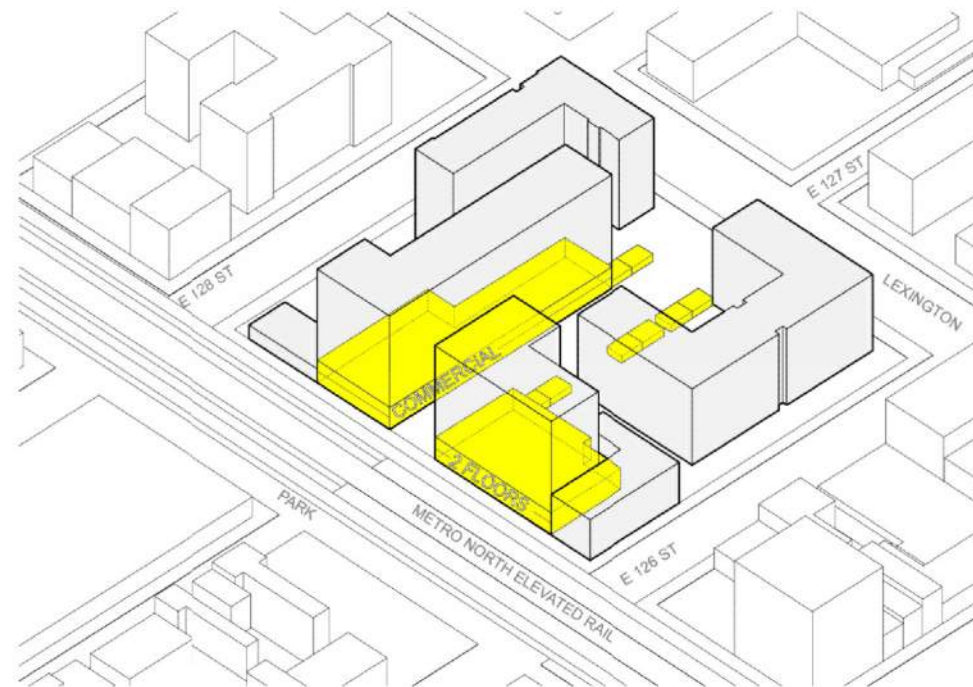
SITE CONSTRAINTS



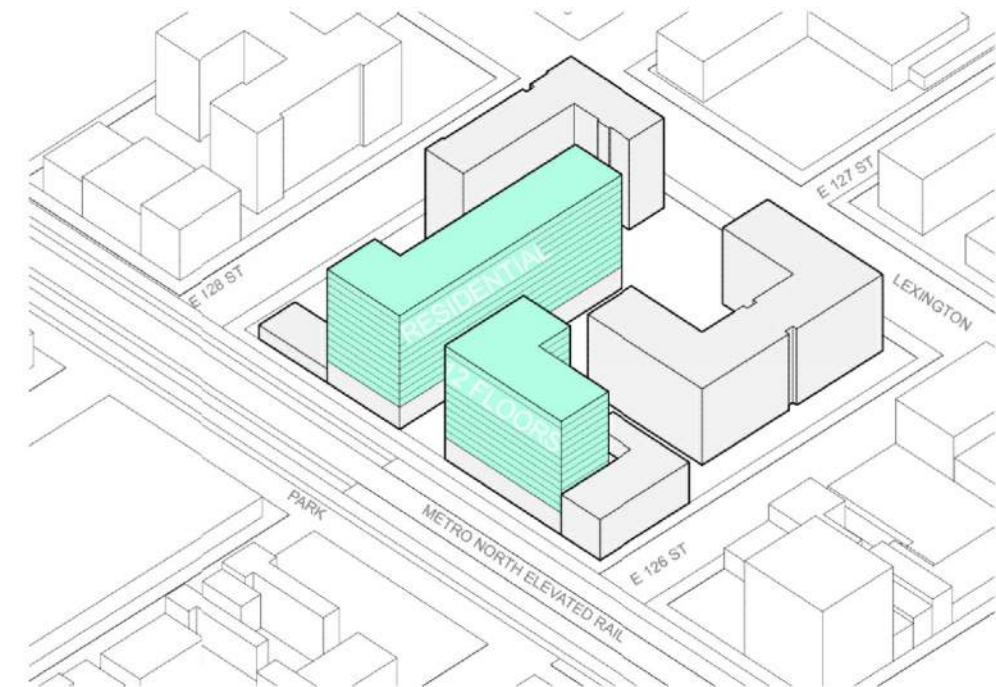
PUBLIC PLAZA / OPEN SPACE



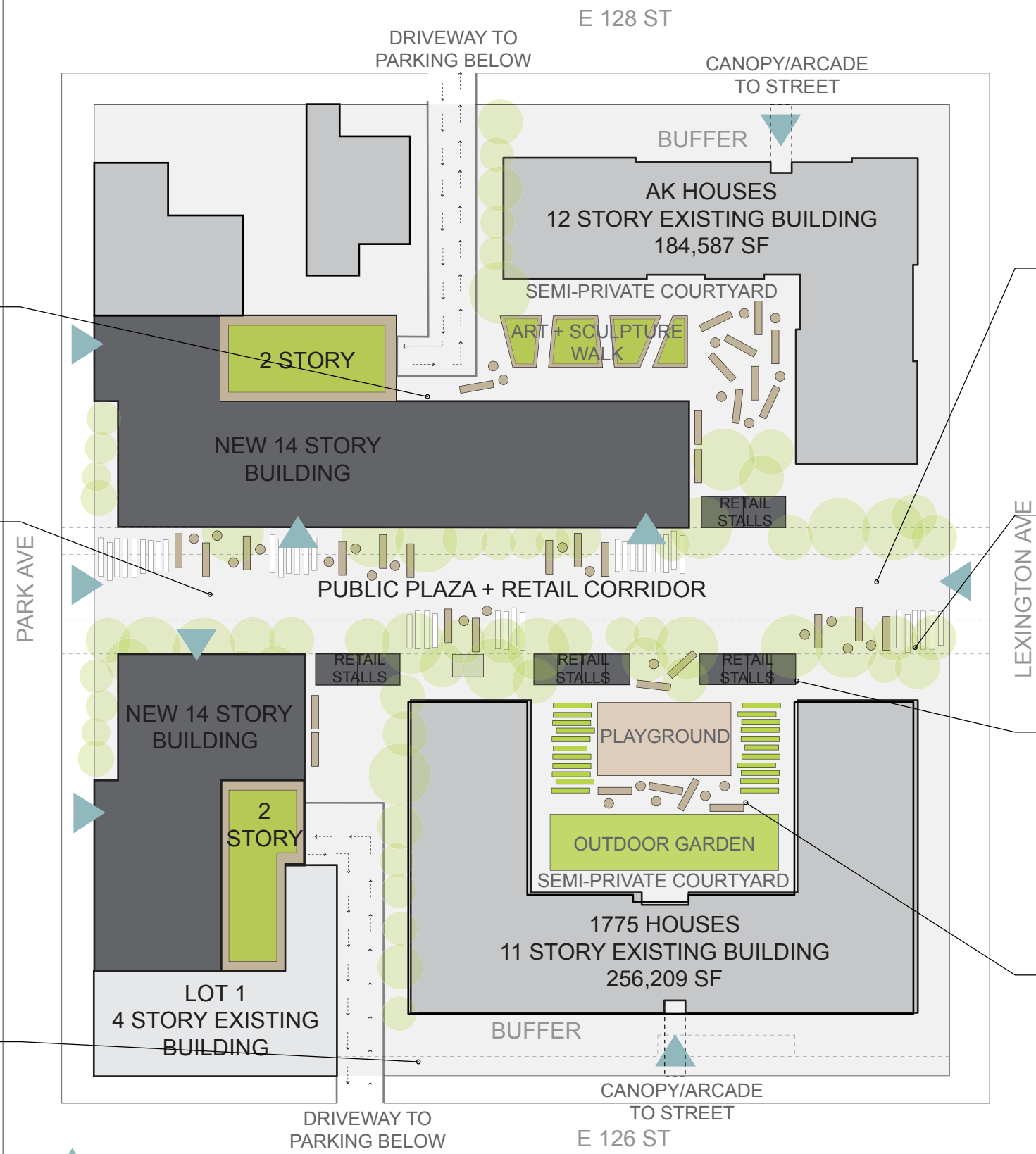
COMMERCIAL / COMMUNITY FACILITIES: 2 FLOORS






COMMERCIAL / COMMUNITY FACILITIES + LOCAL RETAIL STALLS

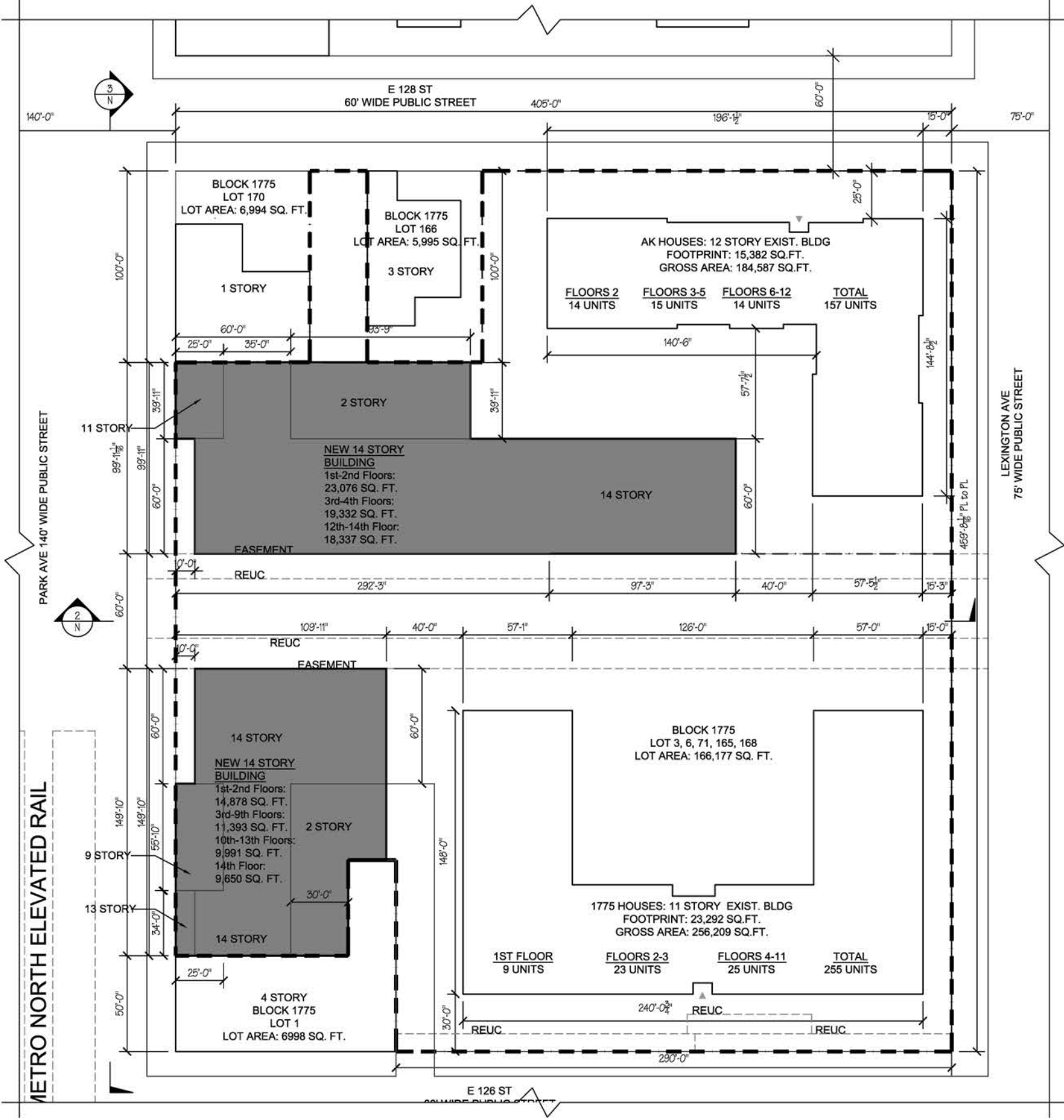


RESIDENTIAL: 12 FLOORS



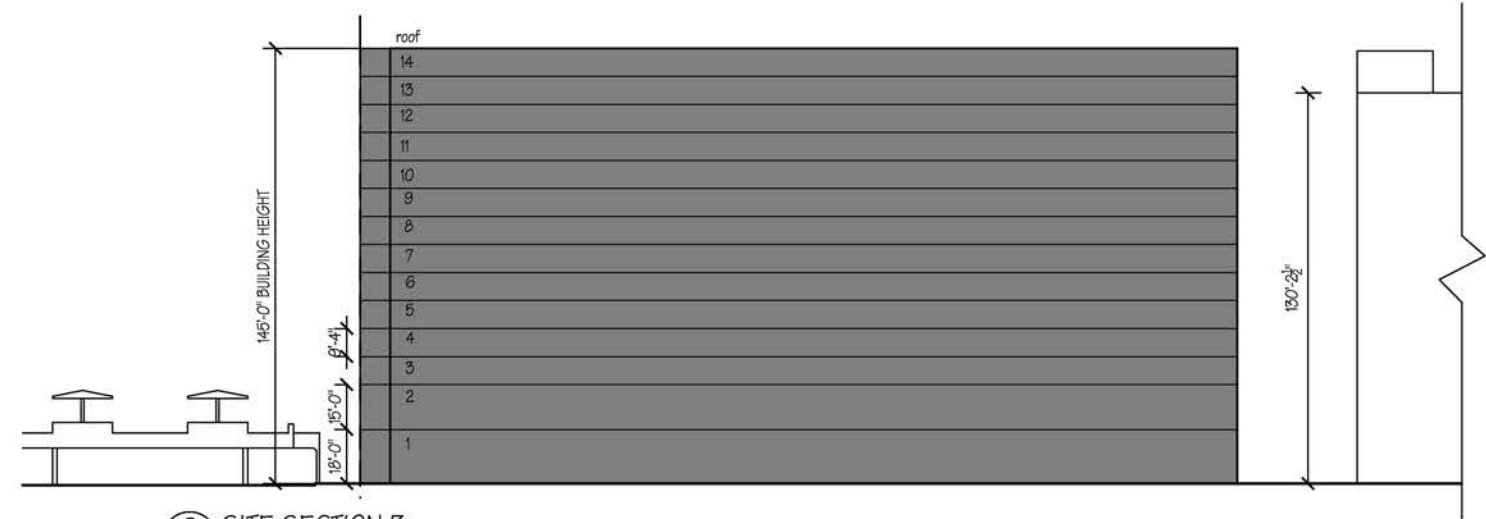
-  ENTRANCES
-  BENCHES + SEATING
-  PAVERS



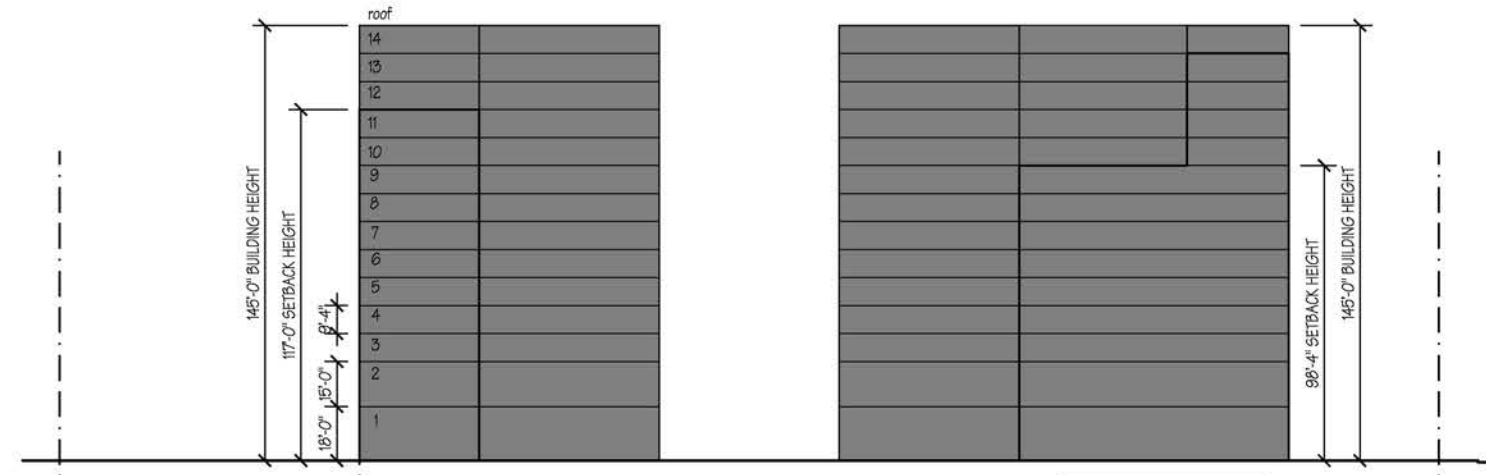


1 SITE PLAN
 N 1/64" = 1'-0"

ZONING REVIEW		UNIT COUNT	
ZONING DISTRICT		EXISTING:	382 UNITS
EXISTING:	M1-2 & R7-2	PROPOSED NEW:	376 UNITS
PROPOSED:	TBD	TOTAL UNIT COUNT:	758 UNITS
LOT AREA		PARKING SPACES	
PROPOSED (INCLUDES HPD SITE):	166,177 SQ. FT.	EXISTING (TO BE RELOCATED):	95 SPACES
FLOOR AREA:		PROPOSED NEW:	0 SPACES
EXISTING:	440,796 SQ. FT.	TOTAL PARKING SPACES:	95 SPACES
PROPOSED NEW:	396,729 SQ. FT.		
TOTAL FLOOR AREA:	837,525 SQ. FT.		
FAR:			
PROPOSED:	5.04 FAR		



2 SITE SECTION 3
 N 1/64" = 1'-0"



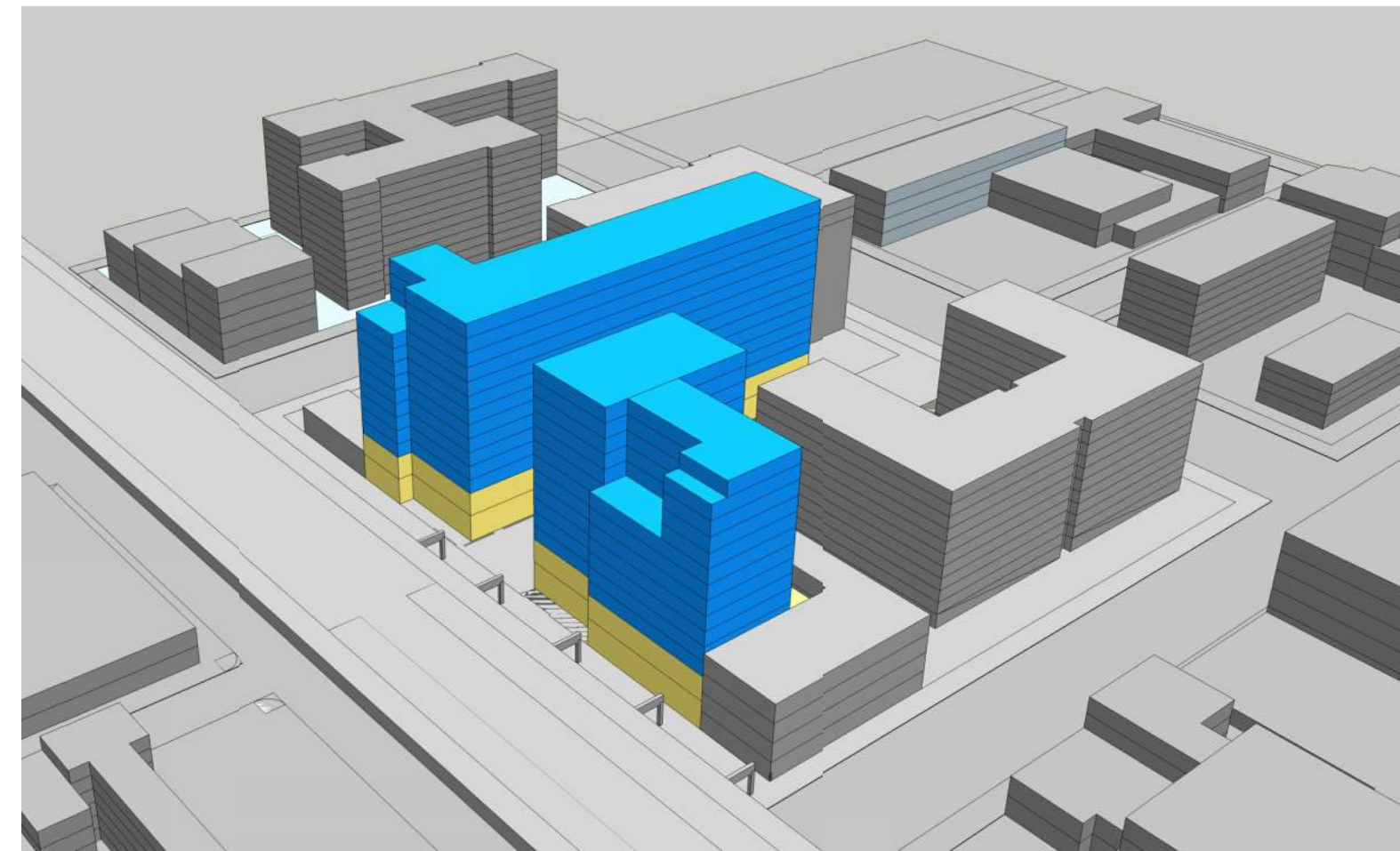
3 SITE SECTION 4
 N 1/64" = 1'-0"

PRELIMINARY
 WORKING DRAWING

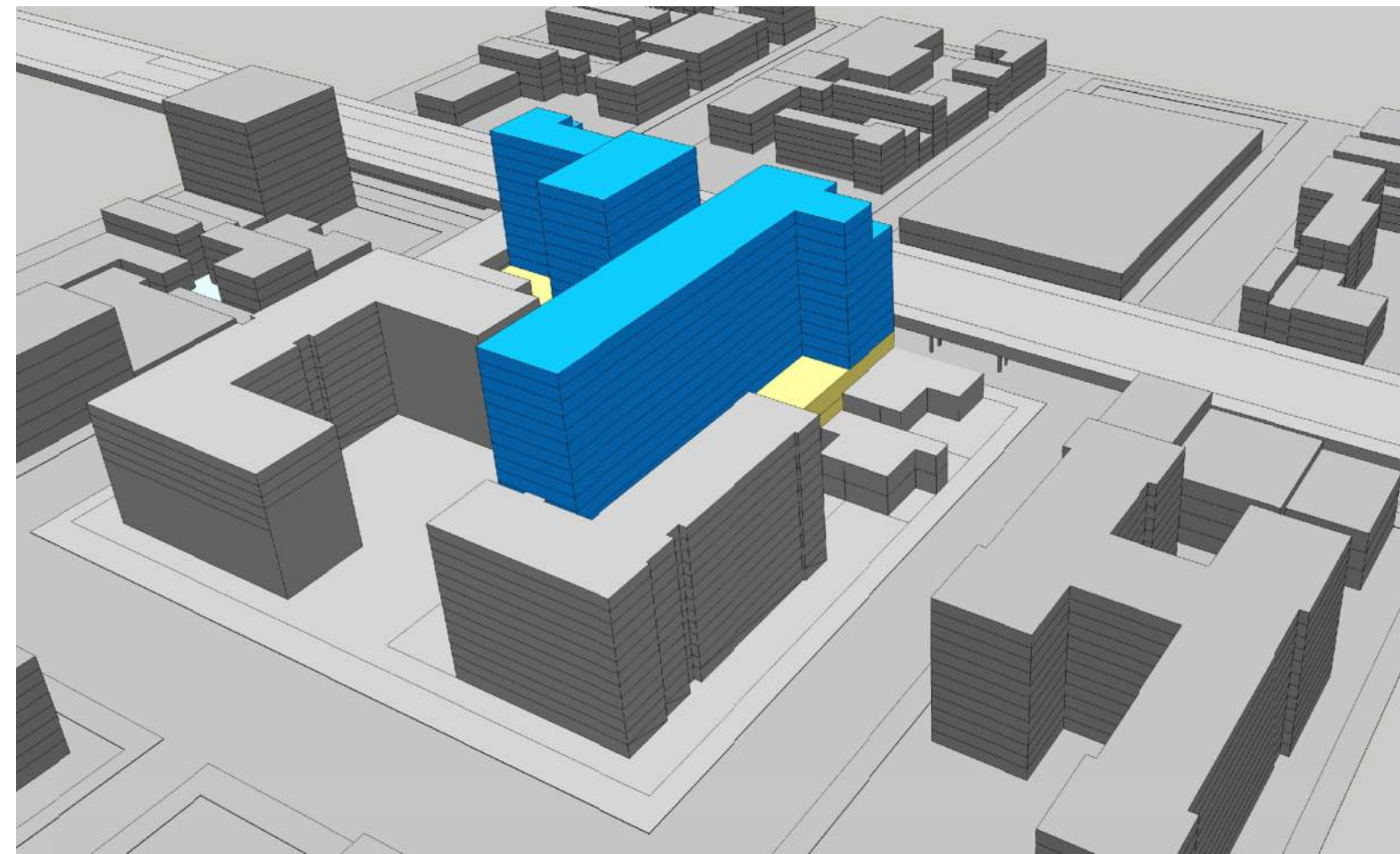
TAHL PROPP EQUITIES

PROPOSED SITE PLAN: 1/64" = 1'-0"

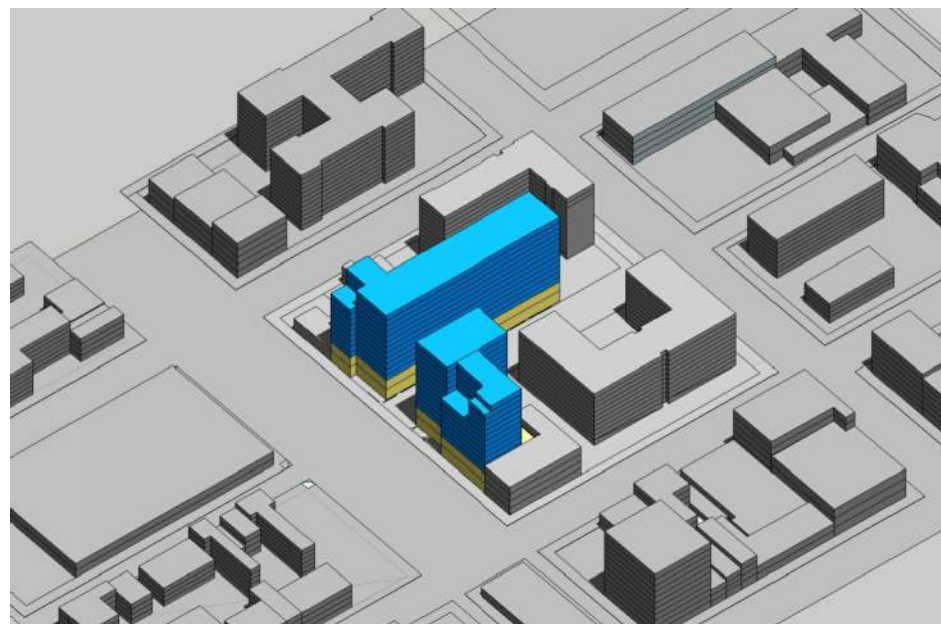
APRIL 27, 2016



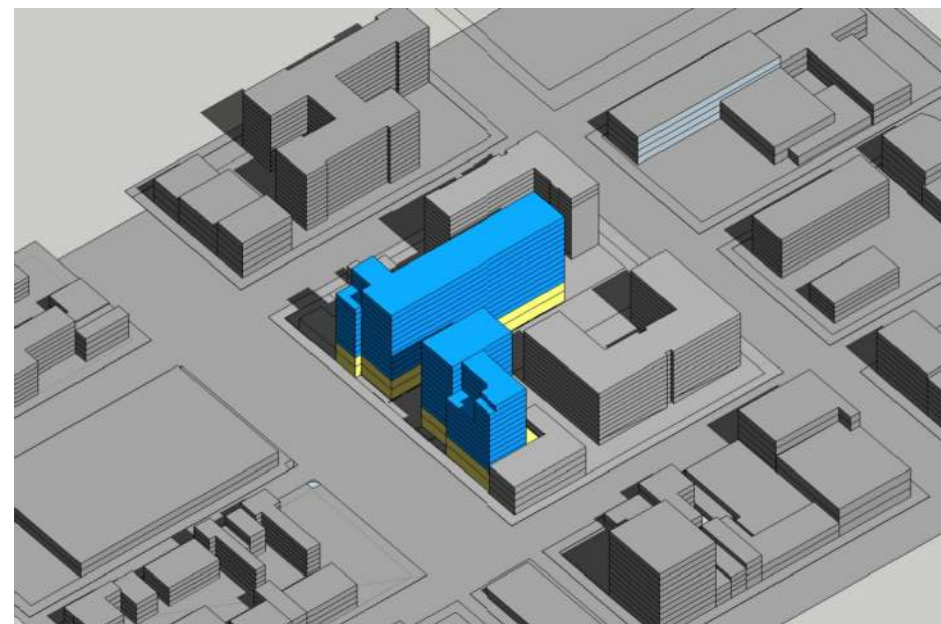
AERIAL VIEW: LOOKING NORTHEAST



AERIAL VIEW: LOOKING SOUTHWEST



SUN STUDY: SUMMER SOLSTICE, 12PM



SUN STUDY: EQUINOX, 12PM



SUN STUDY: WINTER SOLSTICE, 12PM



VIEW LOOKING NORTH FROM PARK AVE



VIEW LOOKING WEST FROM E 127 ST AND LEXINGTON AVE

Andre Caliman
Ms.Lenzini
230 East 105th St New York, NY 10029
Park East HS
12/15/16

Testimonial

Good evening community board members, department of city planning, speaker Mark-Viverito and Manhattan Borough President thank you for hearing me out today my name is Andre Caliman and I am here today to talk about gentrification. I am potentially affected by this because I live in affordable housing in East Harlem.

We all know what gentrification is, which is when low income residents that are pushed out of their homes have to go into homeless shelters or somewhere that is uncomfortable which is unfair to them because gentrification is out of their hands and is not their fault.

My life hasn't been as hard as other people in my neighborhood, but I do understand what they struggle with. The fact that people struggle to afford to live in affordable housing makes their life hard enough, but when you push them out of public housing it becomes hard for them to find any home at all. I am not worried about myself being pushed out because I do not live in an area that is aesthetically appealing to wealthy people, but I fear for people who live even a couple of blocks over from me. Some people don't even have an option but to live in affordable housing because they can't afford to live anywhere else. It is hard enough living in New York City because of how expensive it is, so when you take away the very little affordable housing that's here, then people are forced to move out of where they are with nowhere to go.

There is a shortage of more than 525,000 apartments for families that get pushed out their homes. In East Harlem, thirtyseven percent of the population make \$23,000 or less a year. This is a majority of the city's population yet they are not trying to help them out. They are instead making housing for people that make between 62,000 and 77,000 a year, which is only seven percent of the city.

This is why Community voices heard is demanding %40 affordable housing on public land for families making 23,350 and less a year,30 percent of affordable housing on private land for families making 23,000 a year and less and lastly 200 million dollars to repair NYCHA housing

We have a lot of problems in our city but our housing is one of the biggest if not the biggest. Today we are here to try and convince you that we would like to be able to maintain NYCHA and make truly low income housing affordable. Thank you for listening to this testimony today and I hope you understand where our demands are coming from

Andre Cruz

Park East HS

230 East 105th st New York NY 10029

Ms. Lenzini / Social Justice

Dec. 15th, 2016

Hello, my name is Andre I am a student at Park East HS. I live in a spanish/black neighborhood called spanish harlem and it is beginning to change. I am connected to my community because we all have many things in common such as ethnicity and our poverty.

Thank you community board members, department of city planning, speaker Mark Viverito and Manhattan Borough President for coming out today. and giving me an opportunity to speak

In my east harlem community gentrification is beginning to happen. This means that people of high income are moving into low income communities like Spanish Harlem.

What I don't like about this idea is that where are the people of low income going to go? This is going to cause many people to move out of their communities and move into new ones. Nobody wants to move from a community that they're comfortable in.

This policy will hurt me. The reason why is because many of my friends are low income and they will be removed from my community. It will truly make me sad seeing my friends leaving my neighborhood and I will have to make new ones. I met most of my friends through school ever since elementary and it would be weird not seeing them in the neighborhood anymore.

37 percent of people in Harlem have an income of \$23,350 or less. That is a pretty big amount which means Harlem is a pretty poor neighborhood. 23% of the people's income is

\$77,700 or higher. This shows that the people of higher income are starting to take over Harlem slowly. After a long time this number will keep on growing until there is no people of low income anymore. I could see the difference day by day because in my building I'm starting to see more white people moving in. Also many new shops are being opened in my neighborhood which is another sign as well.

What I want for my community are many things. I want money donated to the houses where low income people live such as projects or section 8 buildings. More specifically the government should donate a budget of \$200 million to repair NYCHA Houses. These buildings be in the worst condition^{TOP OF} and they should be fixed up. From 2008 to 2014, the number of NYCHA buildings that have sloping walls went up from 365 to 1,164. Also major cracks on the outside walls of the buildings went up by 371%. Just because people are getting low income doesn't mean they should be treated as garbage.

People of high income moving into low income neighborhoods is a bad idea. Where are the people of low income going to move too? Eventually, most of them will be homeless. We can address the people that are moving in. All we have to do is build more buildings for them and fix up the NYCHA housings as well. Other than that they should not be able to move into buildings that people are already living in. We can keep people that being kicked out safe by protesting and go to communities and spread the word of what is going on. Thank you ~~community board members, department of city planning, Speaker Mark Viverito and the Manhattan borough President~~ for your cooperation and letting me be able to express myself today.

Revise Community Voices Heard's demands for rezoning as they have been updated since we wrote the draft: we want 30% of all the housing that could get built to be affordable to people

Amanda Torres (917-342-4574)
Ms.Lenzini
Park East High School (230 east 105th street Ny,Ny 10029)
12/15/16

Good evening. Thank you community board members, department of city planning, speaker Mark-Viverito and Manhattan Borough President and members of the community, for allowing me to speak my testimonial. My name is Amanda Torres, a current high schooler in East Harlem. I am a resident of NYCHA Housing

This policy of rezoning is hurting my family and others. To my understanding the city wants to build 30 and 12 story buildings running from 132nd and 104th street. Right now the city wants to build tall buildings and skyscrapers in east harlem and only having a small portion of those buildings be affordable housing. But what is this affordable housing, is it for people making 23,000 a year or less? Because if not then it can be called affordable housing. With the rise of gentrification everyone living in affordable housing are very scared that they could possibly be kicked out of there own home. We can not put retail stores on 1 and 2 floors of NYCHA buildings as it would literally kick people already living in those floors out of their own home. I see these condominiums being built right next to my building. What if i was to get pushed out of my own home I would probably have to live on the streets or in a homeless shelter.

NYCHA buildings that do not get enough money to keep up with residents demands that are not even that much. For a couple months, there was a serious leak in my bathroom that got into the wall and caused the paint to peel and the wall to crumble. I have a six-year old brother, and I was worried for his safety given the situation. My mother called the housing a lot of times, and the repairs kept getting put off. It took my mom calling the fire department just for a worker to come just look at my bathroom. Even the wall outside my bathroom is crumbling. But, as of november 14th my bathroom and wall finally got fixed and is in the process of looking like a real bathroom, so i am grateful. I mean not all is bad i am very thankful to the city and or government for being able to lower my mother rent, after a loss of income, to be able to keep on living there. But, this still doesn't stop the fact that other low income residents go through the same issues.

The fact is that 1164 NYCHA buildings have sloping walls, cracks on the outside of the walls on the buildings and missing floors or holes in their dwellings.

Community Voices Heard demands the government to allocate two hundred million dollars to go towards nycha and housing to be able to fix up bad conditions and to protect the welfare of the tenants.

Community Voices Heard demand affordable housing for incomes less than \$23,000 a year, otherwise we would not allow landowners to build buildings that would not benefit us.

Community Voices Heard demands that any development on public land should have at least %40 of that development to be affordable housing, if built on private land it has to be at least %30 percent of the development to be affordable housing.

All in all we need more money for repairs and we need to keep the affordable housing around.

Casylee Rivera

Ms. Leinzi

Park East High School

230 East 105 NY, NY ,10029

December 15, 2016

Testimonial

My Name is Casylee and I attend Park East High School in East Harlem . I have **lived** in the Bronx my whole life. Most of my family from both sides live in the **Bronx** and are spread throughout the borough. While half of my family lives throughout the world most of them live in the Bronx just like me. In society there are a lot of inequality all around the population. **The fact that it has turned to a spectrum where there are classes dividing, that base people on whether they should be able to buy a house, afford a car, or even able to eat at any restaurants that they feel comfortable.** A big issue that has affected multiple people is housing. The system defines where people should live based on their income which is unfair. Just because of their income level and their household, determines how there rest of their **life** will be for them and their children because of poor education, low-income, higher in pollution, and high crime rates around the neighborhood.

Even though Housing doesn't affect me it does affect some of my friends that live in East Harlem. The fact that the environment is changing and the housing is being **changed** is scary. ~~As well the stores and foods are changing~~ where in supermarkets there are food items are changing to the point where ~~the people in the neighborhood don't eat~~ and it affects them because they aren't use to eating those types of fancy and expensive foods. Sooner or later expensive housing

is going to be built and low-income residents are going to feel uncomfortable due to the neighborhood changing.

So this can affect my friends and the people who live in East Harlem because they won't will be able to afford certain things in the neighborhood just because of the changes. What is occurring is that as **certain building such as skyscrapers on 3rd and Park ave** they are as well building 30 story buildings on 2nd ave; and 12 story building on Lexington ave **which puts the community in a big bubble because then at least 500 families would be kicked out.** Not only are they building these building put it seems like ~~it's not for the low-income people due to a low-income person doesn't~~ make a 6 figure salary, they only make around a 5 figure salary. It won't just affect one little area ~~if the whole East Harlem is full of poverty and the wealthy is coming in then the whole East Harlem area will be changed.~~ ^{it would affect the whole since the} Where the big question comes in ^{is} on where are the poverty people going to go? ^{it would affect since it's} If there society and community around them is changing where are all these people going to go? ^{and changing East Harlem} If this continues all around Manhattan and definitely Brooklyn then all the poverty people are then going to have to move to upstate or another borough where then is going to create move conflict. **That's why Community Voices Heard demand 30%** of all the housing that could get built to be affordable to people that make \$23,000 or less AND that we want \$200 million dollars to repair East Harlem NYCHA.

	3 (100%)	2 (85%)	1 (70%)
Introduction 3 (100%)	Your testimony includes your full name, a detail about yourself, and how you're connected to the East Harlem community	Your testimony includes at least two of the following: your full name, a detail about yourself, and how you're connected to the East	Your testimony includes at least one of the following: your full name, a detail about yourself, and how you're connected to the East

Testimony for the Department of City Planning from East Harlem Resident

Good evening,

My name is Esther Devore and I am a member of Community Voices Heard.

I have lived in East Harlem for 44 years.

My children are being forced to relocate to different boroughs or out of town because it is too expensive here and jobs are being given to people who don't live in the community.

This plan will allow for buildings to be built where people with low-incomes live and they won't be able to afford to move into any of the new buildings.

If people get displaced they also won't have the first right to move back in.

I have my kids living on the couch. I have 4 adult children with kids that can't find low-income housing in the community. My daughter's kids go to school here and she recently moved to Canarsie. I babysit the kids too. The commute for the kids was too long so they moved back.

This is why:

We need 30% of the total units built through this plan to be affordable for low-income families making around \$25,000 and below and 40% of units on public land for 30% AMI and below.

We demand \$200 million for NYCHA as a down payment for the \$1 billion dollar need.

Testimony for the Department of City Planning from East Harlem Resident

Good evening,

My name is Lisa Duke and I am a member of Community Voices Heard.

I have lived in East Harlem for 32 years.

The rent is steadily going up. The repairs are not happening either. We are living with mold and rodents.

We have no more mom and pop stores and prices are going up in the grocery stores.

Soon we won't be able to afford to pay for food or for rent.

I also have adult children and grandchildren who can't afford to live on their own and they all live with me. Every household is overcrowded. We need help.

This is why:

We demand \$200 million for NYCHA as a down payment for the \$1 billion dollar need.

We need 30% of the total units built through this plan to be affordable for low-income families making around \$25,000 and below and 40% of units on public land for 30% AMI and below.

**Testimony for the Department of City Planning
from East Harlem Resident**

Good Evening,

My name is Maria Pacheco a member of Community Voices Heard.

First I would like to have all Community Voices Heard leaders, members, and partners stand up in support for the struggle we face in this community.

This is only a small number of CVH leaders and partners because of the bad weather but also because it doesn't make any sense for people to sit here for hours to speak and not get a single response to our demands that we already presented on November 17th.

I have lived in East Harlem for 68 years.

I live in NYCHA in a senior building.

I have been affected by the housing policies of this city. The time it takes to have your apartment repaired makes the place need even more repairs.

Right now the lobby door broke. It either won't open at all or it will stay open. Because of this someone came in to urinate in our stairway. This is unacceptable.

The rent is also being raised every year, yet it takes several years for a paint job. The kitchen cabinets are falling apart and there are leaks everywhere. Recently the water was coming

down into the lobby. As a senior I have to accept these conditions because I can't afford to move.

This neighborhood has been my home almost all my life and I want to stay here.

This is why we at CVH are fighting for \$200 million for NYCHA repairs as a down payment on the estimated \$1 billion dollar need for repairs.

My adult daughter is homeless and unable to afford an apartment. She can't leave the city due to her medical condition. She is doubled up with my other daughter.

She makes less than 30% AMI because of her disability and this doesn't allow her to save for an apartment since it's so little money. The story of not being able to find affordable housing has affected many members of my friends and family.

This is why we are demanding that in the rezoning, the Mayor must include funding to get 30% of the total units built for people making 30% AMI or \$23,000 a year and below. And on public land we want all units to be permanently affordable with 40% of the apartments for people making \$23,000 and below.

The MIH program won't benefit 50% of the residents that live here.

We also stand in support of those fighting for local hiring and state-certified apprenticeships wherever the city is investing funds. The fight for good jobs goes hand in hand with the fight for low-income housing.

Testimony for the Department of City Planning from East Harlem Resident

Good Evening,

My name is Ray Lopez and I am a member of Community Voices Heard.

I used to live in East Harlem for 7 years from 1999 to 2005.

The small businesses are slowly diminishing. They were forced to move out. They were forced to leave or close down or relocate their businesses. They were offered a minimum sum of dirty money for them to move out. I should know because I used to live here and now live in the Bronx.

Also the housing issue is a major concern. In East Harlem, the reason that communities are being gentrified is because many developers want rich residents to move in while they relocate the low-income ones.

This is why we demand:

- Real affordable housing meaning 30% of the units for 30% AMI
- Public land for public good like 40% of the units for 30% AMI and local hiring
- AND
- \$200 million for NYCHA repairs as a down payment

**Testimony for the Department of City Planning
from East Harlem Resident**

Good Evening,

My name is Raymond Tirado and I am a member of Community Voices Heard.

I have lived in East Harlem for 55 years.

In these times trust is hard a thing to give and you guys at the city have trust issues. We don't trust you.

I'm being displaced. I live in a rent controlled building. Everyone was bought out by a greedy landlord.

I'm the only one left fighting for my home. I have a judge who's not worrying about how many violations my landlord has, having no heat, having mold, and not having the trash get picked up for over a year now. Even the court system is failing us.

I know I'm not the only one going through this.

For me I need affordable housing to be able to retire in the city and the community I was raised in.

We need career jobs and state certified apprenticeships for the community so people can get good jobs and keep a roof over their heads.

This is why we at Community Voices Heard are demanding that the Mayor's rezoning plan for East Harlem include:

- Real affordable housing meaning 30% of the units for 30% AMI
- Public land for public good like 40% of the units for 30% AMI and local hiring
AND
- \$200 million for NYCHA repairs as a down payment

Thank you.

Erika Martinez
(347)-280-4536
Ms. Lenzini
Park East High School
December 15, 2016
230 East 105th St, NY, NY 10029

Good ~~evening~~^{afternoon} everybody, My name is Erika Martinez I attend Park East high school which is located in Harlem and I would like to thank all of you for staying and giving me the opportunity to explain my thoughts related to the topic housing. I also want to give a special thanks to the community board members, department of city planning, ~~speaker Mark Viverito~~^{for listening} and Manhattan-Borough ~~President~~ for also listening.

I am speaking to everybody in these situations or know someone that is dealing with this situation because we need to create a change that can convince the government to give us money for people in NYCHA. The situations that we want to change is the city's plans that are to build skyscrapers on 3rd and Park ave, 30 story buildings on 2nd ave; and 12 story building on Lexington ave all from 132nd street to 104th street for protecting low-income residents in East Harlem.

Throughout the community, I've heard and seen various situations that had included gentrification and budgets that had been cut off. These situations are impacting people's lives and we need to create some changes such as laws or money given to NYCHA.

~~This~~^{The college board} proposed policy ~~will~~^{is to} help other people have the opportunity to feel safe in their homes and can create a better community. For example, a story that I've heard about is how

gentrification affects them on housing. There was this guy interviewed in this documentary called "A matter of place". In this documentary, it explained how this guy is gay and he was being treated disrespectful and he felt very unprotected because neighbors of his would write on his apartment door and that he should leave the housing. This affected him a lot because he lived in

society that he knew he wasn't safe at and he didn't wanted to leave , this situation is very biased because nobody should get discriminated in way that is making them want to leave. This situations connects to housing because genedertification is the reason why several people get kicked out or have to pay more for housing ~~which is biased~~.

Some facts that back up the testimony story is the amount of income that housing gets and it isn't enough for them to deal with if people earn money the better. For example , NYCHA buildings have sloping walls that started from 365 to 1, 164 , the cracks that appear had also increased by 371 percent which also includes the floors that went up 72 percent. I I don't think this can affect the citizens because even if there are people that are under good condition , there can still be a change towards the community that not would just benefit one person but various of people.

Community Voices Heard demands for 40% low income housing for families that are making \$23,350 and below income. We want to make sure that NYCHA is receiving enough income money to help them support them rent a home.

There have been various occasions where people can't live in certain homes because they can't afford it or they were forced to leave due to discrimination and this specific idea had affected them because it would be harder for them to find somewhere else to live. In addition, there be housings in where people dealt with bad conditions and the owners wouldn't want to fix the problems as they should. As a community we need to argue for rights whether it's for ourselves or for others but we need more help form the government so that they can give us money to fix up housing conditions and to pass laws that can guarantee that people are being safe. |

Having support for the people that can't afford housing is in need of the money.

Rubric rating submitted on: 12/1/2016, 9:00:28 AM by alenzini@parkeasths.org

	3 (100%)	2 (85%)	1 (70%)
Introduction	Your testimony includes	Your testimony includes	Your testimony includes



info@ElBarrioUnite.org/ (212) 427-0555

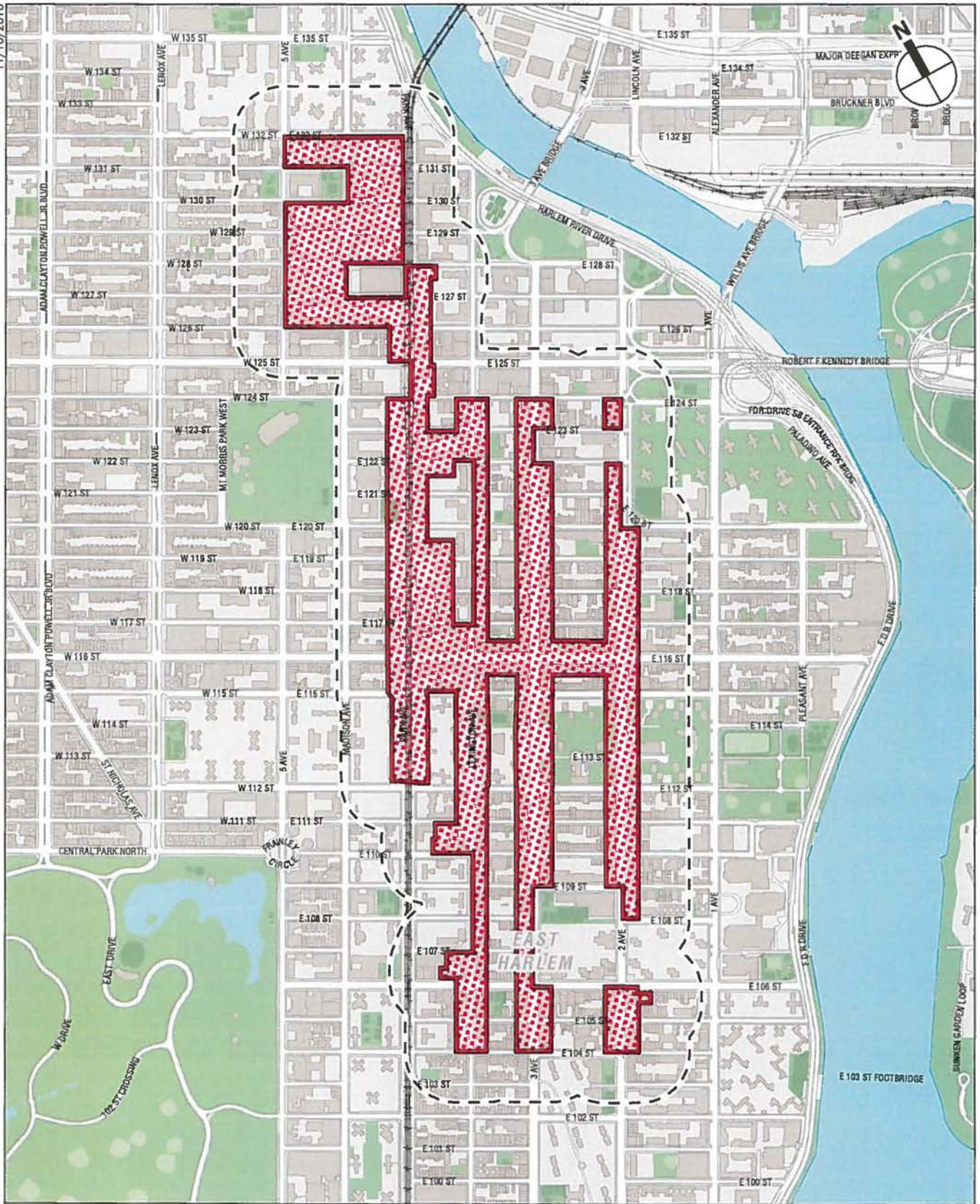
**On the Matter of: East Harlem Rezoning Proposal
Draft Scope of Work for an Environmental Impact Statement
CEQR No. 17DCP048M**



Contact: Environmental Assessment and Review Division,
New York City Department of City Planning, 120 Broadway, 31st Floor
New York, New York 10271
Robert Dobruskin, Director (212) 720-3423

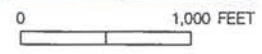
December 15, 2016 East Harlem Testimony submitted at Hunter Silverman School (119th/ Third):

El Barrio Unite is an East Harlem community initiative made of residents feeling the threat of the pressures of displacement through gentrification as a direct result of the policies and practices being administered by the City on New York. The threat is real to our community residents. Our testimony today is to object to and reject the Mayor's proposed Rezoning of East Harlem, with the subsequent Quality Housing Proposals. El Barrio Unite rejects the entire specter of the proposed "Rezoning" in East Harlem being presented by the Mayor's office and along with the ancillary alternative "Rezoning" East Harlem Neighborhood Plan (EHNP). These neatly presented varieties of proposals for privately owned properties and city owned holdings both demand an increase to the zoning heights allowing for much larger, taller and bulkier buildings that will steeply exacerbate the process of displacement of low income families and friends by gentrification. We know because this process has already begun; started by the 2003 "Rezoning" of East Harlem, which continues today with accelerated higher rents and fewer truly affordable apartments. This has caused a disappearance of 20% of our Hispanic and African American community since the 2003 "Rezoning". That's 1 out of every 5 neighboring friends and families who have been displaced out of East Harlem. This is a net effect that we blame on the previous 2003 Rezoning of East Harlem. It is evident, it is real, and we object to it. We request a rejection of this plan, which fails East Harlem's real need for affordable housing. We propose an alternative paradigm to meet the needs of our poor lower income households.

Since the 2003 zoning changes made to East Harlem, more than 17,000 new residential dwelling units have been developed in projects wherein the newly constructed buildings are now allowed to reach 12 stories rather than the 5-story height limitation of the previous 1963 (and earlier) zoning restrictions. Long time East Harlem 5 story buildings have been emptied and demolished and rebuilt to create these higher and bulkier buildings now reaching 10 to 12 stories high with many more apartments than before renting for much more. These larger buildings are being occupied by higher income earning new residents because; of the additional 17,000 apartments created since 2003, very few are available to households earning less than \$45,000 per year. These new units are unaffordable to more than half the current residents.



-  Project Area
-  Study Area (400-foot boundary)



EAST HARLEM REZONING

Project Area
Figure 1

The Mayor's Mandatory Inclusionary Housing (MIH) Plan is being marketed as a compliment to his proposed increased building size rezoning plan to create many more "Affordable Housing" units in East Harlem. Ironically, this plan for more apartments in much larger buildings discounts and "excludes" households earning less than \$30,000.00 (or 44% of the actual community affected). So, the phrase "Affordable Housing" is a misnomer in this instance in this plan. It is an outright scam. A plan to scam the poorer residents out of their affordable apartments and out of their affordable community because they earn less than the required income to participate in this \$48 Billion NYC Plan to create "Affordable Housing". No plan benefit is being offered by this City plan to the poor families of East Harlem earning less than \$ 30,000. These poor families make up 44% of the current population. This will soon change according to the Mayor's plan. This plan proposes to take away everything being relied on today by long time East Harlem families who have weathered the storms of past NYC austerity shrinkage programs, and replacing them with a new population of higher income earning people. So, the term "affordable" is a misnomer in both the Mayor's Proposal, and the EHNP because both proposals utilize a defined income band that is much higher than the average residential incomes to an outstanding degree thereby making most (44% of East Harlem) residents ineligible for these so called "affordable" units. This is a disgusting premise that we oppose because it fails the poor.

Furthermore, The Regional Planning Association (RPA) published their report "Preserving Affordable Housing in East Harlem this year (2016) with the following comments: *"31.4% East Harlem individuals live under the poverty standard of the United States with gentrification accounting for a 9% decline of the Hispanic population between 2003 and 2013 from 60,939 Hispanic persons to 55,617, with Blacks Households also declining 11%. Interestingly; between 2002 and 2015, 17,000 new residential units were developed in East Harlem where now 55% of East Harlem residents pay more than 35% of their gross total income in rent. Between the 2000 and 2013 period the number of "Rent Burdened Households" increased by more than 3,000." This is a significant increase illustrated by the fact that the Median Rent in East Harlem increased dramatically by 44% between 2005- 2007, and 2011-2013. This is the net effect of displacement currently occurring since 2003 through the process termed gentrification which was started by Rezoning in 2003, and will become worse with this Rezoning proposal for East Harlem in 2017.*

The new taller buildings that will be allowed to be constructed under this proposed city plan will rely on massive public financing utilizing 25-year Tax Abatements that will deprive the city of necessary moneys to pay for shrinking city services while also utilizing Tax Credits which serves effectively as tax shelters for the rich, who again will deprive the government of necessary revenue to pay for programming and services that poorer residents rely on. This Rezoning Plan offers nothing to the poor community of East Harlem but a continued increase of displacement pressure with an economy of shrinking housing opportunities.

Consequently, we can thank our elected officials who campaigned earlier as city reformers responsive to the growing disparity between NYC's rich and poor for nothing. However; and since then, they have revealed themselves as powerless against the Real Estate lobby of New York who will ultimately benefit from this projected \$48 Billion windfall. We are now

witnessing the administration of city planners and real estate speculators who have initiated the displacement of low income families from East Harlem by gentrification in a text book manner being applauded by the unsuspecting. And it's time for this maddening momentum being perpetuated against East Harlem's poor to be stopped in its track before more harm than good can be committed. Where are the poor folk of East Harlem to be disposed? This issue requires a new paradigm for our city's housing economy that must be able to offer more than just misdirected public funds to justify a manipulation of a grossly overpriced housing supply that fails to meet the actual demand of East Harlem residents for true "Affordable Housing".

El Barrio Unite is already on record defending the housing requirements of our very low and extremely low income families, friends, and neighbors. We will not support a proposal that discounts and undermines our requirement for increased lower income housing opportunities.

What will happen when East Harlem is taken out of the Mayor's Rezoning Proposal?

Table 1a

2027 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Increment
Total Residential	2,561 DU	6,055 DU	+ 3,494 DU
Commercial Retail	401,465 sf	511,598 sf	+ 110,133 sf
Hotel	32,974 sf	0 sf	- 32,974 sf
Office	82,663 sf	221,181 sf	+ 138,518 sf
Auto-related	10,592 sf	0 sf	- 10,592 sf
Storage	53,834 sf	0 sf	- 53,834 sf
Total Commercial	581,718 sf	732,779 sf	+ 151,061 sf
Total Community Facility	7,386 sf	106,317 sf	+ 98,931 sf
Total Industrial	22,777	155,171 sf	+ 132,394 sf
Residents	6,173	14,593	+ 8,420
Workers	1,800	3,279	+ 1,479

Notes:
1. Assumes 2.41 persons per DU for residential units in Manhattan Community District 11. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 3 employees per 1,000 sf of retail; 1 employee per 25 DU; 1 employee per 2.67 hotel rooms (400 sf per hotel room); 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse uses; 1 employee per 11.4 students in Pre-K school uses; 3 employees per 1,000 sf of all other community facility uses; 1 employee per 50 parking spaces; 1 employee per 200 sf restaurant; 1 employee per 250 sf grocery store; and 1 employee per 25 dwelling units (residential).

By rejecting this current proposal, we hope to focus our needs as essential to any negotiations our elected officials propose with the big development real estate interests. We will not allow ourselves to be discounted out of our own neighborhood by an inequitable plan nobody wants.

The Proposal is not a popular citywide solution to NYC's housing needs:

1. It has been extensively criticized by affordable housing advocates and widely rejected by the city's 59 neighborhood community boards and five borough boards for setting the definition of what was affordable far too high for large numbers of city residents.
2. The areas designated for implementation of the proposed plan are among the city's poorest. East Harlem is seen as the principal Bulls Eye in Manhattan.
3. A large segment of the population of this impoverished area will; therefore, be excluded from even the lowest "affordable" housing tier. That is inconsistent and objectionable.

4. Developers of below market rate housing steal construction worker wages and operate without proper oversight, while failing to provide truly affordable housing.
5. Representatives have openly stated that unless real estate developers receive sufficiently lucrative “incentives” (i.e. make enough profit to attract them), no affordable housing will be built. The need of the working class for decent and truly affordable housing is entirely secondary and subordinate. That is objectionable.
6. As a sweetener for the real estate industry, the proposed Zoning for Quality and Affordability program includes loosening of height restrictions in portions of Manhattan, where builders of already grotesquely tall luxury buildings would then be able to make even greater profits.
7. There are even more reasons to doubt that the proposed new programs will substantially ameliorate the affordable housing crisis in New York.
8. The lax enforcement of existing regulations makes it doubtful that things will change when developers and landlords are given new opportunities to cheat the system and gouge tenants.
9. The city has done an abysmal job of policing the tax breaks already given to developers.
10. The city has not only abandoned the construction of new public housing, but allowed the existing facilities to fall into disrepair, leaving roughly four hundred thousand tenants living in squalid conditions.
11. The very idea that the city should take responsibility to ensure decent and truly affordable housing for its citizens has become anathema. Instead, the naked domination of the private real estate industry over city policies has been reestablished with full force.

We need a real affordable housing plan that will maintain and preserve East Harlem’s affordable profile of today, with community leaders and gov’t entities working together to renew the necessary housing maintenance and operational programs in order to maintain their affordability restrictions, ensure their affordability without renewal, or otherwise replace them with new affordable units with similar affordable rents for extremely low and very low income families. A shift to meet the real priorities of East Harlem is now being focused on. Who will meet this challenge? Who will not? This is the paradigm we are confronting today.

We reject **CEQR No. 17DCP048M**. We support Real Affordability for All New York! Join us in opposing this unconscionable plan to displace poor people and demand an environmental impact report that is honest, and accountable for determining a sound plan to end homelessness and overburdened households. www.ElBarrioUnite.org

Respectfully submitted, Mr. Roger Hernandez.

Ivette Rosario

ivetterosario1208@gmail.com

Ms. Lenzini

Park East High School

230 E 105 street New York, NY 10029

December 15, 2016

Good Evening, everybody, and thank you, community board members, department of city planning, ~~Mayor Bill de Blasio and Manhattan Borough President~~ for taking the time to allow me to testify. My name is Ivette Rosario, I live and attend school in East Harlem.

Because **gentrification is happening** in my neighborhood people who have lived here their entire life are getting pushed out. It will continue to happen because The city's plans are to build skyscrapers on 3rd and Park ave; 30 story buildings on 2nd ave; and 12 story buildings on Lexington ave. All from 132nd street to 104th street. There needs to be more affordable housing since gentrification is increasing. When people get pushed out of their private housing they do not have anywhere to go. If there was more money put into affordable housing, then people who otherwise would get pushed out of their homes can rely on public housing. Around my neighborhood the old buildings are getting remodeled, and wealthier people are moving in. The stores are changing, prices are increasing, and the diversity of the community is decreasing. These are more reasons for funding public housing, being able to keep in the culture of the community and preserving it.

I live in public housing and the conditions are poor, there have been numerous times where there have been bubbling in the walls, cracks, and holes. My mother usually has to call

several times for a worker to come to the apartment at least once. A lot of the repairs done in the apartment have been done by my father, which is time consuming and can get very expensive. There should not have to be constant repairs happening if the right funding is given to NYCHA. In public housing, major cracks on the outside walls of the buildings' went up by 371 percent. If NYCHA gets more funding, many people in this community would have better living conditions.

Community Voices heard wants 30% of all the housing that could get built to be affordable to people that make \$23,000 or less AND that we want \$200 million dollars to repair East Harlem NYCHA buildings AND 40% low income housing for families making \$23,250 a year or less ~~and below~~

I understand that landowners want to build more luxury buildings, but there should be funding that protects low income residents, thank you for allowing me to propose my ideas.

Janeil Cabrera

230 east 105 New York, ny 10029

December 15, 2016

Good afternoon, and thank you
community board members, *and*
department of city planning, *and*
~~speaker Mark-Viverito and~~
~~Manhattan Borough President~~...for
taking the time to allow me to
testify.. My name is Janeil Cabrera
and I have been living in Harlem
for almost 11 years.

There has been a drastic increase of gentrification over the years that have been making affordable housing less available. With this gentrification comes the abolishment of creative street art, buildings to build condos, pubs, and restaurants; they have created an environment that costs too much for local residents; pushing them out.

The way I see this proposal, it would be hurting local residents due to the surrounding condos

raising housing prices on the community. It's becoming too high end for locals to live there.

Families worry that their homes will be turned into a pub or a Whole Foods. We should not punish local residents, who have been neglected by the government.

I to go to school in East Harlem... Where the city's plans are to build skyscrapers on 3rd and Park ave... 30 story buildings on 2nd ave... and 12 story buildings on

Lexington ave....All from 132nd street to 104th street.

In order to compromise, us, the local residence have some demands in place regarding the community we live in...

Community voices heard wants 30% of all the housing that could get built to be affordable to people that make \$23,000 or less and \$200 million dollars to repair East Harlem NYCHA buildings.... we also demand on public land we demand 40% low income housing

for families making 23,350 and under.

It's not that we don't believe that the city will accomplish this, I just don't have faith that this will be a main priority that will get accomplished soon enough. I understand that the neighborhood is changing, yet we should prioritize local residents.

The City is committing to

~~They will demand~~ a small percentage of affordability in all buildings but it is not defined what

affordability means. It could mean that the affordable apartments are for families that make around \$46,000 a year or families that make closer to \$100,000 a year. This would leave out over 50% of most of the people that live here from qualifying for those apartments and the city are thinking that up to 500 families or more could be displaced.

Thank you again for this opportunity

Jeziel Sewer
December 15th
230 East 105th street New York, Ny 10029
Park East high school
917-549-3658

Good evening and thank you community board members, department of city planning, ~~speaker~~
~~Mark Vercito and Manhattan Borough President~~ for allowing me to testify. My name is Jeziel
Sewer gentrification is a topic that is close to me because my grandmother lived in the bronx
where she had an incident regarding housing discrimination and gentrification.

What I don't like about gentrification is that wealthy people are moving into low income
neighborhoods, ^{causing the neighborhood to change such as store prices & an increase in} ~~Since wealthy people is moving in to these neighborhoods landlords now have a~~ ^{Increase}
~~reason to kick the poor out so that landlords can make more money.~~ Which isn't fair because the
landlord or owners of the building is kicking people out whose been living in the neighbor for
many years. My grandmother lived in a private house in the bronx ~~where she lived~~ for 15 years.
She's been there longer than the landlord. There ^{were} ~~was~~ many things wrong with her house. The
ceiling in her bathroom ^{fell} ~~fall~~ down, The hot water was never working, heat was never ^{on} ~~working~~
the walls had mold. She contacted the landlord for a month and he never came to fix any of ^{the} ~~these~~
things. So my grandmother stopped paying for the house and eventually the landlord took her to
court. At court my grandmother told and showed pictures of what was wrong with the
apartment. The landlord said in court that he was going to fix up the apartment and he will give
her a call when it was he was finished. It's been 3 years and he's never called back. For 2 years
my grandmother's been staying with her son in a very small apartment with his kids and wife.
Just last year she moved out and got an apartment on 199th between Briggs and valentine. So

an increase in
prices & an
increase
in
rent.
so the
low income
residents
can't
afford
to have
a reason
to move
out.
and

one day my cousin and I passed by her old house and we saw that there were new people living there who was wealthy. We were disappointed and sad because that was the house we grew up.

→ this is why

Community Voices Heard demands 30% of all the housing that could get built to be affordable to people who makes \$23,000 or less ,they also want \$200 million dollars to repair East Harlem NYCHA buildings and ^{On public land we demand} 40% low income housing for families making \$23,350 and below.

Rubric rating submitted on: 11/30/2016, 8:53:48 PM by alenzini@parkeasths.org

	3 (100%)	2 (85%)	1 (70%)
Introduction 3 (100%)	Your testimony includes your full name, a detail about yourself, and how you're connected to the East Harlem community	Your testimony includes at least two of the following: your full name, a detail about yourself, and how you're connected to the East Harlem community	Your testimony includes at least one of the following: your full name, a detail about yourself, and how you're connected to the East Harlem community
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Kelly Casado

Kelly.Casado@parkeasths.org

December 15, 2016

Park East High School

230 East 105th street New York, NY 10029

Good ~~evening~~^{afternoon}, and thank you community board members, department of city planning, ~~speaker Mark Viverite and Manhattan Borough President~~ for allowing me to share my testimonial today. My name is Kelly Casado and I have lived in the South Bronx for 4 years now and attend ~~school~~ in East Harlem.

Park East High School

The policy of rezoning and gentrification have had a major impact on the neighborhoods I have encountered myself with and the people that I know live in NYCHA housing and are therefore closely affected by these policies. I grew up on the westside of Harlem in a mostly Hispanic community and when I visit my childhood home, I see many changes that have taken place. The neighborhood now has bars and small restaurants on almost every corner and it no longer consists of as many Hispanics, ~~but more white people living in the area. This upsets me because it is a neighborhood closely attached to me and it is now drastically changing due to~~ ~~these policies~~^{gentrification}, but this is only one minor problem that I have experienced, other people have had experiences that have changed their life completely, such as eviction and poor living standards.

The policy of rezoning has definitely changed the lower to middle class of residents of East Harlem in a major way. Most people of the lower middle class are being removed and evicted from their homes, in order for people of higher income to move into low income neighborhoods. This causes for those who lived there before to move into poorer and more dangerous

neighborhoods. This is why low income families need more financial support from the government through more affordable housing. Community Voices Heard demands that 30% of all the housing built should be affordable to people that make \$23,000 or less. ~~The organization also asks that any housing built on public land has 40% for low income resident, those making \$23,350 or less.~~

This can most likely affect me in the future because the South Bronx is the borough with the most NYCHA housing and is the poorest community. ^{in NYC} Many NYCHA buildings also want to have 1 to 2 story of commercial/retail buildings on NYCHA land along 132nd street to 104th street. This planned policy will most likely cause for residents of NYCHA housing to be evicted. Today there is a shortage over 525,000 apartments and soon enough so many people will be victimized by the rezoning policy that there will be an even bigger deficit in affordable units.

While there is such a deficit in affordable housing, NYCHA housing residents are living in poorly sustained homes. These buildings are not receiving enough financial support from the government and therefore make it nearly impossible to live in. I know people who have lived with fallen ceilings for a long period of time, and when they inform the superintendent they either postpone the repair until the last minute or just never get around to it. Situations like these occur because there is not enough financial coverage for most NYCHA buildings to take on repairs. Because of this Community Voices Heard want \$200 million dollars to repair East Harlem NYCHA buildings.

Thank you for allowing me the time to share my experience with all of you and I hope that through all of our self interest ^{low-income residents will be protected} ~~this policy will soon become nonexistent~~ and people will be able to live a life worry free of being victims to the rezoning policy.

Good evening everyone,

My name is Josefina Salazar and I represent Movement for Justice in El Barrio.

We are an organization of tenants that live in East Harlem that fights for dignified housing and against displacement.

We are the humble people of El Barrio.

We are the low-income community of East Harlem.

We are the women, men, elderly, girls and boys that that would be the most affected by Mayor De Blasio's luxury housing plan.

We are long term rent stabilized tenants in East Harlem.

We, as the community of East Harlem that we are, are unconditionally against the Mayor's rezoning plan.

We are opposed to his luxury housing plan.

We do not want any of his displacement plan.

We also do not want trees or parks in exchange for his luxury housing plan.

We do not want what you call "beautification plans" because our beloved Barrio is very very beautiful and we want to preserve it exactly the way it currently is.

There are others that are willing to accept crumbs in exchange of the Mayor's luxury housing plan.

But we are VERY different

We are different because we are people with dignity.

We do not sell out.

We do not give up?

The Mayor and his Department of City Planning lies.

The Mayor and his Department of City Planning wants to exclude the voices of the sector of the community that we, the most humble, represent.

They want to exclude the most impoverished of El Barrio.

You say that it's an "affordable housing" plan, but we know that's a lie because the great majority of the apartment units will be designated for rich people.

You cannot deceive us.

We know that this hearing is a sham to make it appear that you, the representatives of the bad government of Mayor De Blasio, listen to the residents of El Barrio.

But you cannot fool us.

We are 100% against the Mayor's luxury housing plan because it's a plan that favors big developers and rich landlords.

That is why tREBNY (the Real Estate Board of New York) supports the Mayor's luxury housing plan.

His plan in no way favors the simple and humble people that live in our beloved Barrio.

Quite the opposite, the result of his plan will be the displacement of our community from East Harlem.

The Mayor's plan would destroy the beautiful cultures that makes East Harlem be El Barrio by replacing it with a culture of money.

The Mayor's plan is nothing more than a land grab for the rich.

We wish to reiterate that we are here in defense of our beloved Barrio and, as we have done over the years, tonight we declare once again:

El Barrio is Not for Sale, It is to be Loved and Defended!

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El Barrio is Not for Sale, It is to be Loved and Defended!

El Barrio is Not for Sale, It is to be Loved and Defended!

Good evening.

My name is Salome Leon and I represent Movement for Justice in El Barrio.

We are an organization of tenants that live in East Harlem that fights for dignified housing and against displacement.

We are here to let you of Mayor Bill De Blasio's administration and his Department of City Planning that we know that this process that you are conducting in our community is a sham.

Your only objective is to impose your luxury housing plan in our beloved community.

One example of this is what you have done with our 10 Point Plan for the De Blasio Administration. A plan that we developed as a community here in El Barrio throughout 2015.

This plan was submitted to you of the Department of City Planning, to the Mayor, to the Manhattan Borough President and others.

This plan was also presented twice to Community Board 11.

After waiting a year, we received a letter this month, full of lies and signed by the Department of City Planning and the Commissioner of HPD telling us that what we are asking the De Blasio administration to do is already being done.

Meanwhile, Community Board 11, showed us one more time that it does not represent East Harlem because it completely ignored our 10 point plan and in that way excluded the humble people of El Barrio.

We are the humble people of East Harlem that would be the most affected if this luxury housing plan is implemented. That is why we are 100% against the Mayor's plan. The Mayor should do something to preserve the rent stabilized housing that already exists and where many poor people currently live because day after day we are at risk of being displaced because the bad landlords tend to not make repairs with the objective of displacing us and Mayor De Blasio's

department of housing (HPD) fails to enforce the housing laws to ensure that these bad landlords comply with the city's housing laws.

Now I will present a brief summary of our 10 point plan:

1. Provide true, independent citywide oversight of HPD's performance. It is of the highest importance that enforcement mechanisms are put into place to ensure HPD's execution of these recommendations and their regular duties.
2. Mount a citywide public education initiative so that all tenants in New York City are aware of HPD's responsibility to ensure that landlords comply with housing law
3. Landlords must be punished immediately when they break the law instead of dragging it out in court for months and months while tenants suffer. These landlords should be fined immediately either in an administrative tribunal or via inspectors who can ticket them on the spot for repeated violations.
4. Comply with the responsibilities of HPD's Emergency Repair Program in ALL cases, not just occasionally or when HPD is embarrassed into action when tenants call the press and demand justice.
5. Improve the quality of language-access for tenants receiving inspections.
6. For all immediate emergencies, especially when we are without heat and hot water in the cold winter months. HPD should improve how they respond. Inspections, repairs and fines should all be given within 24 hours of violations instead of making tenants wait for weeks or months as often happens.
7. Establish an East Harlem-HPD Housing Justice Program to oversee HPD that can serve as a Pilot Program to be replicated in other low-income areas with serious housing problems.

8. Establish community-based oversight of HPD's performance in East Harlem.

9. Improve the inspection process. For example, provide inspections 24 hours a day, 7 days a week ensure that appointments are given in advance of inspections.

10. Improve follow-up: Guarantee HPD call-backs to tenants to find out if violations have been repaired.

That is all.

WHY WE ARE HERE

We, the humble people of East Harlem, are here tonight in defense of our beloved community.

We are unconditionally against Mayor De Blasio's entire luxury housing plan.

The Mayor and his lackeys are trying to make the people of NYC believe that his rezoning plan will generate "affordable housing", but that's a lie. The Mayor's luxury housing plan favors developers and caters to the rich. This is why the Real Estate Board of New York (REBNY) supports his plan.

We, the low-income, long-term residents of El Barrio, are the people that will be most affected if the Mayor's plan is imposed on our beloved community. The Mayor and his Department of City Planning want to exclude the voices of the sector of the community that we, the most humble, represent.

Which is why we are here today: to call their bluff.

Our community is being excluded and **this meeting is a sham** to make it seem as though the Mayor listens to the community, but we know that is a farce.

After many years of fighting against displacement with dignity and defending our community, this Mayor is imposing a plan that threatens to displace us from our beloved Barrio.

- Our greedy landlords already use illegal and underhanded means to try to displace us, their rent-stabilized tenants & permanently remove our homes from the rolls of rent-stabilization. With the Mayor's massive upzoning plan, that pressure will drastically increase because landlords will want to rake in even more profits, leading to secondary displacement of long-term, low-income, rent-stabilized tenants.
- We, the low-income people of El Barrio cannot afford *any* of the new apartments that will be built under the Mayor's plan – neither the 75-80% market rate units which are the vast majority, nor the 20-25% so-called "affordable" units for people who make more money than us.
- When the market is flooded with the Mayor's thousands of new luxury units, this will cause rapid rent increases in East Halem, potentially displacing long-term, low-income residents from our rent-stabilized units just like what happened in rezonings of other "hot markets" like Chelsea and Williamsburg.
- If this plan is enacted, our local businesses & street vendors will be displaced & workers will lose their livelihood as new luxury tenants demand luxury stores & amenities. We will not be able to afford to shop at our stores in our community.
- The Mayor's plan would destroy the beautiful cultures that makes East Harlem be El Barrio by replacing it with a culture of money.

As a community we came together, 8,000 East Harlem residents through our Consulta del Barrio – community consultations over the course of a year – to create our

10 Point Plan for the DeBlasio Administration to Preserve Rent-Stabilized Housing
and to oppose the Mayor's luxury housing plan.

We call for the Mayor's rezoning plan to be scrapped and replaced instead with our 10 Point Plan.

Our 10 Point Plan protects those that are most threatened – tenants in rent-stabilized housing from those landlords that have the most potential ill-gotten gains to rake in by displacing their tenants & removing apartments from rent-stabilization permanently, and charging luxury rents to high-income newcomers.

We insist that we, long-term, low-income rent-stabilized tenants have every right to stay in our homes and our community!

**We will continue to fight for our beloved community because
El Barrio is Not for Sale! It is to be Loved and Defended!**

**Movement for Justice in El Barrio will continue the struggle for dignity and
against displacement! – We will not be fooled, and we will not be moved.**

For more information, contact Movement for Justice in El Barrio at 212-561-0555.

¿Por que estamos aquí?

Nosotros, el pueblo humilde de El Barrio, estamos aquí esta noche para defender a nuestra querida comunidad.

Estamos incondicionalmente en contra del plan de vivienda lujosa del alcalde De Blasio.

El alcalde y sus lacayos están tratando de convencer a las personas de la ciudad de Nueva York que su plan de rezonificación va a generar "viviendas asequibles," pero eso es una mentira. El plan de vivienda lujosa favorece a los desarrolladores y a la gente rica. Esta es la razón por la cual REBNY apoya el plan de De Blasio.

Nosotros, los residentes de bajo recursos y de largo plazo del El Barrio, vamos a ser las personas mas afectadas si el plan del alcalde es implementada en nuestra querida comunidad.

El alcalde y el departamento de planificación de la ciudad, quieren excluir las voces del sector de la comunidad, que nosotros, los mas humildes, representamos.

Lo cual explica la razón por la que estamos aquí hoy: Para Desenmascararlos.

Nuestra comunidad está siendo excluida y esta reunión es una farsa para hacer que parezca que el Alcalde escucha a la comunidad, pero sabemos que es una farsa.

Después de luchar con dignidad por tantos años contra el desplazamiento con y defendiendo nuestra comunidad, el alcalde quiere imponer un plan que amenaza con desplazarnos de nuestro querido El Barrio.

- Nuestros propietarios codiciosos usan medios ilegales para desplazarnos, sus inquilinos con renta estabilizada, de nuestros hogares. El plan de rezonificación del alcalde, va hacer que los propietarios nos presionen aun mas, ya que van a querer mas ganancias, lo cual va a causar el desplazamiento secundario de inquilinos con renta estabilizada y de bajos recursos.
- Nosotros, las personas de bajos recursos del El Barrio, no podremos pagar los apartamentos que van a ser construidos bajo el plan del alcalde-ni las unidades de 75-80% del costo del mercado, que son la gran mayoría, ni las 20-25% llamadas unidades "asequibles" porque seran para las personas que ganan más dinero que nosotros.
- Cuando el mercado se inunda con miles de nuevos apartamentos de lujo del Alcalde, esto causará aumentos rápidos de alquiler en el Este de Harlem, desplazando potencialmente a largo plazo, a los residentes de bajos ingresos de unidades estabilizadas, al igual que lo que sucedió en el razonamiento de otros vecindarios como Chelsea y Williamsburg.
- Si este plan se promulga, nuestros negocios locales y vendedores ambulantes serán desplazados y los trabajadores perderán su sustento ya que los nuevos inquilinos de lujo demandan tiendas y amenidades de lujo. Ya no vamos a poder comprar en nuestras tiendas en nuestra comunidad.
- El plan del Alcalde destruiría las bellas culturas que hacen que el Este de Harlem sea El Barrio reemplazándola con una cultura de dinero.

Como comunidad nos unimos- 8,000 residentes del Este de Harlem se reunieron a través de nuestra Consulta del Barrio - consultas comunitarias a lo largo de un año - para crear nuestro **Plan de 10 Puntos para la Administración de DeBlasio para Preservar la Vivienda Rentabilizada** y Oponerse al Plan de Vivienda de Lujo del Alcalde.

Pedimos que el plan de rezonificación del alcalde sea desechado y Reemplazado en su lugar con nuestro Plan de 10 puntos.

Nuestro Plan de 10 Puntos protege a aquellos que están más amenazados-inquilinos en viviendas de alquiler estabilizada que sufren el riesgo de ser desplazados por propietarios con deseos de removerlos permanentemente de sus hogares para así rentar sus unidades a recién llegados de altos ingresos.

Insistimos en que nosotros, inquilinos a largo plazo, de renta baja y estabilizados por renta Tienen todo el derecho de permanecer en nuestros hogares y nuestra comunidad!

**Continuaremos luchando por nuestra querida comunidad porque:
¡El Barrio No Se Vende, Se Ama y se Defiende!**

Movimiento por Justicia del Barrio continuará la lucha por la dignidad y contra el desplazamiento! - No seremos engañados, y no nos moveran.

Para mas información, puede contactar a Movimiento por Justicia en El Barrio al 212-561-0555.

Testimony for the Public Scoping Meeting on the Draft Environmental Impact Statement for the East Harlem Rezoning

December 15th, 2016

Kimberly Libman, PhD, MPH
Director for Prevention and Community Development
Center for Health Policy and Programs
The New York Academy of Medicine

On behalf of The New York Academy of Medicine, thank you for the opportunity to discuss the draft scope of work for the City Planning Department's environmental impact statement for the East Harlem Rezoning. The New York Academy of Medicine (the Academy) was founded in 1847 to take on the critical health problems facing New York City at that time, and we continue to advance solutions that promote the health and well-being of people living in cities worldwide. We approach our priority issues of healthy aging, disease prevention, and eliminating health disparities with a deep and long-standing commitment to understanding the complex factors that determine health in cities.

The Academy was appointed to the East Harlem Neighborhood Plan Steering Committee, convened by City Council Speaker Melissa Mark-Viverito, to convene community members to develop recommendations for health and aging in the East Harlem Neighborhood Plan. In addition to this, we conducted a Health Impact Assessment (HIA) to provide information about the potential health effects of the plan's affordable housing and zoning recommendations, and to make this tool available to the East Harlem community during this rezoning process.

HIA is a structured process to assess the potential health impacts of a policy, plan, or project, and make recommendations on how to mitigate negative health impacts and to maximize potential health benefits of that policy, plan, or project. The HIA framework also includes a focus on how policies – such as Mandatory Inclusionary Housing – will affect existing inequities and vulnerable populations. At the Academy, we are committed to the concept of health as a result of a broader system in which healthcare is

only one of the components that impacts well-being. We believe HIA is a useful tool because it is a process that looks at health from a broad perspective that considers social, economic and environmental influences.

The current City Environmental Quality Review and State Environmental Quality Review Act (CEQR and SEQRA) frameworks and requirements take a limited perspective on what social and environmental factors affect community health, and do not include an exploration of the potential health impacts of changes to what are commonly known as the broader determinants of health – such as education, employment, discrimination, and socioeconomic status. Of the tasks identified for analysis in this draft scope of work, there are examples of factors known to influence community health, that are not included for consideration in TASK 18 Public Health, or discussed elsewhere in relation to public health.

For example, we know that residential displacement can negatively impact health. Evidence shows that displacement may cause people to accept affordable but inadequate, substandard, or poorer quality housing. Displacement can result in the disruption of important social support, erosion of social capital, and social cohesion as well as increased transportation costs for a family. We also know that some displaced residents may become homeless, which is itself linked to a number of negative health outcomes, including increased risk of respiratory infections, infectious diseases, mental illness (particularly among children), hunger, and that the death rates for homeless individuals are several times higher than the general population. Displacement can also lead to high levels of stress, which studies have linked with chronic diseases including heart disease, hypertension, and diabetes. These potential impacts of displacement are not discussed in the environmental impact statement. Similarly, evidence links open space, transportation, and climate change to public health and yet the potential health impacts of changes in these environmental factors are not included in the proposed analysis.

We recommend integrating a perspective that takes the broader determinants of health into consideration in the scope of work for the environmental impact statement for the East Harlem Rezoning. Regarding mitigation strategies, while we recognize that it is not required by CEQR, we recommend that the process try to incorporate engagement and feedback from the community to help inform these strategies. We also wish to highlight HIA as a tool for doing this, particularly because it is a tool rooted in principles of equity, democracy and transparency. Thank you for again for this opportunity to provide feedback on this process.

Rafael Guzman

230 East 105th St New York, NY 10029

Ms. Lenzini

Contact email: Rafaelgjr17@gmail.com

Park East High School

12/15/16

Personal Testimony

afternoon
Good ~~evening~~, community board members, department of city planning, ~~speaker Mark~~
~~Viverito and Manhattan Borough President~~, thank you for taking the time to allow me to testify. My name is Rafael Guzman and I live in a NYCHA building and I personally have been experiencing gentrification in my neighborhood. Hopefully at the end of this testimony we can come together and we're able to find a solution to this issue that's occurring through our community,

We should be able to get money from the government for low income houses in order to help and benefit those low income families. Not only that, but we also need the money to fix up these **apocalyptic** houses that have holes in their walls and floors. I'm fortunate enough to be able to live in a well maintained NYCHA building, but there's people like my friend Amanda who lives in a NYCHA housing complex and she's always stating how her bathroom has a huge hole that hasn't been fixed yet, it has been unfortunately 1 year and they still haven't fixed it. I find that crazy.

Gentrification has been a national phenomenon that has greatly affected borough like Brooklyn, New York. Nearly 20 percent of neighborhoods with lower incomes and home values have experienced gentrification since 2000, but in the 1990s it was only at 9 percent. It has greatly increased causing this problem to become worse and has ~~to be~~ *be stopped*. Communities that are being affected by this are being kicked out their low income houses. These poor families with kids and pets having to find a new place to live in just because they're financial status did not

make the quote on quote cut, so they have to be kicked out acting like they're not human beings because this is how these developers see us low income families as, like we are separate from them. ~~Community voices heard demands 40% low income housing housing for families making 23350 and below.~~

Sam Rahiem Williams

Ms. Lenzini

Social Justice in literature

24 October 2016

Good evening community board members, ^{and the} department of city planning, ~~speaker~~ ^{and the} ~~Mark Vivente and Manhattan Borough President~~ I would like to start off by saying thank you for giving me the opportunity to speak in front of all of you. I do not live in East Harlem however I go to school here and my grandma lives in the heart of Harlem. Therefore I am affected by gentrification everyday.

I'm speaking to you east harlem and I want us as a community to something to **stop gentrification**. Gentrification is a thing that has been affecting New york city for some years now. It started in Brooklyn and now made its way to east harlem. Affordable housing has been getting cut and so has NYCHA's budget which is forcing **low income families** to move out of harlem.

Gentrification really upsets me because it is affecting everyone in the community of east harlem and is forcing them out of their homes and making people find housing in other places. The city's plans are to build skyscrapers on 3rd and Park ave.; 30 story buildings on 2nd ave; and 12 story building on Lexington ave. All from 132nd street to 104th street. If these buildings are built then about 50% percent of the families will not qualify for the new housing plans.

Also how would they find more affordable housing when gentrification has taken over almost the whole city. Don't get me wrong I'm all for fixing the city however i am bothered by it when people are being forced out of their homes.

NYCHA and public housing budget cuts have been a problem for years however it's now starting to affect the whole community. New stores are coming in, ~~an influx of white people~~ and a lot of people who never lived in the neighborhood are coming in and people who lived ~~there~~ ^{here} their whole life are being kicked out.

People who are moving into these neighborhoods are making around 77,700 dollars or more in a year while the people who lived there their whole life and is being kicked out make about 23,350 dollars or less in a year. Therefore they would not be able to afford a 1,000 dollar rent or higher. Also just making a couple floors of a building for people with affordable housing is still not fair because what about everyone else who lived in that community. Where would they go, do they have a place to live many families will be displaced because of this.

Since everyone here now know about gentrification and how it is and will be affecting east harlem we have to do something to stop it. I feel we should first start with fixing public housing and making it a more safe and a comforting place to live. I also feel we need to make a rec center in every housing community in order to keep the kids off of the street and give them a place to go and do work, play sports or just hang out with friends. We also need to come together to ensure 30% of the new building is home for low income families and for it to be affordable to families making 23,000 or less and we want 200 million dollars to help repair east harlem NYCHA buildings.

Gentrification is not a good thing for any community and since it is starting to come into east harlem we have to make sure we protect our low income families because they are just as part of this community as you and I. Also making housing a better place and creating rec centers will benefit the community tremendously so it is a must. Lastly, I would like to thank the committee for allowing me to speak here today and I would also like to thank you guys for listening.

Rubric rating submitted on: 11/30/2016, 9:06:53 PM by alenzini@parkeasths.org

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Policy and Opinion on Policy 2 (85%)	You specifically named what is happening in East Harlem regarding rezoning and gentrification AND explained how it makes you feel	You need to add specifics as to what is happening in East Harlem regarding rezoning and gentrification AND, now that you've added specific, you need to revise your explanation of how it makes you feel (The city's plans are to build skyscrapers on 3rd and Park ave.; 30 story buildings on 2nd ave;	You need to explain what is happening in East Harlem regarding rezoning and gentrification AND explain of how it makes you feel (The city's plans are to build skyscrapers on 3rd and Park ave.; 30 story buildings on 2nd ave; and 12 story building on Lexington ave. All from 132nd street

Good Afternoon. My name is Sandra Morales – De Leon, and I am the Deputy Director of Union Settlement’s Business Development Center, whose mission is the economic revitalization of East Harlem. We work with entrepreneurs – those individuals who want to have a business, or existing business owners who need additional business training and/or technical assistance in order to maintain or expand their businesses.

A recent study published by the Department of Small Business Services about East Harlem’s Commercial Corridors indicates that despite the fact that East Harlem is a predominantly poor community, with an unemployment rate of 11.5%, the residents spend 2.91 BILLION DOLLARS locally, on goods and services. However, an additional 810 MILLION DOLLARS, LEAVES THE COMMUNITY, EITHER BECAUSE THE GOODS AND SERVICES REQUESTED ARE UNAVAILABLE, IE. NON EXISTANT, OR BECAUSE THEY ARE NOT UP TO THE QUALITY REQUIRED BY THE CONSUMERS.

At the Business Development Center we are working with new entrepreneurs and existing businesses, to recapture the 810 MILLION DOLLARS that leaves the community.

I am here today because I am asking the City Planning Commission and all the powers that be, that they embrace and accept the recommendations that came out of our Small Business, Economic Development and Workforce Development Subgroup:

1. To increase quality employment opportunities for East Harlem residents, predominantly by insuring that incoming developers do local hiring, whether it is the hiring of contractors or the hiring of laborers, including women.
2. To enhance the skills of East Harlem residents, which will allow them to succeed in the workforce. We request that more funding be provided for workforce development programs, including career training and not just entry level programs. This would include opening a Workforce I center in East Harlem and coordinating all job readiness and placement efforts in

East Harlem and would also include increased funding for program that help local residents learn English, get HS diplomas or equivalency degrees, become citizens and prepare for college.

3. To protect and enhance the viability of East Harlem's small businesses, which include permitting commercial spaces on second floors, limiting the width of certain commercial spaces to preclude "big box" stores, help sustain merchant associations and increase funding for programs that provide assistance to local small businesses.
4. To increase overall economic activity in East Harlem by attracting more businesses and business activity, creating incentives for businesses to open in East Harlem and provide funding for groups that encourage "buying locally".
5. To attract more tourist and other visitors to East Harlem, by adding Wayfinding signs.

Thank you.



THE COUNCIL
OF
THE CITY OF NEW YORK
CITY HALL
NEW YORK, NY 10007

MELISSA MARK-VIVERITO
SPEAKER

TELEPHONE
(212) 788-7210

January 6, 2017

Hon. Carl Weisbrod
Director
NYC Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Comments on East Harlem Rezoning Draft Scope of Work

Dear Mr. Weisbrod:

The East Harlem Neighborhood Planning process has been one of the most thorough community based planning process in recent memory, and I'm very proud of the work the community has done to create a shared vision for the future of East Harlem.

The challenge as we move to the next phase of the work is translating accurately from the community vision to regulatory process and when differences emerge we, as a community that has invested an extraordinary amount of time and energy in this work, understand the rationale for these choices.

There are several issues that I would like to highlight as being particularly important considerations in the context of the EIS process.

1. RWCDS – In order to undertake a conservative analysis of the proposal there are a number of additional sites that need to be considered as projected or potential development sites, because of their existing FAR represent these sites are likely development sites. If we exclude them we may be underestimating the impact of this proposal across a range of impact categories.
2. Schools/Community Facilities – There is strong demographic evidence, described in more detail below, that a Manhattan wide framework for analyzing school seat generation undercounts the specific demographic realities of East Harlem. If we are to accurately disclose and mitigate the impacts of this proposal, we need to take a closer look at a multiplier that reflects the demographic realities of East Harlem.

3. Transportation/Parking – the EIS should analyze a parking approach, which hews more closely with Manhattan Core parking requirements and sets a maximum number of spaces that can be provided as of right.
4. Alternatives – in addition to the parking alternative described above the EIS should analyze a proposal with the lower densities along Park Avenue and Third Avenue identified in the East Harlem Neighborhood plan so the public and decision makers can better understand how a reduction in density might reduce potential impacts.

Below are more detailed comments on the draft scope of work section by section:

E: Purpose of the Proposed Actions

Preservation of Affordable Housing

The preservation of existing affordable housing is not articulated in the land use objectives as outlined on page 14 of the Draft Scope. However, it is included in the detailed discussions on page 15. We believe that preservation of affordable housing should be clearly articulated in the objectives on page 14.

More broadly, we believe that preservation of existing affordable housing should be emphasized when affordable housing strategy is discussed. We want to ensure that the existing affordable housing stock is adequately considered when measuring direct and indirect residential displacement as many of these critical units are either unregulated or subject to expiring affordability restrictions.

F. Description of the Proposed Actions

Proposed Special East Harlem Corridors District (EHC)

We are supportive of the proposed EHC, which would impose a non-residential use requirement before any permitted residential floor area could be utilized in several areas of the EHC. However, we want to ensure that any non-residential uses will address community needs and encourage living wage job creation, therefore:

- Use group 5 (hotels) should not be allowed as part of the 2.0 FAR non-residential use requirement as of right
- “Required industrial uses” as outlined in Zoning Resolution 74-961, should be considered for certain areas of the EHC where industrial job retention makes sense

Many of the base heights are very high and may compromise the achievement of land use objective #2, “preserving the built character” of the neighborhood. The base heights within each respective district should be carefully analyzed and DCP should consider adjusting base heights within the special district to better relate to the existing built form and neighborhood character.

The Proposed Zoning Map (Figure 4) references a “Proposed Enhanced Commercial District” in the legend, but the district is not located on the map, nor referenced in the Draft Scope. Further, the proposed EHC districts are not located on the map.

G. Analysis Framework: Reasonable Worst Case Development Scenario

For the EIS to accurately assess the impact of the proposed actions, a more complete list of projected soft sites is required, which will include additional sites that we believe can be reasonably expected to be developed. We have attached a list of additional soft sites, with supporting arguments for their inclusion as projected development sites.

The East Harlem Neighborhood Plan (ENHP) also included rezoning recommendations for sites that are publicly owned, and could potentially be developed in the future. The rezoning of these sites should be included, as part of this action, and the impact of their development should be analyzed.

Finally, DCP should include and analyze the ENHP rezoning recommendations for the east side of Park Ave between 128-131 Streets, as these areas were excluded from the DCP proposal.

Task 2: Land Use, Zoning and Public Policy

DCP should analyze the requirement of at least ground floor commercial uses for areas on Park Avenue, which do not include the non-residential requirement in DCP’s proposal. This requirement would be more consistent with the existing character of the neighborhood, support the commercial and manufacturing goals on Park Avenue, and complement the future redevelopment of La Marqueta. DCP should conduct a detailed analysis of existing uses within the proposed commercial overlay areas within NYCHA campuses, and propose more specific boundaries that eliminate the possibility of displacing residents, playgrounds and active common areas.

Task 3: Socioeconomic Conditions

Direct Residential Displacement

I am concerned that the Draft Scope may not fully capture the projected Direct Residential Displacement relative to the study area population and request further analysis to be included in the EIS. The Draft Scope states, “the Proposed Actions would not exceed the CEQR Technical Manual analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement” (pg. 35).

As discussed above, the Steering Committee has identified a number of soft sites that should be considered for inclusion as projected development sites. Many of these sites are currently occupied and will could result in significant direct residential displacement should the proposed actions be approved.

Further, the threshold of 500 displaced residents may not be appropriate for the unique East Harlem context that has experienced a longtime trend of direct (and indirect) displacement. According to the CEQR Technical Manual (2014), “certain circumstances may warrant different thresholds. Since the socioeconomic assessment seeks to determine the effect of the proposed project relative to the expected No-Action conditions of the study area, the proposed threshold may be too high or low depending on the characteristics of the study area.” According to a 2016 RPA report, the potential for displacement in East Harlem is exacerbated by the high number of housing units that are either unregulated (19% of the housing stock) or have expiring regulatory restrictions (27% of the housing stock).

Indirect Residential Displacement, Direct and Indirect Business Displacement

The Draft Scope calls for a preliminary assessment of potential for: Indirect Residential Displacement, Direct Business Displacement, and Indirect Business Displacement. However, a detailed demographic and field analysis for each respective area would only be conducted, “if warranted”. I believe that each respective detailed analysis should be included in the EIS. Residential displacement was the most common concern raised through the EHNP community engagement process, and potential impacts should be fully explored. The analysis will also ensure that the land use objectives are achieved, especially land use objective 3 which addresses, “preserving the vitality of the existing commercial and manufacturing uses”.

Task 4: Community Facilities and Services

Public Schools

The EIS should study the impacts on school capacity using student generation rates specific to East Harlem. Currently, a borough-wide rate underestimates impacts on Upper Manhattan. An analysis conducted by George Janes of US Census data with a more accurate student generation rate has been included as an attachment to these comments. I believe the EIS should study the impact of the action on school capacity using this more accurate student generation rate.

Task 5: Open Space

According to a 2012 report by New Yorkers for Parks, East Harlem has an Open Space Index (OSI) of 1.2 acres of open space per 1,000 residents, far below the OSI standard of 2.5 acres per 1,000 residents. Additionally, the quality of these open spaces has been quantified as below standard. For example, East Harlem has a 12% urban tree canopy, compared to the OSI standard of 39%.

I believe the EIS should broadly examine the adequacy of the existing open space infrastructure. Many of the major parks, including Central Park and Randall’s Island, are poorly connected to the heart of the East Harlem community and access is limited by physical, cultural, and psychological barriers. For example, the pedestrian underpasses along the Park Avenue viaduct can pose significant safety concerns for residents. The northern portion of the rezoning district has extremely limited access to open space, especially given the poorly maintained state of the existing waterfront esplanade.

Additionally, the loss of community gardens represents a threat to a unique form of open space and cultural asset within East Harlem that should be preserved through robust strategies.

Finally, I encourage DCP to refer to recommendations identified in the EHNP, which call for additional investments in park maintenance, park programming, public amenities including improved lighting, leveraging city-owned sites to ensure public open spaces to keep pace with population growth, and integration of storm water management strategies into open space design.

Task 6: Shadows

The shadow analysis should consider impacts on sidewalks, as many sidewalks along residential corridors have cultural significance as public space assets for existing residents, particularly on cross streets. I also urge that particular attention will be given to the impacts of shadows around the Metro North viaduct that runs above Park Avenue. The areas under the viaduct that will accommodate the future expansion of EDC's La Marqueta are of particular concern, as any shadows created by new development along Park Avenue should not impose a cavernous quality to the sidewalk experience that could potentially inhibit the vitality and vibrancy of La Marqueta. I encourage DCP to consider mitigation measures including appropriate base height and setback restrictions for parcels fronting the viaduct.

Task 8: Urban Design and Visual Resources

I am concerned that the Metro North viaduct along Park Avenue poses a significant challenge to the pedestrian experiences of public space. The scale of proposed rezonings along Park Avenue have the potential to further detract from the quality of the pedestrian experience. I believe the EIS should consider potential mitigation measures and focus on urban design improvements along this corridor. This may include base height and setback restrictions, additional lighting that ensure a safe and vibrant urban realm.

Additionally, I believe the EIS should consider the design of NYCHA developments and opportunities to improve critical design features including lighting and programming that provide "eyes on the street".

Task 11: Water and Sewer Infrastructure

The EIS should contain a detailed assessment of water and sewage infrastructure. DEP has already identified East Harlem as a priority Combined Sewer Overflow (CSO) tributary area. As referenced in the ENHP, I believe the City should integrate storm water management strategies through open space design to better prepare East Harlem for threats from climate change.

Task 14: Transportation

Parking

I believe that DCP should analyze a further reduction in parking by limiting it to what is allowed in the Manhattan Core, Downtown Brooklyn and Long Island City. I believe this is more consistent with the spirit of the ENHP and the goal of reducing off-street parking as much as possible. DCP should also study the demand/supply of parking without the as-of-right public parking garage proposal.

Task 22: Alternatives

The EIS should examine alternatives on Park Avenue and Third Avenue based on the rezoning recommendations included in the ENHP. We believe it is important to study a lower density district with height limits along Third and Park Avenues, analyzing R9A on Third Avenue, and an R9A/M1-6 along the length of Park Avenue.

Sincerely,

A handwritten signature in black ink, appearing to read 'Melissa Mark-Viverito', written in a cursive style.

MELISSA MARK-VIVERITO
Speaker

Appendix 1
Blocks and Lots Included in Proposed Rezoning Area

Appendix A-4
List of Blocks and Lots Included in the Rezoning Area

Block	Lots
1620	23 (p/o)
1621	32, 35, 36, 41 (p/o)
1622	31 (p/o), 33, 34, 35, 36, 37
1623	32, 33, 34, 35, 39, 40, 41
1632	11 (p/o), 15, 20, 22, 23, 33, 34, 35, 37, 40, 50, 51, 52, 53, 133, 150, 151, 152, 153, 154, 155, 156
1633	13, 19, 20, 28 (p/o), 33, 34, 35, 36, 37, 38, 39, 40, 51, 52, 53, 54
1634	9, 12, 13, 14, 15, 16, 17, 21, 22, 23, 24, 25, 33, 34, 35, 36, 37, 38, 39, 40, 48(p/o), 49, 50, 51, 52, 56, 57, 59, 60, 62, 111, 113, 115, 116, 117, 132, 140, 156, 157, 158
1635	21, 22, 23, 24, 25 (p/o), 33, 35, 36, 37, 38, 39, 40, 48 (p/o), 49, 50, 51, 52, 121, 122, 124, 132(p/o), 140, 141(p/o), 149, 150, 151
1636	21, 22, 23, 24, 33, 34, 35, 36, 37, 38, 39, 40, 49, 50, 51, 52, 121, 122, 123, 124, 132(p/o), 138, 139, 140, 141(p/o), 148(p/o), 150, 151
1637	21, 22, 23, 24, 25 (p/o), 28 (p/o), 33, 35, 36, 37, 38, 40, 43(p/o), 50, 51, 52, 137, 141(p/o)
1638	1(p/o), 8, 11, 12, 13, 14, 15, 16, 17, 21, 22, 23, 24(p/o), 32(p/o), 33, 36, 37, 38, 39, 40, 49, 50, 52, 56, 57, 62, 63, 66, 112, 121, 122, 140(p/o), 148(p/o)
1639	3(p/o), 17, 21, 34, 35, 36, 38, 39, 40, 41(p/o), 48(p/o), 49, 50, 51, 52, 56, 57, 124, 133(p/o), 137, 150
1640	1(p/o), 21(p/o)
1643	1, 4, 5, 6, 7, 8, 10, 15, 16, 17, 18, 21, 22, 23, 24, 31(p/o), 33, 35, 37, 38, 39, 40, 41(p/o), 44, 47, 48, 49, 50, 51, 52, 56, 59, 60, 61, 62, 63, 64, 65, 68, 70, 71, 122, 123, 137, 149, 7501, 7502
1644	1, 5, 7, 8, 11, 12, 16, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 51, 57, 58, 59, 65, 66, 67, 68, 69, 70, 72, 120, 121, 122, 124, 129, 156, 164, 7502
1645	1, 3, 5, 6, 7, 12(p/o), 22, 23, 24, 33, 35(p/o), 37, 38, 39, 40, 41(p/o), 50(p/o), 51, 59(p/o), 70, 122, 132, 133, 151, 152, 153, 7501, 7502
1654	1, 2, 3, 4, 11(p/o), 25, 26, 27, 28, 45, 128
1655	1, 3, 5(p/o), 20(p/o), 22, 23, 24, 26, 27, 28, 29(p/o), 45, 102
1659	1, 21, 22, 23, 24, 25, 26, 27, 28, 45, 46, 47, 48, 105, 121, 128, 144, 147
1660	1, 3, 4, 22, 23, 24, 25, 26, 27, 28, 29, 30(p/o), 45, 120, 7501
1661	2, 4, 21, 22, 23, 24, 27, 28, 29, 44(p/o), 46, 47, 48, 105(p/o), 121, 7502
1662	1(p/o), 16(p/o)
1665	1, 2, 3, 4, 5(p/o), 23, 24, 25, 27, 28, 30, 31, 33, 34, 36, 38, 39, 40, 41, 42, 43, 45, 46, 47, 48, 50, 51, 101, 104, 110(p/o), 122(p/o), 127, 130, 145, 147, 150
1666	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 26, 44(p/o), 45, 47, 48, 104, 105, 107, 116, 118, 119, 120, 121, 127(p/o), 144
1667	1, 3, 5, 21, 22, 24, 25, 26, 28, 43(p/o), 45, 102, 120
1676	1, 2, 3, 4, 49, 50, 51, 52, 104, 148

Appendix A-4, cont'd
List of Blocks and Lots Included in the Rezoning Area

Block	Lots
1677	1, 45, 46, 47, 49, 50, 51, 52
1680	1, 2, 3, 49, 50, 52, 148(p/o)
1681	1, 2, 3, 4, 52, 104, 149, 7501
1682	1, 2, 3, 4, 49, 50, 51, 52
1683	1, 2, 3, 4, 49, 50, 51, 52, 104, 149
1684	1(p/o)
1687	1, 2, 3, 4, 49, 51, 52, 102, 104, 149, 151
1688	1, 2, 45(p/o), 50, 52, 53
1689	1, 2, 4, 49, 50, 51, 52, 149
1745	40, 133, 134, 141
1746	32, 33, 41
1747	1(p/o), 70
1748	1(p/o), 35(p/o)
1750	32(p/o), 34, 40, 41
1751	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 105, 108, 110, 113, 116, 120, 126, 131, 132, 137, 142, 147, 149, 156, 160, 164, 167
1752	1, 7, 8, 9, 10, 11, 13, 14, 16, 54, 57, 59, 66, 67, 68, 69, 70, 72, 107, 113, 165
1753	3, 4, 5, 6, 7, 8, 9, 10, 11, 15, 16, 17, 21, 27, 33, 34, 35, 36, 37, 41, 42, 44, 45, 49, 51, 52, 57, 58, 59, 61, 62, 63, 64, 65, 66, 67, 68, 69, 72, 102, 105, 108, 115, 116, 117, 126, 134, 139, 140, 141, 162, 165, 168, 7501, 7502, 7503, 7504
1754	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 24, 25, 26, 29, 30, 31, 32, 33, 40, 42, 43, 44, 45, 46, 47, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 67, 68, 70, 71, 72, 100, 102, 103, 108, 110, 112, 115, 116, 117, 131, 141, 142, 155, 156, 157, 161, 162, 167, 169, 7501, 7502
1755	20, 22, 23, 24, 25, 26, 27, 31, 33, 41, 43, 44, 47, 50, 126, 143, 7501
1756	1, 4, 5, 6, 8, 9, 11, 12, 14, 15, 16, 17, 24, 26, 29, 30, 33, 37, 38, 39, 44, 47, 48, 49, 50, 56, 59, 60, 61, 62, 65, 66, 67, 68, 69, 70, 71, 72, 113, 7501
1767	1, 2, 3, 4, 5, 11, 16(p/o), 21, 22(p/o), 28(p/o), 30(p/o), 33, 52, 60, 62, 67, 68, 69, 71, 72, 168, 169
1768	1, 3, 4, 5, 6, 7, 9, 11, 12, 21(p/o), 33, 38, 39, 40, 69, 70, 71, 111, 169, 170
1769	1, 3, 5(p/o), 21(p/o), 32(p/o), 33, 45(p/o), 132, 7501
1770	20, 21, 23, 24, 25, 36(p/o), 38, 39, 40, 41, 50(p/o), 53, 67, 71, 72, 123, 158(p/o), 159
1771	1, 2, 3, 5, 6, 7, 10, 14, 17, 20, 21, 22, 23, 24(p/o), 33(p/o), 36, 38, 39, 41(p/o), 49(p/o), 50, 51, 52, 56, 59, 65, 67, 68, 69, 70, 71, 72, 113, 120, 121, 122, 123
1772	1, 13, 17, 20, 22, 23, 24(p/o), 31(p/o), 33, 34, 35, 37, 38, 39, 41, 50, 51, 52, 55, 57, 58, 59, 60(p/o), 69, 70, 134, 140, 150, 158
1773	1, 4, 67, 69, 72

Appendix A-4, cont'd
List of Blocks and Lots Included in the Rezoning Area

Block	Lots
1774	1, 5, 6(p/o), 68
1775	1, 3, 6(p/o), 71, 165(p/o), 166, 168, 170
1783	1, 2, 3, 4, 5(p/o), 23, 24, 25, 26, 27, 28, 43(p/o), 45, 46, 47, 48, 50, 128(p/o), 7501
1784	2, 4, 5(p/o), 21, 23, 24, 25, 26, 27, 28, 45, 47, 48, 102, 120(p/o), 122, 128
1785	1, 21(p/o), 22, 23, 24, 25, 26, 27, 28, 29, 43, 104, 129, 7502
1786	1, 4, 18 (p/o), 22, 23, 24, 26, 27, 28, 47, 104, 121, 123
1788	1, 4, 5 (p/o), 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 46 (p/o), 48, 49, 50, 101 (p/o), 104 (p/o), 7501
1795	1, 2, 3, 4, 51, 53, 104, 150
1796	1, 2, 3, 4, 5, 51, 52, 53, 54, 152
Note:	p/o = partial lot.

Appendix 2
Reasonable Worst-Case Development Scenario

Projected Development Site Number	Block	Lots	Lot Area	Underlying Zoning	Existing FAR	Existing Building Floor Area	Existing Total Residential Floor Area	Existing Residential DU	Existing Total Commercial Floor Area	Existing Commercial Floor Area-Office	Existing Commercial Floor Area-Retail	Existing Commercial Floor Area-Auto Use	Existing Commercial Floor Area-Storage	Existing Total Manufacturing Floor Area	Existing Total Parking Floor Area	Additional Notes
1	1754	33,40	19,651	C8-3	1.08	21,183	0	0	21,183	0	0	0	0	0	21,183	Commercial parking garage
2	1769	3	13,620	M1-4	2.29	31,185	0	0	31,185	18,500	2,868	0	0	9,817	0	
3	1623	33,34	10,599	R7-2	0.57	6,060	4,545	6	1,515	0	1,515	0	0	0	0	
4	1775	3,6,165,168,71	156,416	M1-2	2.95	461,796	450,018	412	11,778	5,711	0	0	0	0	0	
5	1751	40,137,33,34,37,132,35,38,36	16,487	C8-3	0.00	0	0	0	0	0	0	0	0	0	0	
6	1746	33	20,183	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
7	1745	134	17,642	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
8	1750	40	13,493	C6-3	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
9	1774	68	11,491	C6-3	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
10	1773	1,69,67,72,4	25,820	C6-3/C4-4D	0.26	6,810	0	0	6,810	0	6,810	0	0	0	0	
11	1772	33,34,35,37,38,39,134,140	17,967	C4-4	1.83	32,952	3,340	4	29,612	4,728	8,760	0	16,124	0	0	
12	1770	36	18,973	C4-4D	1.78	33,736	0	0	33,736	16,751	16,985	0	0	0	0	
13	1786	4,47	13,669	C4-4D	3.55	48,500	0	0	42,500	0	32,500	0	10,000	0	0	
14	1767	33	11,395	C4-4D	2.60	29,607	0	0	29,607	0	9,215	0	20,392	0	0	
15	1636	40,138,38,39, 37, 139	8,073	R8A	2.00	16,165	9,720	9	6,445	0	6,445	0	0	0	0	
16	1643	35,37,137,33	12,128	C4-4D	0.78	9,486	0	0	9,486	0	9,486	0	0	0	0	
17	1660	3,4,45,1	22,201	R8A	1.52	33,815	0	0	33,815	0	5,500	15,600	0	0	0	
18	1635	33,35,36,37,38,39,40	18,159	R8A	1.95	35,420	0	0	35,420	0	17,210	0	18,210	0	0	
19	1634	34,35,36,37,38,33	12,858	R8A	1.06	13,575	0	6	13,575	0	13,575	0	0	0	0	
20	1654	3,4,45	18,326	R8A	1.15	21,062	0	0	21,062	0	21,062	0	0	0	0	
21	1632	37,40,35	15,183	R8A	1.70	25,765	0	0	25,765	0	25,765	0	0	0	0	
22	1771	33,36	18,647	C4-4	1.79	33,372	0	0	33,372	8,836	15,036	0	9,500	0	0	
23	1643	56	8,074	R7-2	1.00	8,073	0	0	8,073	0	8,073	0	0	0	0	

Projected Development Site Number	Block	Lots	Lot Area	Underlying Zoning	Existing FAR	Existing Building Floor Area	Existing Total Residential Floor Area	Existing Residential DU	Existing Total Commercial Floor Area	Existing Commercial Floor Area-Office	Existing Commercial Floor Area-Retail	Existing Commercial Floor Area-Auto Use	Existing Commercial Floor Area-Storage	Existing Total Manufacturing Floor Area	Existing Total Parking Floor Area	Additional Notes
44	1637	24,25	5,046	R7-2/R7A	0.00	0	0	0	0	0	0	0	0	0	0	
45	1635	149,150	2,226	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	
46	1635	48,49	5,148	R7-2/R7A	0.00	0	0	0	0	0	0	0	0	0	0	
47	1634	158	2,569	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	
48	1643	63	2,523	R7-2	0.79	2,000	0	0	2,000	0	2,000	0	0	0	0	Vacant building
49	1643	41	13,682	R7A	0.79	10,800	0	0	10,800	0	10,800	0	0	0	0	
50	1667	102	1,740	C4-4D	3.16	5,500	4,900	6	600	0	600	0	0	0	0	
51	1666	105,5	6,042	C4-4D/R7A	0.00	0	0	0	0	0	0	0	0	0	0	
52	1788	28	2,265	R7-2	0.89	2,014	0	0	2,014	0	2,014	0	0	0	0	
53	1786	28	3,750	R8A	0.99	3,700	0	0	3,700	0	3,700	0	0	0	0	
54	1786	123,23,22,121	5,594	R8A	0.85	4,774	2,790	3	1,984	0	0	0	0	0	0	
55	1785	23,22,21	5,306	R8A	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
56	1784	128,28,27,26,25,120	14,971	R8A	2.50	37,466	37,466	48	0	0	0	0	0	0	0	Vacant buildings
57	1795	3,2,1	6,400	R8A	0.63	4,023	4,023	3	0	0	0	0	0	0	0	
58	1667	26	2,768	R8A	0.98	2,725	0	0	2,725	200	0	0	2,525	0	0	
59	1667	22,120	6,467	R8A	0.34	2,200	0	0	2,200	0	2,200	0	0	0	0	
60	1689	1	2,025	R8A	0.99	2,000	0	0	2,000	0	2,000	0	0	0	0	
61	1666	23	1,800	R8A	0.00	0	0	0	0	0	0	0	0	0	0	
62	1688	2,1	4,892	R8A	0.98	4,800	0	0	4,800	0	4,800	0	0	0	0	
63	1665	25,24,23,122	11,101	R8A	1.19	13,246	4,570	6	8,676	0	6,000	0	0	0	0	
64	1687	3,102	3,200	R8A	1.28	4,080	3,060	6	1,020	0	1,020	0	0	0	0	Vacant upper floor residential units

Projected Development Site Number	Block	Lots	Lot Area	Underlying Zoning	Existing FAR	Existing Building Floor Area	Existing Total Residential Floor Area	Existing Residential DU	Existing Total Commercial Floor Area	Existing Commercial Floor Area-Office	Existing Commercial Floor Area-Retail	Existing Commercial Floor Area-Auto Use	Existing Commercial Floor Area-Storage	Existing Total Manufacturing Floor Area	Existing Total Parking Floor Area	Additional Notes
65	1682	49	2,583	R8A	0.97	2,500	0	0	2,500	0	0	0	0	0	0	
66	1682	4,3	5,000	R8A	0.00	0	0	0	2,250	0	0	0	0	0	0	
67	1680	3	5,050	R8A	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
68	1644	12	10,092	R7-2	0.99	10,000	0	0	10,000	0	10,000	0	0	0	0	
69	1771	1,2	4,583	M1-4	0.00	0	0	0	0	0	0	0	0	0	0	Community garden
Total						1,112,440	571,013	583	537,677	55,526	288,798	15,600	83,231	33,847	21,183	

Projected Development Site Number	Block	Lots	Lot Area	No Action Underlying Zoning	No Action Maximum FAR	No Action Built FAR	No Action Building Floor Area	No Action Total Residential Floor Area	No Action Residential DU	No Action Affordable DU	No Action Total Commercial Floor Area	No Action Commercial Floor Area-Local Retail	No Action Commercial Floor Area-Restaurant	No Action Commercial Floor Area-Grocery Store	No Action Commercial Floor Area-Destination Retail	No Action Commercial Floor Area-Hotels	No Action Commercial Floor Area-Storage Area	No Action Commercial Floor Area-Office	No Action Commercial Floor Area-Auto Use	No Action Community Facility Floor Area	No Action Total Manufacturing Floor Area	No Action Total Parking Floor Area	No Action Building Height
67	1680	3	5,050	R8A	6.00	6.0	30,195	25,650	29	0	4,545	4,545	0	0	0	0	0	0	0	0	0	0	105
68	1644	12	10,092	R7-2	6.50	3.4	34,716	24,624	27	0	10,092	0	0	10,092	0	0	0	0	0	0	0	0	55
69	1771	1,2	4,583	M1-4	6.50	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total							2,978,556	2,357,439	2,472	27	562,368	334,836	0	14,577	35,596	32,974	57,614	76,559	10,592	7,395	22,777	120,907	

Projected Development Site Number	Block	Lots	Lot Area	With Action Zoning	With Action Maximum FAR	With Action Built FAR	With Action Building Floor Area	With Action Total Residential Floor Area	With Action Residential DU	With Action Total Commercial Floor Area	With Action Commercial Floor Area- Local Retail	With Action Commercial Floor Area- Restaurant	With Action Commercial Floor Area- Grocery Store	With Action Commercial Floor Area- Destination Retail	With Action Commercial Floor Area- Hotels	With Action Commercial Floor Area- Storage Area	With Action Commercial Floor Area- Office	With Action Commercial Floor Area- Auto Use	With Action Community Facility Floor Area	With Action Total Manufacturing Floor Area	With Action Total Parking Floor Area	With Action Building Height
67	1680	3	5,050	R9 + C2-5	8.50	8.39	42,345	37,800	42	4,545	4,545	0	0	0	0	0	0	0	0	0	0	165
68	1644	12	10,092	R9 + C2-5	8.50	8.50	85,782	75,690	84	10,092	0	0	10,092	0	0	0	0	0	0	0	0	175
69	1771	1,2	4,583	M1-6 / R10	12.00	12.00	54,996	46,746	52	4,125	4,125	0	0	0	0	0	0	0	4,125	0	0	165
Total							6,433,375	5,365,940	5,960	727,322	323,952	45,220	37,500	100,879	0	0	219,771	0	112,437	155,171	102,504	

Projected Development Site Number	Block	Lots	Lot Area	Increment Residential Floor Area	Increment Residential DU	Increment Commercial Floor Area	Increment Commercial Floor Area- Local Retail	Increment Commercial Floor Area- Restaurant	Increment Commercial Floor Area- Grocery Store	Increment Commercial Floor Area- Destination Retail	Increment Commercial Floor Area- Hotels	Increment Commercial Floor Area- Storage Area	Increment Commercial Floor Area- Office	Increment Commercial Floor Area- Auto Use	Increment Community Facility Floor Area	Increment Total Manufacturing Floor Area
1	1754	33,40	19,651	0	0	-10,592	0	0	0	0	0	0	0	-10,592	0	98,255
2	1769	3	13,620	114,371	127	3,148	9,390	0	0	0	0	0	-6,242	0	0	14,699
3	1623	33,34	10,599	53,327	58	1,647	-3,733	5,000	0	0	0	0	0	0	0	0
4	1775	3,6,165,168,71	156,416	271,484	390	50,150	10,000	10,150	0	30,000	0	0	0	0	0	0
5	1751	40,137,33,34,37,132,35,38,36	16,487	107,165	119	0	4,974	8,000	0	20,000	-32,974	0	0	0	0	0
6	1746	33	20,183	218,930	243	11,633	11,633	0	0	0	0	0	0	0	11,633	0
7	1745	134	17,642	189,230	210	11,192	11,192	0	0	0	0	0	0	0	11,192	0
8	1750	40	13,493	39,410	44	41,828	0	0	0	1,349	0	0	40,479	0	0	0
9	1774	68	11,491	48,525	54	10,894	8,736	0	0	2,158	0	0	0	0	0	0
10	1773	1,69,67,72,4	25,820	77,926	130	22,651	0	0	0	-538	0	0	23,189	0	0	0
11	1772	33,34,35,37,38,39,134,140	17,967	163,753	182	-20,961	-109	0	0	0	0	-16,124	-4,728	0	32,341	0
12	1770	36	18,973	74,518	82	1	-9,013	0	0	0	0	0	9,014	0	0	0
13	1786	4,47	13,669	134,063	156	-20,356	-20,198	0	0	0	0	-10,000	9,842	0	0	0
14	1767	33	11,395	67,110	75	0	0	0	0	0	0	0	0	0	0	0
15	1636	40,138,38,39, 37, 139	8,073	51,293	58	7,931	7,931	0	0	0	0	0	0	0	0	0
16	1643	35,37,137,33	12,128	71,840	80	0	0	0	0	0	0	0	0	0	0	0
17	1660	3,4,45,1	22,201	97,538	109	4,699	0	0	4,699	0	0	0	0	0	17,100	0
18	1635	33,35,36,37,38,39,40	18,159	118,810	132	-10,316	-8,449	0	0	0	0	-18,210	16,343	0	0	0
19	1634	34,35,36,37,38,33	12,858	64,550	80	11,572	0	0	0	0	0	0	11,572	0	0	0
20	1654	3,4,45	18,326	80,943	90	26,527	3,904	0	9,867	0	0	0	12,756	0	0	0
21	1632	37,40,35	15,183	64,729	72	10,565	10,565	0	0	0	0	0	0	0	13,665	0
22	1771	33,36	18,647	100,164	111	0	0	0	0	0	0	-9,500	9,500	0	0	0
23	1643	56	8,074	32,956	37	7,898	0	0	0	0	0	0	7,898	0	0	0
24	1768	71,169,69,70,170	6,480	45,360	50	0	0	0	0	0	0	0	0	0	0	19,440
25	1622	36,35	4,545	20,453	23	0	0	0	0	0	0	0	0	0	0	0
26	1655	29, 24	9,633	55,741	62	-2,498	1,283	0	0	0	0	-3,780	0	0	0	0

Projected Development Site Number	Block	Lots	Lot Area	Increment Residential Floor Area	Increment Residential DU	Increment Commercial Floor Area	Increment Commercial Floor Area- Local Retail	Increment Commercial Floor Area- Restaurant	Increment Commercial Floor Area- Grocery Store	Increment Commercial Floor Area- Destination Retail	Increment Commercial Floor Area- Hotels	Increment Commercial Floor Area- Storage Area	Increment Commercial Floor Area- Office	Increment Commercial Floor Area- Auto Use	Increment Community Facility Floor Area	Increment Total Manufacturing Floor Area
52	1788	28	2,265	5,613	6	226	226	0	0	0	0	0	0	0	0	0
53	1786	28	3,750	2,715	3	0	-3,375	3,375	0	0	0	0	0	0	0	0
54	1786	123,23,22,121	5,594	13,892	15	0	0	0	0	0	0	0	0	0	0	0
55	1785	23,22,21	5,306	13,279	15	0	-4,775	4,775	0	0	0	0	0	0	0	0
56	1784	128,28,27,26,25,120	14,971	45,547	51	0	0	0	0	0	0	0	0	0	0	0
57	1795	3,2,1	6,400	16,643	18	0	0	0	0	0	0	0	0	0	0	0
58	1667	26	2,768	1,917	2	0	-2,491	2,491	0	0	0	0	0	0	0	0
59	1667	22,120	6,467	16,017	18	0	-5,820	5,820	0	0	0	0	0	0	0	0
60	1689	1	2,025	0	0	0	0	0	0	0	0	0	0	0	0	0
61	1666	23	1,800	181	0	0	0	0	0	0	0	0	0	0	0	0
62	1688	2,1	4,892	12,230	14	0	0	0	0	0	0	0	0	0	0	0
63	1665	25,24,23,122	11,101	27,648	31	0	0	0	0	0	0	0	0	0	273	0
64	1687	3,102	3,200	2,728	3	0	0	0	0	0	0	0	0	0	0	0
65	1682	49	2,583	5,398	6	0	0	0	0	0	0	0	0	0	0	0
66	1682	4,3	5,000	12,600	14	0	0	0	0	0	0	0	0	0	0	0
67	1680	3	5,050	12,150	14	0	0	0	0	0	0	0	0	0	0	0
68	1644	12	10,092	51,066	57	0	0	0	0	0	0	0	0	0	0	0
69	1771	1,2	4,583	46,746	52	4,125	4,125	0	0	0	0	0	0	0	4,125	0
Total				3,008,501	3,488	164,955	-10,884	45,220	22,923	65,283	-32,974	-57,614	143,212	-10,592	105,042	132,394

Potential Development Site Number	Block	Lots	Lot Area	Underlying Zoning	Existing FAR	Existing Building Floor Area	Existing Total Residential Floor Area	Existing Residential DU	Existing Total Commercial Floor Area	Existing Commercial Floor Area-Office	Existing Commercial Floor Area-Retail	Existing Commercial Floor Area-Auto Use	Existing Commercial Floor Area-Storage	Existing Total Manufacturing Floor Area	Existing Total Parking Floor Area	Additional Notes
A	1753	37	4,973	C8-3	0.34	1,680	0	0	1,680	0	0	1,680	0	0	0	
B	1772	69,70	9,083	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking and loading area
C	1767	1,2,3,4,67,68,69,71,72,168,169	23,172	R7-2	0.00	0	0	0	0	0	0	0	0	0	23,172	Surface parking - NYPD
D	1621	32	7,440	R7-2	0.91	6,765	0	0	6,765	0	6,765	0	0	0	0	Vacant ground floor commercial
E	1644	37,38,39	9,646	C4-4D	2.32	22,395	0	0	22,395	0	12,072	0	10,323	0	0	
F	1661	4	4,875	R8A	1.00	4,875	0	0	4,875	0	4,875	0	0	0	0	
G	1645	35,33	10,147	C4-4D	0.98	9,895	0	0	9,895	0	9,895	0	0	0	0	
H	1633	39,38	5,050	R8A	1.19	5,985	0	0	5,985	0	5,985	0	0	0	0	
I	1643	38,40,39	6,709	C4-4D	2.09	14,000	4,656	4	9,344	0	9,344	0	0	0	0	
J	1639	39,40,41,38,137	14,942	R8A	0.52	7,755	2,200	4	5,555	0	3,815	0	0	0	0	
K	1620	23	271,850	R7-2	2.44	662,000	662,000	672	0	0	0	0	0	0	0	Taft Houses
L	1640	1	262,446	R7-2	2.45	642,289	630,713	720	11,776	4,723	0	0	0	0	0	Johnson Houses
M	1640	21	194,545	R7-2	2.58	502,522	491,745	587	10,777	0	0	0	0	0	0	Johnson Houses
N	1662	1	329,800	R7-2	1.69	557,872	27,276	689	13,601	12,267	1,334	0	0	0	0	Jefferson Houses
O	1755	33	17,985	C8-3	5.93	106,596	0	0	106,596	0	0	0	106,596	0	0	
P	1784	45,4,47,48	13,406	C4-4D	2.76	36,990	0	0	36,990	15,765	400	0	2,082	13,118	0	
Q	1748	p/o 35	20,183	R7-2	0.00	0	0	0	0	0	0	0	0	0	20,183	Surface parking

Potential Development Site Number	Block	Lots	Lot Area	Underlying Zoning	Existing FAR	Existing Building Floor Area	Existing Total Residential Floor Area	Existing Residential DU	Existing Total Commercial Floor Area	Existing Commercial Floor Area-Office	Existing Commercial Floor Area-Retail	Existing Commercial Floor Area-Auto Use	Existing Commercial Floor Area-Storage	Existing Total Manufacturing Floor Area	Existing Total Parking Floor Area	Additional Notes
R	1748	p/o 1	20,183	R7-2	0.00	0	0	0	0	0	0	0	0	0	20,183	Surface parking
S	1667	45	10,520	C4-4D	3.20	33,612	0	0	33,612	0	33,612	0	0	0	0	
T	1771	70,69,71	6,054	M1-4	0.00	0	0	0	0	0	0	0	0	0	0	
U	1655	45	16,139	RBA	2.37	38,302	0	0	38,302	0	30,302	0	0	0	0	
V	1775	170	6,950	M1-2	0.78	5,390	0	0	5,390	0	0	0	0	5,390	0	
X	1786	24,26	5,484	RBA	1.87	10,276	0	0	10,276	10,276	0	0	0	0	0	
Y	1796	2	1,875	RBA	0.00	0	0	0	0	0	0	0	0	0	0	Surface parking
Z	1689	51	2,533	RBA	2.22	5,625	0	0	5,625	0	0	0	2,250	3,375	0	
AA	1683	50	1,875	RBA	0.00	0	0	0	0	0	0	0	0	0	0	
AB	1635	51,52	2,167	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	
AC	1633	52	2,023	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	
AD	1632	20	3,500	R7-2	0.00	0	0	0	0	0	0	0	0	0	0	Community garden
AE	1643	48,47	8,242	R7A	1.63	13,445	2,500	2	10,945	0	10,945	0	0	0	0	
AF	1662	16	39,003	R7-2	2.44	95,284	95,284	108	0	0	0	0	0	0	0	Jefferson Houses
AG	1684	1	393,600	R7-2	1.86	733,050	733,050	1,493	0	0	0	0	0	0	0	Jefferson Houses
AH	1638	33	7,569	RBA	2.21	16,730	12,230	9	4,500	0	4,500	0	0	0	0	
AI	1788	4, 48, 49, 50	9,066	R7-2	2.07	18,762	0	0	18,762	6,612	8,931	0	3,219	0	0	

Potential Development Site Number	Block	Lots	Lot Area	No Action Underlying Zoning	No Action Maximum FAR	No Action Built FAR	No Action Building Floor Area	No Action Total Residential Floor Area	No Action Residential DU	No Action Total Commercial Floor Area	No Action Commercial Floor Area-Local Retail	No Action Commercial Floor Area-Restaurant	No Action Commercial Floor Area-Grocery Store	No Action Commercial Floor Area-Destination Retail	No Action Commercial Floor Area-Hotels	No Action Commercial Floor Area-Storage Area	No Action Commercial Floor Area-Office	No Action Commercial Floor Area-Auto Use	No Action Community Facility Floor Area	No Action Total Manufacturing Floor Area	No Action Total Parking Floor Area	No Action Building Height
A	1753	37	4,973	C8-3	6.50	0.3	1,680	0	0	1,680	0	0	0	0	0	0	0	1,680	0	0	0	0
B	1772	69,70	9,083	R7-2	6.50	3.9	35,035	26,861	30	8,174	8,174	0	0	0	0	0	0	0	0	0	0	65
C	1767	1,2,3,4,67,68,69,71,72,168,169	23,172	R7-2	6.50	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,172	0
D	1621	32	7,440	R7-2	6.50	3.4	25,594	18,154	20	7,440	7,440	0	0	0	0	0	0	0	0	0	0	65
E	1644	37,38,39	9,646	C4-4D	6.50	5.8	55,890	43,740	49	12,150	12,150	0	0	0	0	0	0	0	0	0	0	140
F	1661	4	4,875	R8A	6.50	6.0	29,054	24,666	27	4,388	4,388	0	0	0	0	0	0	0	0	0	0	115
G	1645	35,33	10,147	C4-4D	6.50	5.9	59,513	44,860	50	14,653	8,359	0	0	0	0	0	6,294	0	0	0	0	120
H	1633	39,38	5,050	R8A	6.50	6.0	30,389	25,844	29	4,545	4,545	0	0	0	0	0	0	0	0	0	0	105
I	1643	38,40,39	6,709	C4-4D	6.50	6.0	40,058	29,160	32	10,898	6,038	0	0	0	0	0	4,860	0	0	0	0	90
J	1639	39,40,41,38,137	14,942	R8A	6.50	0.5	7,755	2,200	0	5,555	5,555	0	0	0	0	0	0	0	0	0	0	35
K	1620	23	271,850	R7-2	6.50	2.4	662,000	662,000	672	0	0	0	0	0	0	0	0	0	0	0	0	0
L	1640	1	262,446	R7-2	6.50	2.4	642,489	630,713	720	11,776	0	0	0	0	0	7,053	4,723	0	0	0	0	0
M	1640	21	194,545	R7-2	6.50	2.6	502,522	491,745	587	10,777	0	0	0	0	0	0	10,777	0	0	0	0	0
N	1662	1	329,800	R7-2	6.50	1.7	557,872	544,271	689	13,601	1,334	0	0	0	0	0	12,267	0	0	0	0	0
O	1755	33	17,985	C8-3	6.50	5.9	106,596	0	0	106,596	0	0	0	0	0	106,596	0	0	0	0	0	74
P	1784	45,4,47,48	13,406	C4-4D	6.50	4.1	54,548	37,620	42	9,404	9,404	0	0	0	0	0	0	0	7,524	0	0	80
Q	1748	p/o 35	20,183	R7-2	6.50	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,183	0

Potential Development Site Number	Block	Lots	Lot Area	No Action Underlying Zoning	No Action Maximum FAR	No Action Built FAR	No Action Building Floor Area	No Action Total Residential Floor Area	No Action Residential DU	No Action Total Commercial Floor Area	No Action Commercial Floor Area-Local Retail	No Action Commercial Floor Area-Restaurant	No Action Commercial Floor Area-Grocery Store	No Action Commercial Floor Area-Destination Retail	No Action Commercial Floor Area-Hotels	No Action Commercial Floor Area-Storage Area	No Action Commercial Floor Area-Office	No Action Commercial Floor Area-Auto Use	No Action Community Facility Floor Area	No Action Total Manufacturing Floor Area	No Action Total Parking Floor Area	No Action Building Height	
R	1748	p/o 1	20,183	R7-2	6.50	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,183	0	
S	1667	45	10,520	C4-4D	6.50	3.2	33,612	0	0	33,612	33,612	0	0	0	0	0	0	0	0	0	0	0	55
T	1771	70,69,71	6,054	M1-4	6.50	2.0	12,108	0	0	0	0	0	0	0	0	0	0	0	0	0	12,108	0	45
U	1655	45	16,139	R8A	6.50	5.2	83,395	74,539	83	8,856	8,856	0	0	0	0	0	0	0	0	0	0	0	95
V	1775	170	6,950	M1-2	4.80	0.8	5,390	0	0	0	0	0	0	0	0	0	0	0	0	0	5,390	0	15
X	1786	24,26	5,484	R8A	6.00	1.9	10,276	0	0	10,276	0	0	0	0	0	0	10,276	0	0	0	0	0	37'
Y	1796	2	1,875	R8A	6.00	5.3	9,978	8,280	9	1,698	1,698	0	0	0	0	0	0	0	0	0	0	0	95
Z	1689	51	2,533	R8A	6.00	6.0	15,193	12,852	15	2,341	2,341	0	0	0	0	0	0	0	0	0	0	0	95
AA	1683	50	1,875	R8A	6.00	5.7	10,705	8,906	10	1,799	1,799	0	0	0	0	0	0	0	0	0	0	0	95
AB	1635	51,52	2,167	R7-2	6.50	3.4	7,343	5,393	6	1,950	1,950	0	0	0	0	0	0	0	0	0	0	0	65
AC	1633	52	2,023	R7-2	6.50	3.3	6,584	4,719	5	1,865	1,865	0	0	0	0	0	0	0	0	0	0	0	65
AD	1632	20	3,500	R7-2	6.50	3.4	12,019	8,869	10	3,150	3,150	0	0	0	0	0	0	0	0	0	0	0	65
AE	1643	48,47	8,242	R7A	4.00	4.0	32,815	25,397	28	7,418	7,418	0	0	0	0	0	0	0	0	0	0	0	65
AF	1662	16	39,003	R7-2	4.00	2.4	95,284	95,284	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AG	1684	1	393,600	R7-2	4.00	1.9	733,050	733,050	1,493	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AH	1638	33	7,569	R8A	6.00	2.2	16,730	12,230	9	4,500	4,500	0	0	0	0	0	0	0	0	0	0	0	53
AI	1788	4, 48, 49, 50	9,066	R7-2	0.00	2.1	18,762	18,762	0	18,762	8,931	0	0	0	0	3,219	6,612	0	0	0	0	0	39

Potential Development Site Number	Block	Lots	Lot Area	With Action Zoning	With Action Maximum FAR	With Action Built FAR	With Action Building Floor Area	With Action Total Residential Floor Area	With Action Residential DU	With Action Total Commercial Floor Area	With Action Commercial Floor Area- Local Retail	With Action Commercial Floor Area- Restaurant	With Action Commercial Floor Area- Grocery Store	With Action Commercial Floor Area- Destination Retail	With Action Commercial Floor Area- Hotels	With Action Commercial Floor Area- Storage Area	With Action Commercial Floor Area- Office	With Action Commercial Floor Area- Auto Use	With Action Community Facility Floor Area	With Action Total Manufacturing Floor Area	With Action Total Parking Floor Area	With Action Building Height
A	1753	37	4,973	M1-6 / R9	9	8.33	41,403	31,457	35	9,946	4,973	4,973	0	0	0	0	0	0	0	0	0	115
B	1772	69,70	9,083	M1-6 / R10	12	11.84	107,526	91,177	101	0	0	0	0	0	0	0	0	0	0	16,349	0	170
C	1767	1,2,3,4,6,7,68,69,71,72,168,169	23,172	R10 + C2-5	12	11.63	269,535	231,266	257	27,258	0	0	0	12,500	0	0	14,758	0	0	0	11,011	280
D	1621	32	7,440	R9 + C2-5	9	8.50	63,240	55,800	62	7,440	7,440	0	0	0	0	0	0	0	0	0	0	155
E	1644	37,38,39	9,646	C4-6	12	9.88	95,310	83,160	92	12,150	6,570	5,580	0	0	0	0	0	0	0	0	0	160
F	1661	4	4,875	R10 + C2-5	12	11.79	57,488	50,400	56	7,088	4,388	0	0	0	0	0	2,700	0	0	0	0	225
G	1645	35,33	10,147	C4-6	12	11.88	120,546	105,114	117	15,432	9,132	0	0	0	0	0	6,300	0	0	0	0	230
H	1633	39,38	5,050	R10 + C2-5	12	11.90	60,120	52,394	58	7,726	4,545	0	0	0	0	0	3,181	0	0	0	0	210
I	1643	38,40,39	6,709	C4-6	12	12.00	80,246	68,846	76	11,400	6,038	0	0	0	0	0	5,362	0	0	0	0	170
J	1639	39,40,41,38,137	14,942	R10 + C2-5	12	9.26	138,361	119,565	133	9,398	9,398	0	0	0	0	0	0	0	9,398	0	0	165'
K	1620	23	271,850	R7-2 + C1-5	3	2.70	734,550	662,000	672	72,550	72,550	0	0	0	0	0	0	0	0	0	0	15
L	1640	1	262,446	R7-2 + C1-5	3	2.99	783,589	630,713	720	152,876	141,100	0	0	0	0	7,053	4,723	0	0	0	0	15
M	1640	21	194,545	R7-2 + C1-5	3	3.06	595,250	491,745	587	103,505	92,728	0	0	0	0	0	10,777	0	0	0	0	15
N	1662	1	329,800	R7-2 + C1-5	3	2.04	672,314	544,271	689	128,043	115,776	0	0	0	0	0	12,267	0	0	0	0	15
O	1755	33	17,985	M1-6 / R9	9	5.93	106,596	70,626	78	17,985	0	0	0	0	0	0	17,985	0	17,985	0	0	73
P	1784	45,4,47,48	13,406	C4-6	12	11.92	159,747	140,063	156	9,842	9,842	0	0	0	0	0	0	0	9,842	0	0	190
Q	1748	p/o 35	20,183	C6-4	12	11.57	233,561	203,148	226	30,413	0	0	0	12,248	0	0	18,165	0	0	0	26,757	330

Potential Development Site Number	Block	Lots	Lot Area	Increment Residential Floor Area	Increment Residential DU	Increment Commercial Floor Area	Increment Commercial Floor Area- Local Retail	Increment Commercial Floor Area- Restaurant	Increment Commercial Floor Area- Grocery Store	Increment Commercial Floor Area- Destination Retail	Increment Commercial Floor Area- Hotels	Increment Commercial Floor Area- Storage Area	Increment Commercial Floor Area- Office	Increment Commercial Floor Area- Auto Use	Increment Community Facility Floor Area	Increment Total Manufacturing Floor Area
A	1753	37	4,973	31,457	35	8,266	4,973	4,973	0	0	0	0	0	-1,680	0	0
B	1772	69,70	9,083	64,316	71	-8,174	-8,174	0	0	0	0	0	0	0	0	16,349
C	1767	1,2,3,4,67,68,69,71,72,168,169	23,172	231,266	257	27,258	0	0	0	12,500	0	0	14,758	0	0	0
D	1621	32	7,440	37,646	42	0	0	0	0	0	0	0	0	0	0	0
E	1644	37,38,39	9,646	39,420	43	0	-5,580	5,580	0	0	0	0	0	0	0	0
F	1661	4	4,875	25,734	29	2,700	0	0	0	0	0	0	2,700	0	0	0
G	1645	35,33	10,147	60,254	67	779	773	0	0	0	0	0	6	0	0	0
H	1633	39,38	5,050	26,550	29	3,181	0	0	0	0	0	0	3,181	0	0	0
I	1643	38,40,39	6,709	39,686	44	502	0	0	0	0	0	0	502	0	0	0
J	1639	39,40,41,38,137	14,942	117,365	133	3,843	3,843	0	0	0	0	0	0	0	9,398	0
K	1620	23	271,850	0	0	72,550	72,550	0	0	0	0	0	0	0	0	0
L	1640	1	262,446	0	0	141,100	141,100	0	0	0	0	0	0	0	0	0
M	1640	21	194,545	0	0	92,728	92,728	0	0	0	0	0	0	0	0	0
N	1662	1	329,800	0	0	114,442	114,442	0	0	0	0	0	0	0	0	0
O	1755	33	17,985	70,626	78	-88,611	0	0	0	0	0	-106,596	17,985	0	17,985	0
P	1784	45,4,47,48	13,406	102,443	114	438	438	0	0	0	0	0	0	0	2,318	0
Q	1748	p/o 35	20,183	203,148	226	30,413	0	0	0	12,248	0	0	18,165	0	0	0

Potential Development Site Number	Block	Lots	Lot Area	Increment Residential Floor Area	Increment Residential DU	Increment Commercial Floor Area	Increment Commercial Floor Area- Local Retail	Increment Commercial Floor Area- Restaurant	Increment Commercial Floor Area- Grocery Store	Increment Commercial Floor Area- Destination Retail	Increment Commercial Floor Area- Hotels	Increment Commercial Floor Area- Storage Area	Increment Commercial Floor Area- Office	Increment Commercial Floor Area- Auto Use	Increment Community Facility Floor Area	Increment Total Manufacturing Floor Area
R	1748	p/o 1	20,183	164,773	183	77,423	0	0	0	16,874	0	0	60,549	0	0	0
S	1667	45	10,520	107,810	120	-15,897	-23,577	7,680	0	0	0	0	0	0	0	0
T	1771	70,69,71	6,054	60,540	67	12,108	12,108	0	0	0	0	0	0	0	0	-12,108
U	1655	45	16,139	46,603	52	7,866	-4,428	4,428	0	0	0	0	7,866	0	0	0
V	1775	170	6,950	52,125	58	18,765	0	0	0	0	0	0	18,765	0	0	7,120
X	1786	24,26	5,484	41,018	46	-10,276	0	0	0	0	0	0	-10,276	0	5,225	0
Y	1796	2	1,875	0	0	0	0	0	0	0	0	0	0	0	0	0
Z	1689	51	2,533	360	0	-61	-61	0	0	0	0	0	0	0	0	0
AA	1683	50	1,875	0	0	0	0	0	0	0	0	0	0	0	0	0
AB	1635	51,52	2,167	223	0	0	0	0	0	0	0	0	0	0	0	0
AC	1633	52	2,023	2,360	3	0	0	0	0	0	0	0	0	0	0	0
AD	1632	20	3,500	7,579	8	0	0	0	0	0	0	0	0	0	0	0
AE	1643	48,47	8,242	13,331	15	0	0	0	0	0	0	0	0	0	0	0
AF	1662	16	39,003	0	0	17,137	17,137	0	0	0	0	0	0	0	0	0
AG	1684	1	393,600	0	0	51,412	51,412	0	0	0	0	0	0	0	0	0
AH	1638	33	7,569	71,770	84	2,312	2,312	0	0	0	0	0	0	0	0	0
AI	1788	4, 48, 49, 50	9,066	75,545	105	-4,547	5,285	0	0	0	0	-3,219	-6,612	0	0	0

Appendix 3
TDF Memo



TECHNICAL MEMORANDUM

TO: NYCDP

FROM: Philip Habib & Associates

DATE: March 31, 2017

PROJECT: East Harlem Rezoning EIS (PHA No. 1223E)

RE: Transportation Planning Factors and Travel Demand Forecast

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *East Harlem Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDs) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The New York City Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), are proposing a series of land use actions (collectively the "Proposed Actions") in response to the recommendations of the East Harlem Neighborhood Plan, which is the subject of an ongoing community process, to create opportunities for housing, including affordable housing, community facilities, economic development and other services in an approximately 115-block area of the East Harlem neighborhood of Manhattan, Community District 11. The Project Area within East Harlem is generally bounded by East 104th Street to the south, East 132nd Street to the north, Park and Fifth avenues to the west and Second Avenue to the east (see **Figure 1**). Within this area, the Proposed Actions are anticipated to facilitate new residential, commercial and community facility development.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the potential effects of the Proposed Actions, a RWCDs for both "future without the proposed actions" (No-Action) and "future with the proposed actions" (With-Action) conditions is analyzed for an analysis year of 2027. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be

Project Area and RWCDs Projected Development Sites



70

Projected Development Site

*Included in Sendero Verde Alternative

0 500 1,000 Feet

developed within the 10-year analysis period for the Proposed Actions (i.e., by the 2027 analysis year), while potential sites are considered less likely to be developed over the same period. While a total of 68 projected development sites were identified for the Proposed Actions¹ (see **Figure 1**), the RWCDs assessed in this technical memorandum includes one additional site—the Sendero Verde project (Site 70)—as a worst-case scenario for the purposes of identifying potential analysis locations.² **Table 1** shows the total anticipated No-Action and With-Action land uses on the 69 projected development sites in 2027 under the RWCDs. As shown in **Table 1**, the Proposed Actions are expected to generate a net increase of 4,143 dwelling units (DU), 284,331 square feet (sf) of commercial space, 129,845 sf of community facility space, a 600-seat charter high school, 51,369 sf of community center (non-profit health club) space, and 98,255 sf of research laboratory space. There would also be a net decrease of 10,884 sf of local retail space, 32,974 sf of hotel space, 10,592 sf of auto repair space, and 23,475 sf of light industrial space which includes wholesale/warehousing, storage and manufacturing uses.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast travel demand for the RWCDs land uses are summarized in **Table 2** and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each potential land use were primarily based on those cited in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, 2010-2014 American Community Survey (ACS) journey-to-work data, AASHTO CTPP reverse journey-to-work 5-year data (2006-2010), and data from other standard professional references. Factors are shown for the AM and PM peak hours (typical peak periods for commuter travel) and the midday and Saturday peak hours (typical peak periods for retail demand).

Retail

The trip generation rates and temporal distributions for local and destination retail uses were based on data from the *CEQR Technical Manual*. The local retail modal split was based on survey data provided by the New York City Department of Transportation (NYCDOT), the directional in/out splits and vehicle occupancy rates were based on the *West Harlem Rezoning FEIS* (2012), and truck trip factors were based on data from the *CEQR Technical Manual*. The modal and directional in/out splits, vehicle occupancy rates and truck trip factors for destination retail uses were based on data from the *East 125th Street Development FEIS* (2008). To reflect the large scale of the Project Area, it was assumed that 40 percent of all local retail trips would be linked trips. Factors for the supermarket use were derived from data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program* (2009). It should be noted that this source cited a weekday trip rate of 205 trips per 1,000 gsf but no rate for Saturday. A Saturday trip rate of 271 trips/1,000 gsf (32 percent higher than the weekday rate) was therefore assumed based on the ratio of the weekday/Saturday trip rates (175 trips per 1,000 gsf/231 trips per 1,000 gsf) for a general supermarket cited in the *CEQR Technical Manual*.

¹ Projected development sites under the Proposed Actions are numbered 1 through 69; however, Site 34 was subsequently re-categorized as a potential site and is therefore not included in the transportation analyses.

² A RWCDs that includes the Sendero Verde project is assessed in the Alternatives Chapter of the EIS.

TABLE 1
2027 RWCDs¹ No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Residential	2,480 DU	6,623 DU	+4,143 DU
Commercial			
Local Retail	336,886 sf	326,002 sf	-10,884 sf
Destination Retail	35,596 sf	100,879 sf	+65,283 sf
Supermarket	14,577 sf	47,793 sf	+33,216 sf
Restaurant	0 sf	47,942 sf	+47,942 sf
Office	76,559 sf	268,899 sf ⁶	+192,340 sf
Hotel	32,974 sf (82 rooms)	0 sf	-32,974 sf (-82 rooms)
Auto Repair	10,592 sf	0 sf	-10,592 sf
Total Commercial	507,184 sf	791,515 sf	+284,331 sf
Other Uses			
Community Facility ²	7,395 sf	137,240 sf	+129,845 sf
Community Center	0 sf	51,369 sf	+51,369 sf
Charter High School	0 sf	107,282 sf	+107,282 sf
Light Industrial	80,391 sf ³	56,916 sf ⁴	-23,475 sf
Research Laboratory	0 sf	49,128 sf ⁶	+49,128 sf
Total Floor Area	87,786 sf	401,935 sf	+314,149 sf
Parking			
Parking Spaces ⁵	224	341	117
Notes:			
¹ The Sendero Verde project (Site 70) is included as a worst-case scenario for preliminary transportation planning purposes.			
² Undefined community facility space is assumed to be medical office use for planning purposes. Excludes approximately 1,189 sf of garden storage space in the With-Action condition that would generate minimal incremental travel demand.			
³ Includes 9,817 sf of wholesale/warehousing uses, 57,614 sf of storage uses and 12,960 sf of manufacturing uses.			
⁴ Includes 24,516 sf of wholesale/warehousing uses and 32,400 sf of manufacturing uses.			
⁵ Conservatively assumes that 30 percent of DUs would be designated as affordable and would therefore not require accessory parking under Mandatory Inclusionary Housing.			
⁶ One-half (49,128 sf) of the research laboratory space is assumed to function as office space and is included in the office total for travel demand forecasting purposes.			

Non-Retail Commercial Uses

Non-retail commercial land uses include office, restaurant, hotel and auto repair uses. As shown in **Table 2**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual*, the *West Harlem Rezoning FEIS*, the *East New York Rezoning FEIS* (2016), the *Vanderbilt Corridor and One Vanderbilt FEIS* (2015), the *Broadway Triangle FEIS* (2009) and AASHTO CTPP reverse journey-to-work data for workers in census tracts encompassing East Harlem (Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242). A linked-trip credit of 25 percent was assumed for the restaurant use in the midday period and 15 percent in the PM and Saturday periods, consistent with the *Vanderbilt Corridor and One Vanderbilt FEIS*.

TABLE 2: Transportation Planning Factors

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/ Related	
Trip Generation:	(1)		(1)		(1)		(7)		(1)		(9,10)		(18)	
Weekday	205		18.0		8.075		173.0		78.2		205		19.42	
Saturday	240		3.9		9.600		181.0		92.5		271		19.42	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(7)		(1)		(9,11)		(18)	
AM	3.0%		12.0%		10.0%		0.0%		3.0%		3.0%		13.2%	
MD	19.0%		15.0%		5.0%		6.2%		9.0%		12.0%		11.0%	
PM	10.0%		14.0%		11.0%		8.3%		9.0%		10.0%		14.2%	
SatMD	10.0%		17.0%		8.0%		11.0%		11%		12.0%		10.7%	
	(17)		(3) (18)		(5)		(8)		(4)		(9,11)		(18)	
Modal Splits:	AM/MD/PM	SAT	AM/PM	MD/SAT	All Periods	AM/MD/PM	SAT	AM/MD/PM	SAT	All Periods	All Periods	All Periods	All Periods	
Auto	2.5%	7.0%	17.6%	2.0%	8.1%	2.5%	7.0%	15.0%	17.0%	4.0%	85.0%	85.0%		
Taxi	0.5%	0.0%	1.6%	3.0%	0.8%	0.5%	0.0%	9.0%	10.0%	3.0%	5.0%	5.0%		
Subway/Railroad	16.5%	21.0%	48.5%	6.0%	65.0%	16.5%	21.0%	27.0%	16.0%	5.0%	1.0%	1.0%		
Bus	4.0%	9.0%	16.2%	6.0%	11.9%	4.0%	9.0%	12.0%	20.0%	5.0%	1.0%	1.0%		
Walk/Other	76.5%	63.0%	16.1%	83.0%	14.2%	76.5%	63.0%	37.0%	37.0%	83.0%	8.0%	8.0%		
	100.0%	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%		
In/Out Splits:	(2)		(2)		(2)		(7)		(4)		(9,11)		(18)	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM	50%	50%	95.0%	5.0%	16.0%	84.0%	50%	50%	61.0%	39.0%	45%	55%	65%	35%
MD	50%	50%	48.0%	52.0%	50.0%	50.0%	50%	50%	55.0%	45.0%	46%	54%	50%	50%
PM	50%	50%	15.0%	85.0%	67.0%	33.0%	67%	33%	47.0%	53.0%	47%	53%	50%	50%
Sat MD	50%	50%	60.0%	40.0%	53.0%	47.0%	50%	50%	55.0%	45.0%	46%	54%	50%	50%
Vehicle Occupancy:	(2)		(2,3)		(2,5,6)		(7)		(4)		(9,11)		(18)	
Auto	2.00		1.15		1.15 1.61		2.20		2.00 2.70		1.65		1.30	
Taxi	2.00		1.40		1.40 1.96		2.30		2.00 2.80		1.40		1.30	
Truck Trip Generation:	(1)		(1)		(1)		(7)		(4)		(9,11)		(18)	
Weekday	0.35		0.32		0.06		3.60		0.35		0.35		0.89	
Saturday	0.04		0.01		0.02		3.60		0.02		0.04		0.89	
	per 1,000 sf		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(1)		(7)		(4)		(9,11)		(18)	
AM	8.0%		10.0%		12.0%		0.0%		7.7%		10.0%		14.0%	
MD	11.0%		11.0%		9.0%		6.0%		11.0%		8.0%		9.0%	
PM	2.0%		2.0%		2.0%		1.0%		1.0%		5.0%		1.0%	
Sat MD	11.0%		11.0%		9.0%		6.0%		11.0%		10.0%		0.0%	
	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%

TABLE 2: Transportation Planning Factors (continued)

Land Use:	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center
Trip Generation:	(12)	(14,15)	(14,15)	(19)	(1)	(1)	(1)	(1)
Weekday	14.7	10.0	33.6	14.7	9.40	2.0	2.0	44.70
Saturday	2.2	4.3	14.5	2.2	9.40	2.0	2.0	26.10
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per room	per Staff	per Student	per 1,000 sf
Temporal Distribution:	(12)	(14,15)	(14,15)	(19)	(1)	(1)	(1)	(1)
AM	13.2%	24.0%	6.0%	13.2%	8.0%	40.0%	49.5%	4.0%
MD	11.0%	17.0%	9.0%	11.0%	14.0%	0.0%	0.0%	9.0%
PM	14.2%	24.0%	5.0%	14.2%	13.0%	40.0%	49.5%	5.0%
SatMD	10.7%	17.0%	9.0%	10.7%	9.0%	0.0%	0.0%	9.0%
Modal Splits:	(13)	(13)	(15)	(19)	(12)	(3)	(21)	(2)
	AM/PM MD/SAT	AM/PM MD/SAT	All Periods	AM/PM MD/SAT	All Periods	All Periods	All Periods	All Periods
Auto	17.6% 2.0%	17.6% 2.0%	25%	17.6% 2.0%	30.1%	17.6%	5.0%	4.0%
Taxi	1.6% 3.0%	1.6% 3.0%	25%	1.6% 3.0%	12.3%	1.6%	2.0%	9.0%
Subway/Railroad	48.5% 6.0%	48.5% 6.0%	29%	48.5% 6.0%	18.8%	48.5%	40.0%	12.0%
Bus	16.2% 6.0%	16.2% 6.0%	11%	16.2% 6.0%	5.5%	16.2%	25.0%	5.0%
Walk/Other	16.1% 83.0%	16.1% 83.0%	10%	16.1% 83.0%	33.3%	16.1%	28.0%	70.0%
	100.0% 100%	100.0% 100%	100%	100.0% 100.0%	100%	100.0%	100.0%	100.0%
In/Out Splits:	(12)	(14,15)	(14,15)	(19)	(12)	(21)	(21)	(2)
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	88% 12%	100% 0%	90% 10%	88% 12%	41% 59%	100.0% 0.0%	100.0% 0.0%	61.0% 39.0%
MD	50% 50%	50% 50%	50% 50%	50% 50%	68% 32%	50.0% 50.0%	50.0% 50.0%	55.0% 45.0%
PM	12% 88%	0% 100%	30% 70%	12% 88%	59% 41%	0.0% 100.0%	0.0% 100.0%	29.0% 71.0%
Sat MD	47% 53%	50% 50%	50% 50%	47% 53%	56% 44%	50.0% 50.0%	50.0% 50.0%	49.0% 51.0%
Vehicle Occupancy:	(12)	(3,15)	(15)	(19)	(12)	(3,21)	(21)	(2)
Auto	1.20	1.15	1.65	1.20	1.60	1.20	1.30	1.40
Taxi	1.20	1.40	1.20	1.20	1.40	1.20	1.40	1.40
Truck Trip Generation:	(12)	(14,15)		(19)	(20)		(18)	(2)
Weekday	0.67	0.40	N/A	0.67	6.0%	N/A	0.03	0.04
Saturday	0.67	0.00	N/A	0.67	1.0%	N/A	0.03	0.01
	per 1,000 sf	per 1,000 sf		per 1,000 sf	per room		per Student	per 1,000 sf
	(12)	(14,15)		(19)	(20)		(18)	(2)
AM	14.0%	9.7%	N/A	14.0%	12.0%	N/A	9.6%	7.7%
MD	9.0%	7.8%	N/A	9.0%	9.0%	N/A	11.0%	11.0%
PM	1.0%	5.1%	N/A	1.0%	0.0%	N/A	1.0%	2.0%
Sat MD	0.0%	0.0%	N/A	0.0%	9.0%	N/A	0.0%	11.0%
	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%

TABLE 2: Transportation Planning Factors (continued)

<p>Notes:</p> <p>(1) Based on data from City Environmental Quality Review (CEQR) Technical Manual, 2014. Health club rates assumed for community center trip generation and temporal distributions rates.</p> <p>(2) Based on data from <i>West Harlem Rezoning FEIS, 2012</i>.</p> <p>(3) Based on AASHTO CTPP Reverse Journey to Work 5-Year (2006-2010) data for Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242.</p> <p>(4) Based on data from <i>East 125th Street Development FEIS, 2008</i>.</p> <p>(5) Based on American Community Survey Journey to Work 5-Year (2010-2014) data for Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242.</p> <p>(6) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.</p> <p>(7) Based on data from <i>Vanderbilt Corridor and One Vanderbilt FEIS, 2015</i>.</p> <p>(8) Assumes similar modal split as that assumed for a local retail use.</p> <p>(9) Supermarket rates based on data from The Food Retail Expansion to Support Health (FRESH) Food Store Program, 2009.</p> <p>(10) Assumes a 32% increase in peak hour trips on Saturday; based on ratio between weekday and Saturday rates for supermarket use provided by the <i>CEQR Technical Manual, 2014</i>.</p> <p>(11) Assumes for Saturday the same temporal distribution, modal split, directional split, and vehicle occupancy as the weekday midday.</p> <p>(12) Based on data from <i>Broadway Triangle FEIS, 2009</i>.</p> <p>(13) Assumes similar modal split as that assumed for an office use.</p> <p>(14) Based on data from <i>Jamaica Plan Rezoning FGEIS, 2007</i>.</p> <p>(15) Based on data from <i>Saint Vincent's Campus Redevelopment FEIS, 2012</i>.</p> <p>(16) Assumes similar weekday midday and Saturday temporal distribution as that assumed for an office use.</p> <p>(17) Derived using data from NYCDOT Trip Generation and Mode Choice Survey.</p> <p>(18) Based on data from <i>East New York Rezoning Proposal FEIS, 2015</i>.</p> <p>(19) Assumes similar transportation planning factors as those assumed for light industrial use.</p> <p>(20) Based on data from the <i>Atlantic Yards Arena and Redevelopment FEIS, 2006</i>.</p> <p>(21) Based on data from the <i>ECF East 96th Street DEIS, 2017</i>. All student auto trips assumed to be pick-up/drop-off.</p>
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Community Facility

For transportation planning purposes it was assumed that undefined community facility uses developed on the projected development sites under the RWCDs in the No-Action and With-Action conditions would consist primarily of medical office space. As shown in **Table 2**, the factors used to forecast travel demand from this land use were derived from the *Jamaica Plan Rezoning FGEIS (2007)*, the *St. Vincent's Campus Redevelopment FEIS (2012)*, and AASHTO CTPP reverse journey-to-work data for workers in census tracts encompassing East Harlem.

Community Center

For transportation planning purposes, the community center space included in the RWCDs is assumed to be comprised of non-profit health club uses. The trip generation rate and temporal distribution for these uses were based on data from the *CEQR Technical Manual*. All other factors were based on data from the *West Harlem Rezoning FEIS (2012)*.

Charter High School

The trip generation rates and temporal distributions for the charter high school use were based on data from the *CEQR Technical Manual*. Modal splits, directional distributions and vehicle occupancies were based on AASHTO CTPP reverse journey-to-work data for workers in census tracts encompassing East Harlem and data from the *ECF East 96th Street DEIS (2017)*. All student auto trips were assumed to be pick-up/drop-off. Truck trip factors were based on data from the *East New York Rezoning Proposal FEIS (2015)*.

Light Industrial/Warehouse/Storage/Research Laboratory

The trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for manufacturing, wholesale/warehousing, storage and research laboratory uses were based on data from the *Broadway Triangle FEIS*, and the modal splits were based on data from the *East New York Rezoning FEIS* and AASHTO CTPP reverse journey-to-work data for workers in the census tracts encompassing East Harlem. Truck trip generation rates and temporal distributions for light industrial uses were based on data from the *Broadway Triangle FEIS*.

Residential

Residential person trip and truck trip generation rates and temporal distributions reflect those cited in the *CEQR Technical Manual*. The directional in/out splits were based on data from the *West Harlem Rezoning FEIS* while the modal splits were derived from 5-year ACS journey-to-work data for census tracts encompassing East Harlem (Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242). Vehicle occupancies for residential uses were also derived from 2010-2014 5-year ACS journey-to-work data along with data from the *West Harlem Rezoning FEIS*.

It should be noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. Both national data from USDOT-FHA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA) indicate that average vehicle occupancy rates for all auto trips are over 1.4 times the average vehicle occupancy rates for auto trips to and from work.³ As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

Although residential-based trips in the weekday midday and Saturday peak hours would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal splits based on the ACS journey-to-work data were conservatively assumed for all periods.

³ Source: Table 16 of the USDOT-FHA's 2009 *National Household Travel Survey* and pages 20 and 21 of NYMTC/NJTPA 2000 *Regional Travel – Household Interview Survey*. (See **Appendix A**.)

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2027 analysis year was estimated based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. (As noted previously, for the purposes of identifying potential analysis locations, the travel demand forecasts in this technical memorandum conservatively include the Sendero Verde project as part of the Proposed Actions' RWCDs.) **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips (versus the No-Action condition) that would occur in 2027 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDs, the Proposed Actions would generate a net increase of approximately 5,486 person trips (in + out combined) in the weekday AM peak hour, 4,438 in the weekday midday, 7,102 in the weekday PM peak hour, and 6,188 in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 665, 479, 729, and 446 (in + out combined) in the weekday AM, midday, and PM, and Saturday peak hours, respectively. Peak hour subway trips would increase by a net total of 3,028, 1,534, 3,443 and 2,492 during these periods, respectively, while bus trips would increase by approximately 760, 391, 880, and 672, respectively. Lastly, walk-only trips would increase by 1,054, 2,014, 2,019, and 2,382 trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively.

The Proposed Actions are expected to generate relatively few (i.e., less than 100) trips by commuter rail at the Metro-North Railroad 125th Street station in any one peak hour. As some Metro-North trips would also likely start or end on another mode of transit, commuter rail trips were conservatively included in the totals for the subway mode in the travel demand forecast shown in **Table 3**.

Table 4 shows the net incremental change in peak hour vehicle trips (auto, school bus, taxi and truck) that would be generated by each individual projected development site during the weekday AM, midday and PM and Saturday peak hours.⁴ Overall, Site 70 (the Sendero Verde project) would generate the greatest number of new vehicle trips in all peak hours, accounting for approximately 22 to 27 percent of the total vehicle trips generated by the Proposed Actions in each period. The next highest number of trips would be generated by site 4 which would account for six to 16 percent of total trips, followed by site 11 which would account for seven to 13 percent. Under the RWCDs, there would be net decreases in vehicle trips during one or more peak hours at 10 sites, primarily due to reductions in local retail uses, but also due to reductions in auto repair space (site 1), hotel space (site 5), light industrial space (site 13), and medical office space (site 28) in the With-Action condition.

⁴ Detailed travel demand forecasts for each projected development site are provided in **Appendix B**.

TABLE 3: RWCDs Travel Demand Forecast

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/Related		Community Center	
Size/Units:	-10,884 gsf		192,339.5 gsf		4,143 DU		47,942 gsf		65,283 gsf		33,216 gsf		-10,592 gsf		51,369 gsf	
Peak Hour Trips:																
AM	-40		426		3,414		0		158		208		-28		92	
MD	-260		530		1,742		398		464		820		-24		208	
PM	-138		496		3,736		596		464		686		-30		116	
SAT	-158		136		3,232		824		666		1,084		-24		208	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	1	1	71	2	43	226	0	0	15	9	4	4	-16	-9	2	1
Taxi	0	0	5	0	1	16	0	0	9	6	3	3	-1	0	5	3
Subway/Railroad	-4	-4	201	12	352	1,888	0	0	27	19	4	6	0	0	7	4
Bus	1	1	67	2	61	343	0	0	11	6	4	6	0	0	3	2
Walk/Other	-18	-18	64	2	69	415	0	0	34	22	77	97	-1	-1	40	25
Total	-20	-20	408	18	526	2,888	0	0	96	62	92	116	-18	-10	57	35
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-4	-4	2	2	64	64	5	5	38	32	15	16	-10	-10	5	4
Taxi	3	3	7	7	2	2	0	0	22	20	12	13	-1	-1	10	8
Subway/Railroad	-22	-22	17	17	587	587	33	33	66	56	20	23	0	0	14	11
Bus	-6	-6	16	16	95	95	8	8	31	26	20	23	0	0	6	5
Walk/Other	-101	-101	218	228	123	123	153	153	94	79	313	365	-1	-1	79	66
Total	-130	-130	260	270	871	871	199	199	251	213	380	440	-12	-12	114	94
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	16	74	202	94	10	4	33	37	13	14	-13	-13	1	3
Taxi	-1	-1	0	5	15	4	0	0	20	22	9	11	-1	-1	3	7
Subway/Railroad	-13	-13	36	205	1,656	802	67	32	58	65	16	19	0	0	4	10
Bus	-4	-4	13	68	292	144	17	8	27	30	16	19	0	0	2	4
Walk/Other	-49	-49	13	66	353	174	306	152	81	91	268	301	-1	-1	24	58
Total	-69	-69	78	418	2,518	1,218	400	196	219	245	322	364	-15	-15	34	82
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-5	-5	0	0	133	121	31	31	62	52	20	23	-10	-10	4	4
Taxi	0	0	2	0	7	6	0	0	37	31	15	16	-1	-1	9	10
Subway/Railroad	-18	-18	3	2	1,114	1,006	86	86	58	49	25	29	0	0	12	13
Bus	-6	-6	3	2	206	181	39	39	73	59	25	29	0	0	5	5
Walk/Other	-50	-50	72	52	240	218	256	256	134	111	415	487	-1	-1	72	74
Total	-79	-79	80	56	1,700	1,532	412	412	364	302	500	584	-12	-12	102	106
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	61	2	41	199	0	0	9	5	4	4	-12	-7	1	1
Taxi	0	0	4	0	1	14	0	0	5	4	3	3	-1	0	4	2
Taxi (Balanced)	0	0	4	4	15	15	0	0	9	9	6	6	-1	-1	5	5
Truck	0	0	2	2	0	0	0	0	0	0	0	0	-1	-1	0	0
Total	1	1	67	8	56	214	0	0	18	14	10	10	-14	-9	6	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-1	2	2	46	46	0	0	21	17	8	10	-8	-8	4	3
Taxi	3	3	5	5	2	2	0	0	12	11	8	9	-1	-1	7	6
Taxi (Balanced)	6	6	10	10	4	4	0	0	21	21	16	16	-2	-2	11	11
Truck	0	0	2	2	0	0	5	5	1	1	0	0	0	0	0	0
Total	5	5	14	14	50	50	5	5	43	39	24	26	-10	-10	15	14
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-4	-4	16	64	180	87	2	0	18	21	7	7	-10	-10	1	2
Taxi	-1	-1	0	4	13	3	0	0	11	12	6	7	-1	-1	2	5
Taxi (Balanced)	-2	-2	4	4	16	16	0	0	21	21	13	13	-2	-2	7	7
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-6	-6	20	68	196	103	2	0	39	42	20	20	-12	-12	8	9
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-3	-3	0	0	82	74	13	13	23	20	13	14	-8	-8	3	3
Taxi	0	0	2	0	6	5	0	0	13	10	11	12	-1	-1	6	7
Taxi (Balanced)	0	0	2	2	11	11	0	0	20	20	20	20	-2	-2	12	12
Truck	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0
Total	-3	-3	2	2	93	85	18	18	43	40	33	34	-10	-10	15	15

Notes:
 Assumes a 40% linked-trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 Assumes a 25% taxi overlap credit.

TABLE 3: RWCDs Travel Demand Forecast (continued)

Land Use:	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Total
Size/Units:	-23,475 gsf	129,845 gsf	129,845 gsf	49,128 gsf	-82 rooms	100 gsf	600 gsf	
Peak Hour Trips:								
AM	-48	320	276	96	-62	80	594	5,486
MD	-44	230	402	80	-108	0	0	4,438
PM	-48	320	228	104	-102	80	594	7,102
SAT	-10	108	180	12	-70	0	0	6,188
Person Trips:								
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-7 0	57 0	61 8	15 2	-8 -11	14 0	30 0	282 233
Taxi	0 0	4 0	60 8	1 0	-3 -4	1 0	12 0	97 32
Subway/Railroad	-23 -3	150 0	73 9	40 6	-5 -7	39 0	237 0	1,098 1,930
Bus	-7 0	55 0	28 2	14 2	-1 -2	13 0	149 0	398 362
Walk/Other	-8 0	54 0	25 2	14 2	-8 -13	13 0	166 0	521 533
Total	-45 -3	320 0	247 29	84 12	-25 -37	80 0	594 0	2,396 3,090
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	1 1	52 52	1 1	-23 -10	0 0	0 0	146 153
Taxi	0 0	2 2	50 50	1 1	-9 -4	0 0	0 0	99 101
Subway/Railroad	-1 -1	7 7	59 59	2 2	-14 -6	0 0	0 0	768 766
Bus	-1 -1	7 7	22 22	2 2	-4 -2	0 0	0 0	196 195
Walk/Other	-20 -20	99 97	18 18	34 34	-24 -12	0 0	0 0	985 1,029
Total	-22 -22	116 114	201 201	40 40	-74 -34	0 0	0 0	2,194 2,244
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 -8	0 57	19 38	2 16	-19 -13	0 14	0 30	262 345
Taxi	0 0	0 4	17 38	0 1	-7 -5	0 1	0 12	55 98
Subway/Railroad	-2 -23	0 150	22 44	6 45	-11 -8	0 39	0 237	1,839 1,604
Bus	0 -7	0 55	9 17	2 15	-3 -2	0 13	0 149	371 509
Walk/Other	0 -8	0 54	8 16	2 15	-20 -14	0 13	0 166	985 1,034
Total	-2 -46	0 320	75 153	12 92	-60 -42	0 80	0 594	3,512 3,590
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	24 24	0 0	-12 -9	0 0	0 0	247 231
Taxi	0 0	0 0	21 21	0 0	-5 -4	0 0	0 0	85 79
Subway/Railroad	0 0	2 2	27 27	0 0	-7 -6	0 0	0 0	1,302 1,190
Bus	0 0	2 2	9 9	0 0	-2 -2	0 0	0 0	354 318
Walk/Other	-5 -5	50 50	9 9	6 6	-13 -10	0 0	0 0	1,185 1,197
Total	-5 -5	54 54	90 90	6 6	-39 -31	0 0	0 0	3,173 3,015
Vehicle Trips:								
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-7 0	49 0	37 7	13 2	-5 -7	12 0	23 23	227 230
Taxi	0 0	4 0	51 8	1 0	-2 -3	1 0	9 0	80 28
Taxi (Balanced)	0 0	4 4	51 51	1 1	-5 -5	1 1	9 9	99 99
Truck	0 0	1 1	0 0	2 2	0 0	0 0	1 1	5 5
Total	-7 0	54 5	88 58	16 5	-10 -12	13 1	33 33	331 334
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	1 1	30 30	1 1	-14 -6	0 0	0 0	90 95
Taxi	0 0	2 2	41 41	1 1	-6 -3	0 0	0 0	74 76
Taxi (Balanced)	0 0	4 4	72 72	2 2	-8 -8	0 0	0 0	136 136
Truck	0 0	1 1	0 0	1 1	0 0	0 0	1 1	11 11
Total	0 0	6 6	102 102	4 4	-22 -14	0 0	1 1	237 242
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 -7	0 49	12 23	2 13	-12 -8	0 12	23 23	235 272
Taxi	0 0	0 4	16 33	0 1	-5 -4	0 1	0 9	41 73
Taxi (Balanced)	0 0	4 4	47 47	1 1	-8 -8	1 1	9 9	111 111
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 -7	4 53	59 70	3 14	-20 -16	1 13	32 32	346 383
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	15 15	0 0	-8 -6	0 0	0 0	130 122
Taxi	0 0	0 0	19 19	0 0	-4 -3	0 0	0 0	52 49
Taxi (Balanced)	0 0	0 0	35 35	0 0	-6 -6	0 0	0 0	92 92
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Total	0 0	0 0	50 50	0 0	-14 -12	0 0	0 0	227 219

Notes:

Assumes a 40% linked-trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
Assumes a 25% taxi overlap credit.

TABLE 4: RWCDS⁵ Net Incremental Vehicle Trips by Projected Development Site

	AM	MD	PM	SAT		AM	MD	PM	SAT
Site 1	18	-4	15	-18	Site 37	0	0	0	0
Site 2	14	10	15	10	Site 38	1	0	2	2
Site 3	4	2	2	4	Site 39	0	0	0	0
Site 4	38	58	67	73	Site 40	1	0	0	0
Site 5	-3	-7	0	13	Site 41	12	12	10	2
Site 6	36	32	38	29	Site 42	0	0	0	0
Site 7	34	26	34	28	Site 43	1	0	1	2
Site 8	20	12	23	4	Site 44	0	0	0	0
Site 9	5	16	12	8	Site 45	0	0	0	0
Site 10	19	6	23	4	Site 46	1	-2	-1	0
Site 11	53	62	48	37	Site 47	0	0	0	0
Site 12	8	-6	7	-3	Site 48	0	0	0	0
Site 13	10	-6	5	-2	Site 49	9	9	17	12
Site 14	4	2	5	2	Site 50	0	0	0	0
Site 15	4	4	6	6	Site 51	1	0	1	0
Site 16	4	2	5	3	Site 52	0	0	0	0
Site 17	38	35	40	26	Site 53	0	0	-2	0
Site 18	7	2	8	0	Site 54	1	0	1	0
Site 19	7	2	9	3	Site 55	0	0	-2	0
Site 20	15	23	24	26	Site 56	4	2	3	2
Site 21	28	34	27	18	Site 57	1	0	1	2
Site 22	8	2	10	4	Site 58	0	-2	0	0
Site 23	5	2	7	2	Site 59	0	0	-1	4
Site 24	14	4	12	2	Site 60	0	0	0	0
Site 25	1	0	2	2	Site 61	0	0	0	0
Site 26	2	2	2	4	Site 62	1	0	1	0
Site 27	0	0	0	0	Site 63	3	0	4	2
Site 28	-3	-12	-7	-4	Site 64	1	0	0	0
Site 29	16	18	18	17	Site 65	0	0	0	0
Site 30	15	16	17	8	Site 66	0	0	1	0
Site 31	1	0	1	0	Site 67	1	0	1	0
Site 32	2	0	1	0	Site 68	4	2	4	2
Site 33	7	2	8	2	Site 69	11	10	14	10
Site 35	0	0	1	0	Site 70	181	109	189	98
Site 36	0	0	0	0	Total	665	479	729	446

⁵ The Sendero Verde project (Site 70) is included as a worst-case condition for preliminary transportation planning purposes. Site 34 is not included as it was re-categorized as a potential development site.

ANALYSIS PERIODS

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 vehicle trip ends in a peak hour. As shown in **Table 4**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (which are typical peak periods for retail demand). All of these periods are therefore included in the quantified analysis of traffic conditions. Based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data, the weekday 7:30-8:30 a.m., 1:30-2:30 p.m. (midday) and 4:30-5:30 p.m. peak hours have been selected for analysis along with the Saturday 4:00-5:00 p.m. peak hour.

Transit (subway and bus) analyses typically examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is generally greatest. Based on count data at area subway stations, the peak hours selected for the analysis of subway station conditions are 7:30-8:30 a.m. and 5-6 p.m. Based on maximum load point ridership data provided by New York City Transit, the peak hours selected for analysis of local bus conditions are 8-9 a.m. and 5-6 p.m.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 3**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday peak hours for retail demand. Based on pedestrian count data collected for the Proposed Actions, the peak hours selected for the analysis of pedestrian conditions are the weekday 7:30-8:30 a.m., 2-3 p.m. (midday) and 5:15-6:15 p.m. peak hours along with the Saturday 3-4 p.m. peak hour.

TRAFFIC STUDY AREA

Project Area Street Network

As shown in **Figure 1**, the street network in proximity to the Project Area is comprised of the typical Manhattan grid system of north-south avenues and east-west cross-streets. The primary north-south corridors serving the Project Area include First, Second, Third, Lexington, Park, Madison and Fifth avenues along with Malcolm X Boulevard. Major cross-streets include East 125th, East 116th and East 106th Street. One limited access roadway—the FDR/Harlem River Drive—also provides non-commercial vehicles with access between East Harlem and other areas of Manhattan to the north and south.

In proximity to the Project Area, **First Avenue** operates one-way northbound, typically with three moving lanes for general traffic plus a dedicated bus-only lane for NYCT M15 and M15 Select Bus Service (SBS) buses. On-street parking is typically accommodated between this bus lane and the east curb except at

locations where the sidewalk has been extended into the parking lane to accommodate a bus stop. A bicycle lane is located along the west curb and is separated from the vehicle travel lanes by a striped median and/or parking. First Avenue is a designated local truck route and at its northern end it provides direct access to the Willis Avenue Bridge to the Bronx. **Second Avenue**, which functions as a southbound couplet to First Avenue, similarly operates with three moving lanes for general traffic flanked by a dedicated bus lane for M15 and M15 SBS buses and curbside parking along the west curb, and a striped bicycle lane and parking along the east curb. The bus lane along Second Avenue is in effect from 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m., Monday through Friday, and the corridor is a designated local truck route. Second Avenue begins at East 128th Street, and there is direct access to it from both the southbound Harlem River Drive and the RFK Bridge. Two northbound contra-flow lanes on Second Avenue between East 126th and East 127th streets provide access from the RFK Bridge to the northbound Harlem River Drive, and an additional southbound local lane, separated from the Second Avenue mainline by a median, extends from East 124th Street to East 120th Street.

Third Avenue operates with five northbound travel lanes plus parking along both curbs. It is a designated local truck route south of East 125th Street, and in proximity to the Project Area is traversed by NYCT's M98, M101, M102 and M103 local bus routes. Third Avenue terminates at East 128th Street. **Lexington Avenue**, which functions as a southbound couplet to northbound Third Avenue, is relatively narrow and operates with two moving lanes plus parking along both curbs in proximity to the Project Area. Like Third Avenue, it is traversed by NYCT's M98, M101, M102 and M103 local bus routes and is a designated local truck route south of East 125th Street. Lexington Avenue originates at East 131st Street, and it can be directly accessed from the Third Avenue Bridge.

Park Avenue is a two-way corridor that extends south from East 135th Street in the southbound direction, and terminates at East 132nd Street in the northbound direction at an on-ramp to the southbound Harlem River Drive. In proximity to the Project Area, a viaduct used by Metro-North Railroad trains separates the northbound and southbound roadways which each operate with a single moving lane plus a parking lane. To the west of Park Avenue is the northbound Madison Avenue/southbound Fifth Avenue couplet. **Madison Avenue** operates with three northbound moving lanes plus parking along each curb. It terminates at East 138th Street where it provides access to the Madison Avenue Bridge to/from the Bronx. **Fifth Avenue** originates at West 143rd Street where there also is an off-ramp from the southbound Harlem River Drive. It is discontinuous between 124th and 120th Streets due to Marcus Garvey Park. To the north of the park it typically operates with two southbound moving lanes plus parking along each curb, while to the south of the park it typically operates with three southbound moving lanes plus parking along each curb. At 110th Street, Fifth Avenue passes through Duke Ellington Circle at the northeast corner of Central Park. To the south of the circle it again operates with two moving lanes plus parking along each curb, except between the hours of 7 a.m. and 10 a.m., Monday through Friday, when the west curb lane functions as a dedicated bus lane. Both Madison Avenue and Fifth Avenue function as major bus corridors. NYC Transit M1 local buses traverse both corridors north of East 110th Street, while to the south M1 buses are joined by M2, M3, M4 and M106 local buses. A number of

express bus routes also traverse Madison and Fifth avenues in proximity to the Project Area. Both Madison Avenue and Fifth Avenue are designated as local truck routes north of East 125th Street.

To the east of the Project Area is **Malcolm X Boulevard** (also known as **Lenox Avenue**) which extends northward from Central Park North (West 110th Street). This north-south roadway typically operates with two moving lanes plus a curbside parking lane in each direction. The northbound and southbound lanes are separated by a planted median, and left-turn bays are provided at many intersections. North of West 116th Street, Malcolm X Boulevard is used by NYCT M7 and M102 local buses.

As noted above, major east-west crosstown corridors include 125th Street, 116th Street and 106th Street. **East 125th Street** is the primary crosstown corridor in proximity to the Project Area. It typically operates with one moving lane, an exclusive bus lane and a curbside parking lane in each direction. At its eastern end, East 125th Street provides access to the RFK and Willis Avenue bridges along with the northbound and southbound FDR Drive/Harlem River Drive. It is a major bus corridor that is used by M60 SBS buses, M100 and M101 buses, and Bx15 buses to and from the Bronx. East 125th Street is also a designated local truck route.

The next major crosstown corridor to the south is **East 116th Street** which typically operates with two moving lanes plus curbside parking in each direction. At its eastern end, East 116th Street terminates at on and off-ramps to the southbound FDR drive. **East 106th Street**, which extends from Fifth Avenue to the FDR Drive, typically operates with one moving lane, a bike lane and a parking lane in each direction. The eastbound and westbound lanes are separated by a striped median, and left-turn bays are provided at many locations. The corridor is traversed by M106 buses.

Most other east-west cross-streets in proximity to the Project Area typically operate with one to two moving lanes plus parking along each curb. At many locations there are discontinuities in the east-west street system due to the presence of superblock developments or parks (e.g., Marcus Garvey Park and Central Park).

To the east of the Project Area is the **FDR Drive**, a limited-access parkway restricted to non-commercial vehicles that runs along the west bank of the East River to South Ferry in Lower Manhattan. North of the RFK Bridge, the parkway becomes the **Harlem River Drive** which continues along the west bank of the Harlem River to Tenth Avenue and Dyckman Street in Inwood and provides access to and from the George Washington Bridge (I-95) to New Jersey.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the Project Area are based on the locations of each projected development site and the anticipated origins and destinations of vehicle trips associated with the different land uses projected for each site under the RWCDs (e.g., commercial, residential, etc.). The origins/destinations of residential and hotel trips used for the assignments are based upon 2006-2010 ACS journey-to-work data, while the origins/destinations of

office, medical office (staff), high school (staff), light industrial and research laboratory uses are based on 2006-2010 ACS reverse journey-to-work data. The assignment of destination retail trips are based on population density within three miles of the Project Area. Origins/destinations for uses that generate mostly local trips, including local retail, supermarket, restaurant, auto-related, medical office (patient), high school (student), and community center uses, are based on population density in proximity to the Project Area and surrounding neighborhoods within a 0.5-mile radius. **Tables 5 and 6** show the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various portals on the periphery of the Project Area, and from there via the most direct route to each projected development site. Although some project-generated auto demand is expected to park at off-street public parking facilities in the area, auto trips were assigned directly to their respective projected development sites. This can be considered a conservative approach with respect to the traffic impact analysis as it concentrates project traffic at analyzed intersections in proximity to the Project Area rather than dispersing it to outlying public parking facilities.

Truck trips were assigned to designated local truck routes and then to the most direct paths to and from each projected development site. The majority of truck trips were assigned to the local truck routes along First, Second, Third and Lexington avenues and 116th and 125th streets. Many of these trips were assumed to enter and depart the area via the Willis, Third Avenue and RFK bridges which are also designated local truck routes.

As discussed above, projected development associated with the Proposed Actions (including the Sendero Verde project) would result in a net incremental increase of 665 vehicle trips during the weekday AM peak hour, 479 during the midday peak hour, 729 during the PM peak hour and 446 during the Saturday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared for each period to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). In consultation with the Department of City Planning (DCP), representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration. **Figure 2** shows the locations of the 50 intersections (49 signalized and one unsignalized) that were selected for detailed analysis. All are located between East 106th Street and East 128th Street. The majority of analyzed intersections are located along the couplet of northbound Third Avenue and southbound Second Avenue (16 intersections and 11 intersections, respectively). Other north-south corridors with analyzed intersections include First Avenue (two intersections), Lexington Avenue (five intersections), Park Avenue (four intersections northbound and five intersections southbound) and Madison Avenue (six intersections). There is also one analyzed intersection along the southbound FDR Drive Service Road (at East 106th Street).

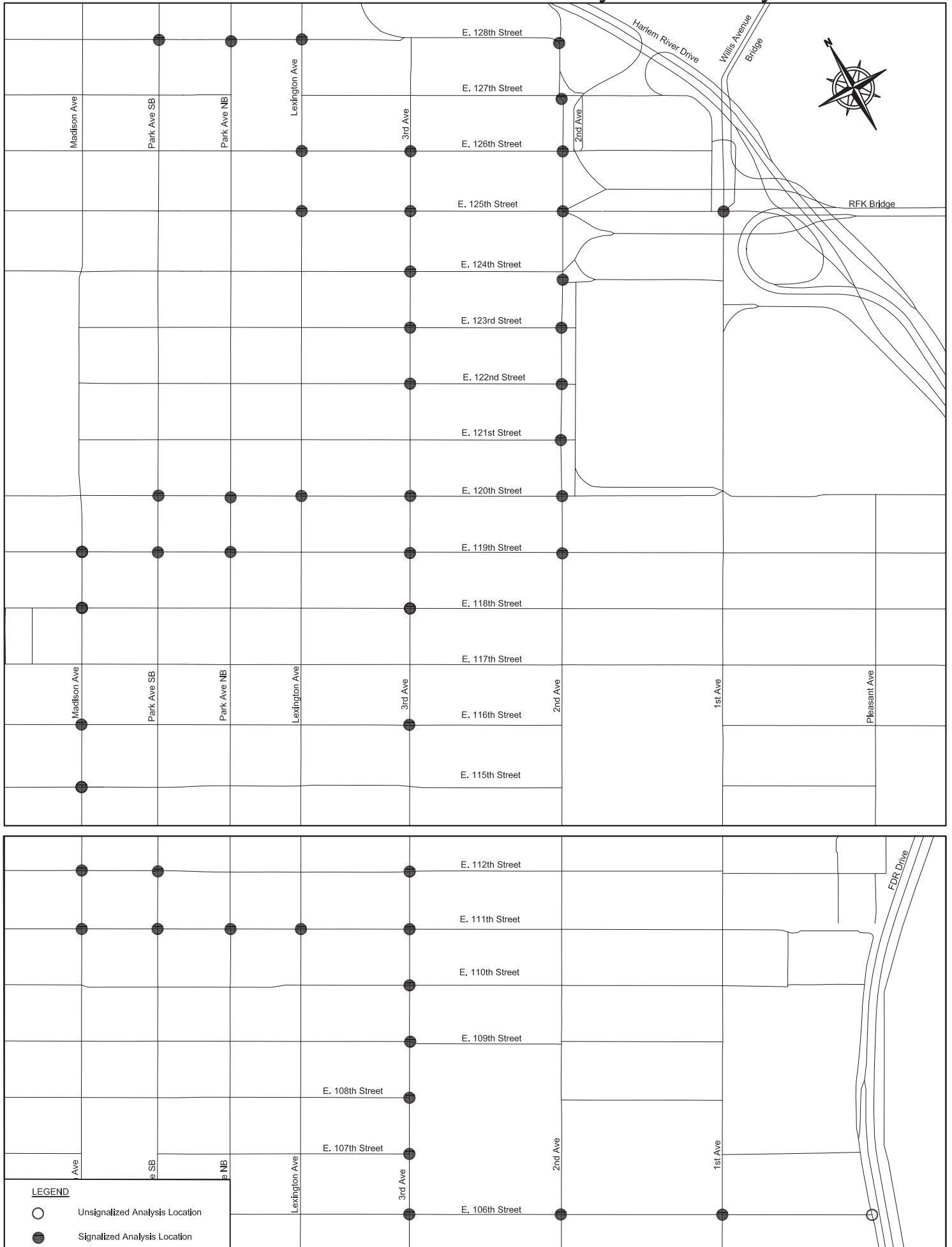
TABLE 5: Directional Distributions of Auto/Taxi Trips for Non-Local Commercial and Residential Uses

Land Use	Manhattan	Bronx	Brooklyn	Queens	Staten Island	Long Island	New Jersey	Upstate/ Connecticut	Other Out-of-State
Office/Light Industrial/Research Lab ¹	11.8%	15.0%	8.4%	16.1%	2.0%	8.9%	19.2%	17.4%	1.2%
Residential/Hotel	62.1%	11.4%	5.8%	8.3%	0%	1.3%	5.3%	5.8%	0%
Destination Retail	64.0%	23.7%	0%	12.3%	0%	0%	0%	0%	0%
Notes:									
¹ Includes office, medical office (staff), high school (staff), wholesale/warehousing, storage, manufacturing and research laboratory uses.									

TABLE 6: Directional Distributions of Auto/Taxi Trips for Local Retail/Community Uses

Land Use	Manhattan			
	North	South	East	West
Local Retail/Community Uses ¹	13%	31%	20%	36%
Notes:				
¹ Includes local retail, supermarket, restaurant, auto-related, high school (student), medical office (patient) and community center uses.				

Traffic Study Area and Analyzed Intersections



Figures 3 through 6 show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at analyzed intersections within the traffic study area.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway Analysis

Subway Stations

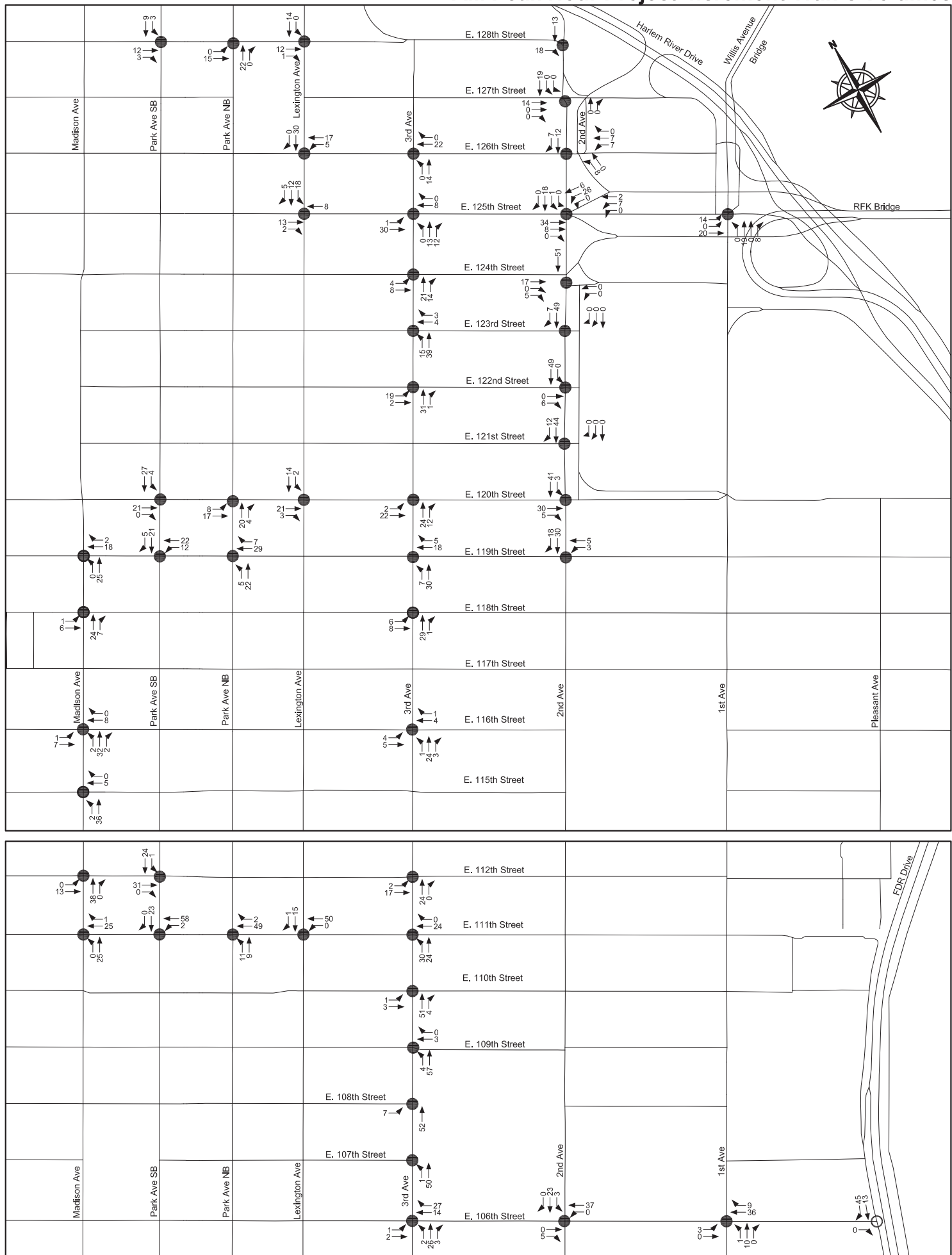
There are currently a total of eight NYCT subway stations located in proximity to projected development sites. As shown in **Figure 7**, No. 6 trains operating on the Lexington Avenue Line serve four below-grade stations at 103rd Street, 110th Street, 116th Street and 125th Street. The 125th Street station is also served by Nos. 4 and 5 Lexington Avenue Line express trains. To the west of the Project Area, Nos. 2 and 3 trains operating on the Lenox Avenue Line serve four stations located beneath Malcolm X Boulevard (Lenox Avenue) at Central Park North (110th Street), 116th Street, 125th Street and 135th Street.

Subway Assignment and Analyzed Stations

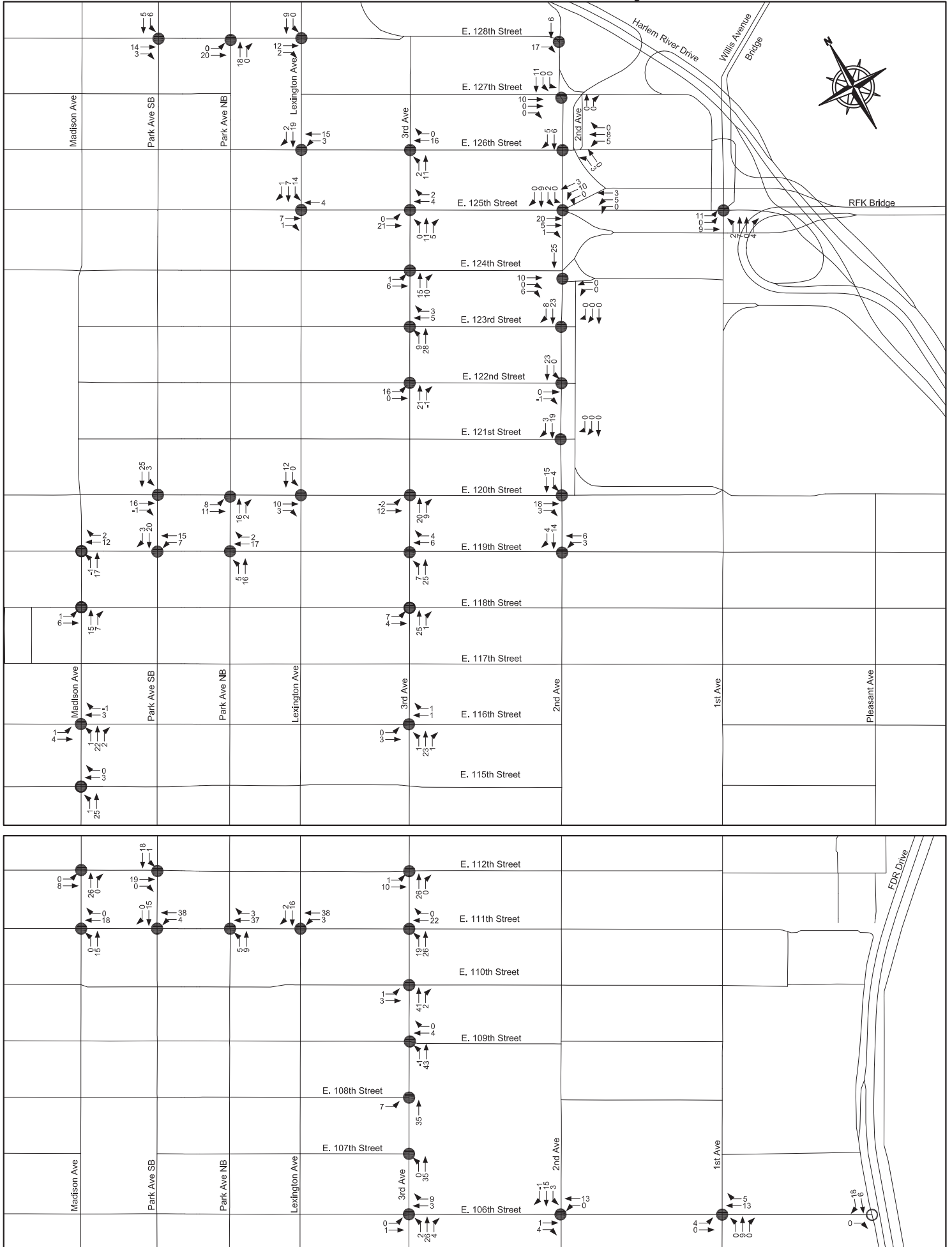
As shown in **Table 3**, under the RWCDS with the Sendero Verde project, the Proposed Actions would generate a net increment of approximately 3,028 and 3,443 subway trips (in + out combined) during the weekday AM and PM commuter peak hours, respectively. Based on the travel demand forecast, the proximity of projected development sites to individual subway stations, the subway routes serving each station, and census journey-to-work data, it is anticipated that action-generated subway demand would be most concentrated at the four stations on the Lexington Avenue Line. Although the four stations on the Lenox Avenue Line are all located more than ¼-mile from the nearest projected development site, some action-generated demand is also expected to utilize these stations.

Table 7 shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the eight existing subway stations in proximity to the Project Area. As shown in **Table 7**, the highest number of peak hour subway trips are expected to occur at the 125th Street station on the Lexington Avenue Line which would experience an estimated 933 incremental trips (in + out combined) in the AM peak hour and 1,104 in the PM peak hour. The second highest number of trips would occur at the 110th Street Lexington Avenue Line station which would experience an estimated 903 incremental trips in the AM peak hour and 965 in the PM. By contrast, all four Lenox Avenue Line stations are expected to experience fewer than 100 new trips in both the AM and PM peak hours.

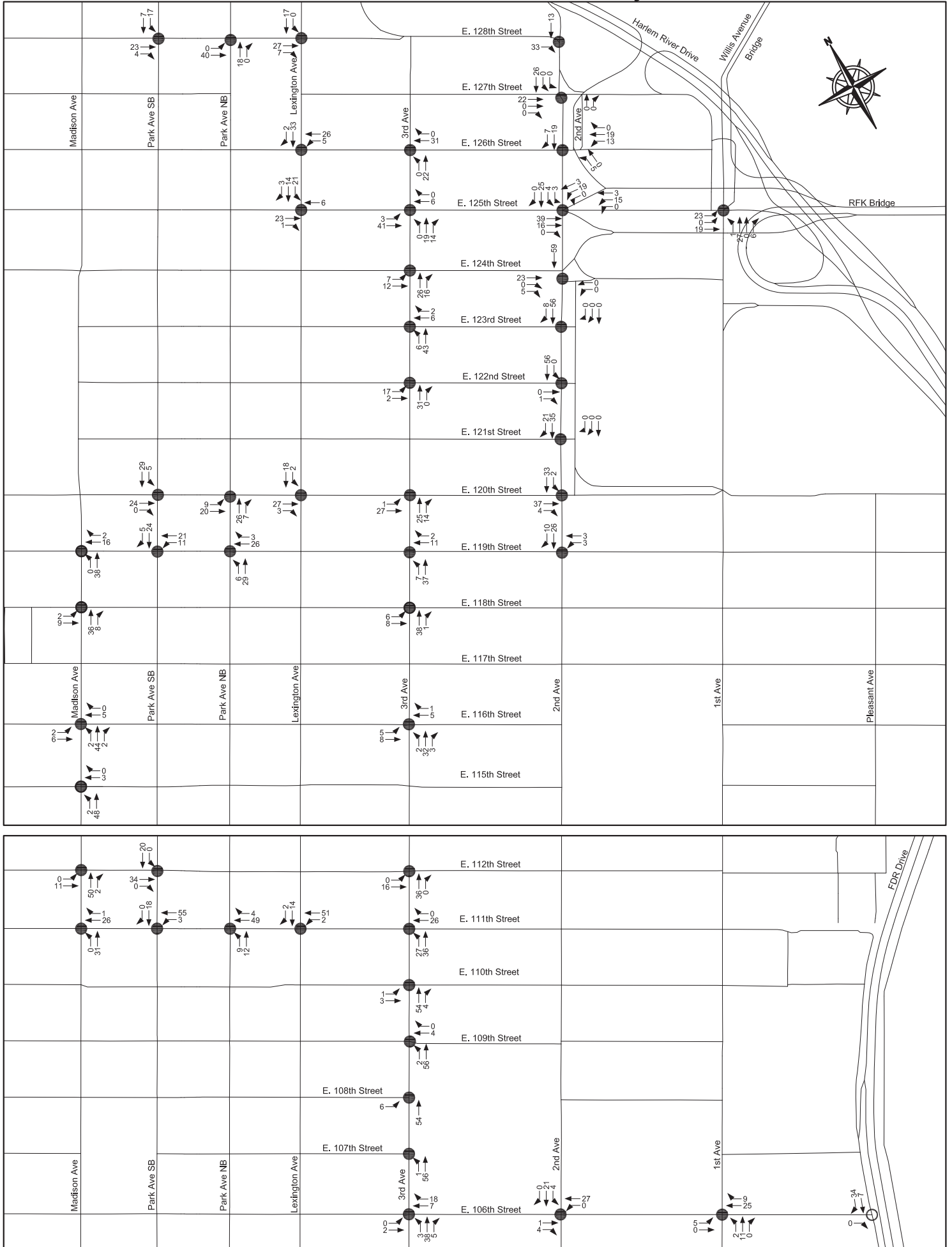
AM Peak Hour Project Increment Traffic Volumes



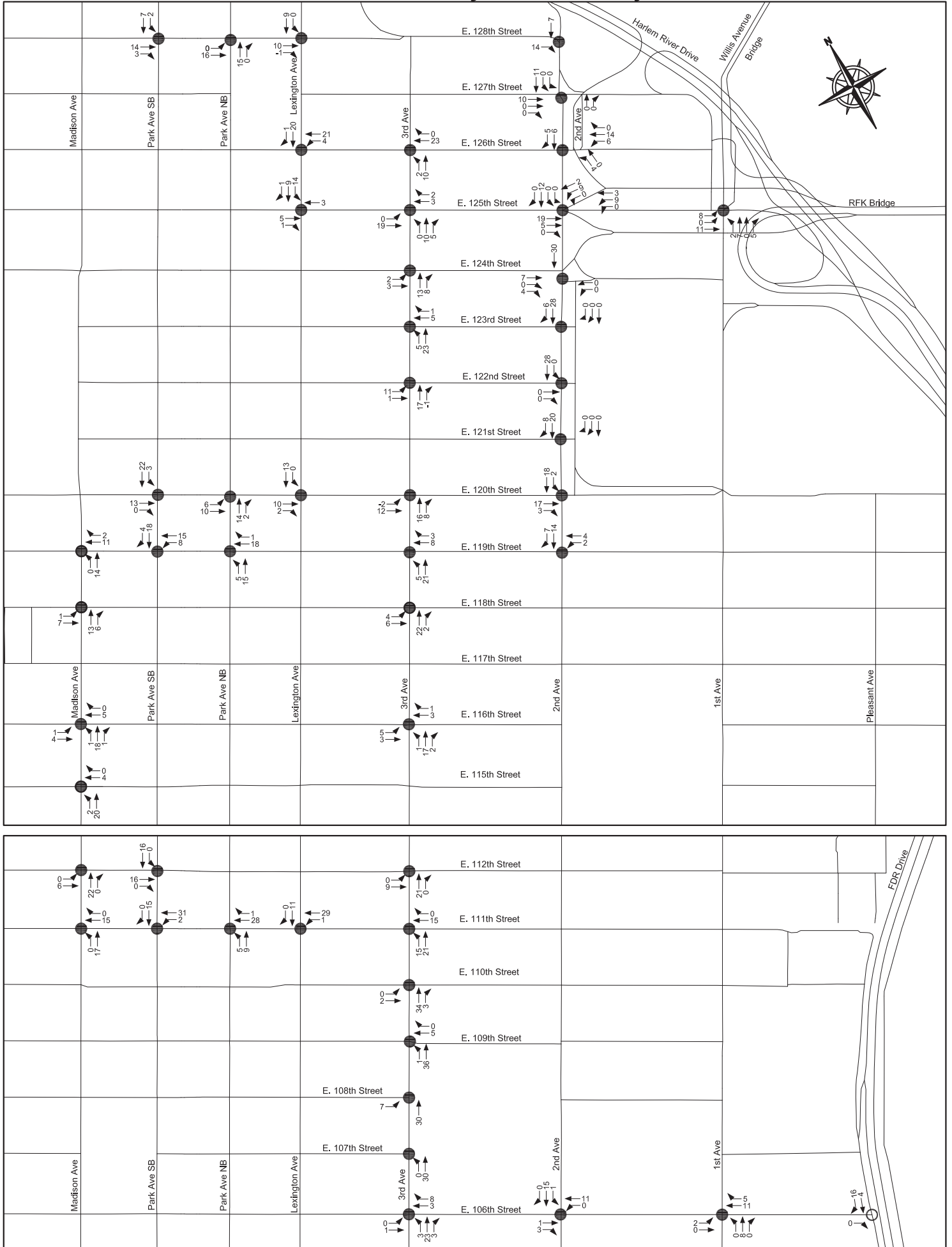
MD Peak Hour Project Increment Traffic Volumes



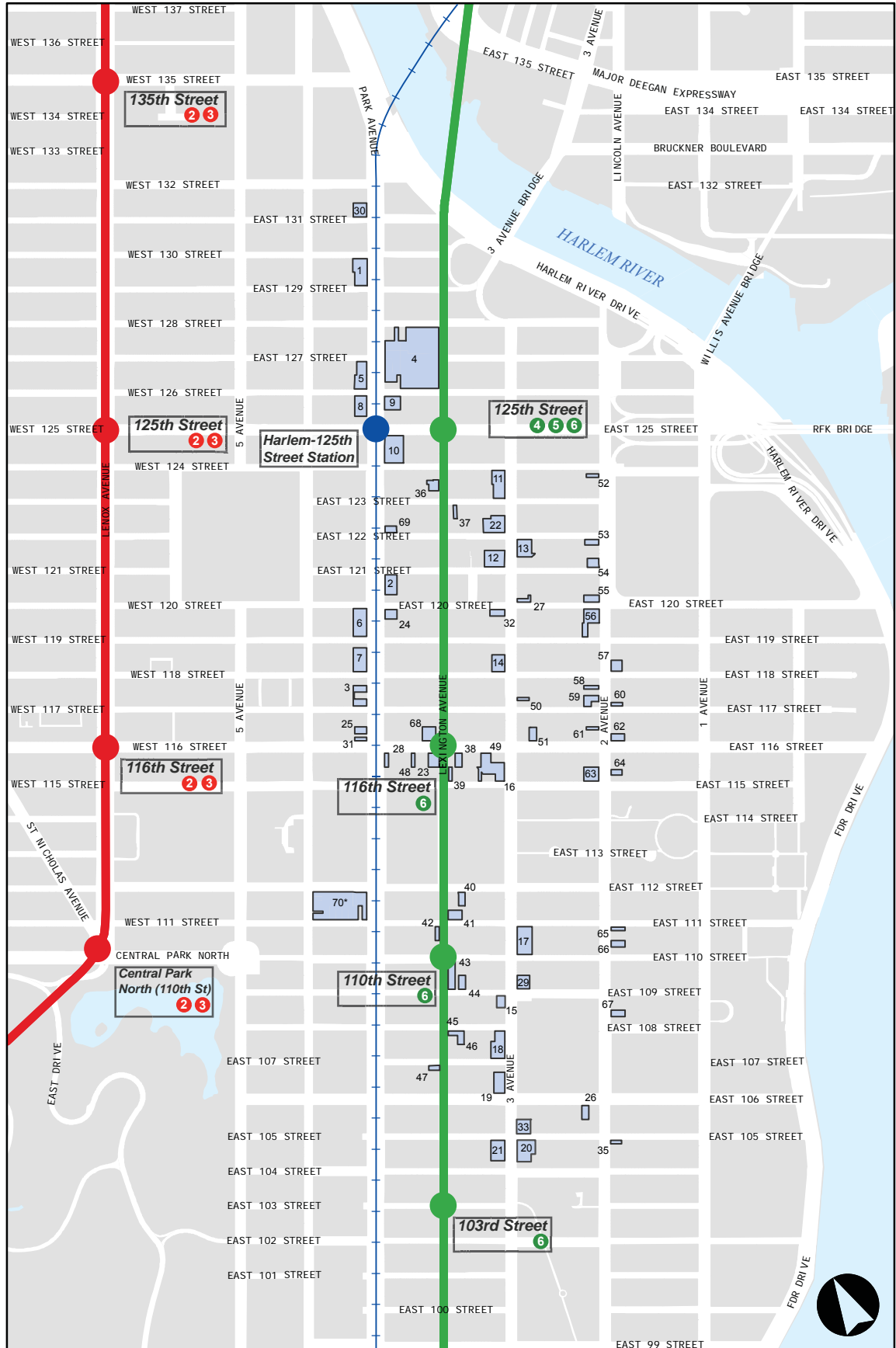
PM Peak Hour Project Increment Traffic Volumes



Saturday Peak Hour Project Increment Traffic Volumes



Project Area Subway and Commuter Rail Stations



70 Projected Development Site
 ● Lenox Avenue Line Station
 + Metro North Station
 ● Lexington Avenue Line Station

*Included in Sendero Verde Alternative

0 500 1,000 Feet

TABLE 7: RWCDS Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project Increment Person Trips:	2,396	3,090	5,486	3,512	3,590	7,102
Peak Hour Project Increment Subway Trips:	1,098	1,930	3,028	1,839	1,604	3,443
Subway Station Summary						
103 rd Street (6)	87	174	261	172	138	310
110 th Street (6)	428	475	903	428	537	965
116 th Street (6)	162	550	712	512	293	805
125 th Street (4, 5, 6)	328	605	933	602	502	1,104
Central Park North (110 th Street) (2, 3)	46	36	82	32	55	87
116 th Street (2, 3)	14	43	57	41	27	68
125 th Street (2, 3)	31	45	76	50	49	99
135 th Street (2, 3)	2	2	4	2	3	5
Total	1,098	1,930	3,028	1,839	1,604	3,443

The analysis of subway station conditions focuses on the four subway stations at which incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 7**, these are the four Lexington Avenue Line stations at 103rd Street, 110th Street, 116th Street and 125th Street. For each of these stations, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

In addition to the existing subway stations discussed above, it should be noted that in the foreseeable future three new stations are expected to open in proximity to the Project Area under Phase II of the Second Avenue Subway. These stations, to be served by Q trains, will be located beneath Second Avenue at 106th Street and 116th Street, and beneath 125th Street at Lexington and Park avenues where there will be connections to Lexington Avenue Line 4, 5 and 6 trains and to the Harlem-125th Street Metro-North station. Upon the opening of these new subway stations, demand at existing stations located in proximity to the Project Area is expected to decrease as both No-Action demand and trips generated by the Proposed Actions would be diverted to the Second Avenue Line which will provide an alternate route to Midtown and Lower Manhattan. Conditions at existing Lexington Avenue Line stations are therefore expected to improve with the new subway service. To be conservative, the EIS will assess 2027 conditions at area subway stations without Phase II of the Second Avenue Subway in operation. Data from the 2004 *Second Avenue Subway FEIS* will be used to qualitatively assess future conditions with completion of Phase II of the Second Avenue Subway.

Subway Line Haul

As discussed above, the Project Area is currently served by a total of five NYCT subway routes—the Nos. 4, 5 and 6 trains operating along the Lexington Avenue Line and the Nos. 2 and 3 train operating along the Lenox Avenue Line. As the Proposed Actions are expected to generate 200 or more new peak hour subway trips in one direction, an analysis of subway line haul conditions will be included in the EIS. The analysis will utilize existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the maximum load points of each analyzed subway route during the weekday AM and PM peak hours. Outputs from MTA’s Regional Transit Forecasting Model (RTFM) provided by NYCT will also be used to develop the estimates of peak hour demand under future conditions.

Bus Analysis

Bus Routes

The Project Area is served by a total of 13 local bus routes, six Limited (LTD) bus routes and two Select Bus Service (SBS) routes operated by the MTA. Limited bus routes provide limited-stop service along all or a portion of the route. Some Limited services only operate in the peak direction and/or during peak periods. Select Bus Service routes are designed to provide faster service through dedicated bus lanes, greater spacing between stops, and a fare collection system where customers pay prior to boarding and may enter through all doors on the bus. SBS buses also have a unique livery to distinguish them from other bus services. The bus routes operating in proximity to the Project Area are shown in **Figure 8** and described in **Table 8**.

Bus Assignment and Analyzed Routes

As shown in **Table 3**, projected development sites (including the Sendero Verde project) are expected to generate a net total of approximately 760 and 880 incremental bus trips during the weekday AM and PM peak hours, respectively. These trips were assigned to each bus route based on proximity to individual projected development sites and current ridership patterns. **Table 8** shows the anticipated numbers of new riders expected on each route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 8**, with project-generated demand distributed among a total of 21 bus routes, only two routes are expected to experience 50 or more new trips in one direction in at least one peak hour. These two routes—the M15 SBS and the M101 (LTD)—will therefore be analyzed in the EIS. Data from the 2004 *Second Avenue Subway FEIS* will be used to qualitatively assess future bus conditions with completion of Phase II of the Second Avenue Subway.

Project Area Bus Routes



70 Projected Development Site

*Included in Sendero Verde Alternative

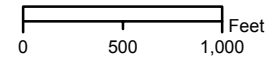


TABLE 8
RWCDS Net Incremental Peak Hour Bus Trips by Route

Route	Description	Direction	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
M1	Daily service btwn the E. Village and Harlem via 5 th Av & Madison Av.	NB	9	0	9	6	0	6
		SB	0	10	10	0	22	22
M1 (LTD)	(See M1 above.) Operates weekdays SB in AM peak period and NB in PM.	NB	0	0	0	14	0	14
		SB	0	9	9	0	16	16
M2	24-Hr service btwn the E. Village and Washington Hts. via 5 th Av & Madison Av.	NB	2	0	2	0	0	0
		SB	15	4	19	4	15	19
M2 (LTD)	(See M2 above.) Operates during daytime hours with limited stops south of 110 th St.	NB	6	2	8	3	12	15
		SB	20	6	26	5	19	24
M3	Daily service btwn the E. Village and Washington Hts. via 5 th Av & Madison Av and 110 th St.	NB	6	2	8	3	13	16
		SB	11	3	14	3	10	13
M4	Daily service btwn Penn Station and Washington Hts. via 5 th Av & Madison Av and 110 th St.	NB	9	3	12	2	8	10
		SB	12	4	17	4	13	17
M4 (LTD)	(See M4 above.) Limited stops south of 157 th St weekdays SB in AM peak period and NB in PM.	NB	8	2	10	2	8	10
		SB	11	3	14	0	0	0
M15	24-Hour service btwn S. Ferry and E. Harlem via 1 st Av & 2 nd Av.	NB	9	0	9	18	0	18
		SB	0	18	18	0	15	15
M15 SBS	Daily service btwn S. Ferry and E. Harlem via 1 st Av & 2 nd Av.	NB	35	0	35	29	0	29
		SB	0	53	53	0	26	26
M35	Daily service btwn E. Harlem and Randall's/Ward's Islands via RFK Bridge and 125 th St.	EB	8	9	17	11	12	23
		WB	2	2	4	7	8	15
M96	24-Hr crosstown service btwn Yorkville and the Upper West Side via 96 th St.	EB	0	0	0	0	0	0
		WB	0	0	0	0	0	0
M98 (LTD)	Weekday AM/PM peak service btwn Upper East Side and Washington Hts via 3 rd Av, Lexington Av & Harlem River Dr.	NB	7	7	14	15	20	35
		SB	20	18	38	18	25	43
M100	Daily service btwn Inwood and Harlem via 125 th St.	NB	0	9	9	0	12	12
		SB	8	0	8	10	0	10
M101 (LTD)*	Daily service btwn the E. Village and Inwood via 125 th St, 3 rd Av and Lexington Av. Limited stops south of 122 nd St.	NB	43	40	83	58	76	134
		SB	44	40	84	40	55	95
M102	24-Hr service btwn the E. Village and Harlem via 3 rd Av, Lexington Av, 116 th St and Malcolm X Blvd.	NB	16	0	16	27	0	27
		SB	0	19	19	0	24	24
M103	24-Hr service btwn City Hall and Harlem via 3 rd Av & Lexington Av.	NB	19	0	19	25	0	25
		SB	0	22	22	0	25	25
M106	Daily service btwn E. Harlem and the Upper West Side via 96 th St, 106 th St, 5 th Av & Madison Av.	EB	2	0	2	2	0	2
		WB	0	3	3	0	4	4
M116	Daily service btwn E. Harlem and Morningside Hts. via 116 th St.	EB	25	0	25	17	0	17
		WB	0	24	24	0	19	19
M60 SBS	24-Hr service btwn W. Harlem and LaGuardia Airport via 125 th St.	EB	8	9	17	11	12	23
		WB	11	12	23	11	12	23
Bx15 (LTD)*	Daily service btwn W. Harlem and Fordham Plaza in the Bronx via 125 th St and the 3 rd Av & Willis Av bridges.	EB	10	9	19	13	14	27
		WB	21	20	41	13	14	27
Bx33	Daily service btwn E. Harlem and Port Morris in the Bronx via 135 th St and the Madison Ave Bridge.	EB	0	0	0	0	0	0
		WB	1	0	1	0	0	0
Total			398	362	760	371	509	880

Notes:
Bold - denotes greater than 50 incremental trips per direction.
 * Local service does not serve the Project Area during analyzed weekday AM and PM peak periods.

Metro-North Commuter Rail Service

The Metro-North Railroad (MNR) 125th Street commuter rail station is located in proximity to the Project Area on Park Avenue at East 125th Street. As the Proposed Actions are expected to generate a total of less than 100 trips by commuter rail in any one peak hour, impacts to the 125th Street rail station are not anticipated to result from the Proposed Actions, and it will not be analyzed in the EIS. As some Metro-North trips would also likely start or end on another mode of transit, commuter rail trips are conservatively included in the totals for the subway mode for travel demand forecasting purposes.

PEDESTRIANS

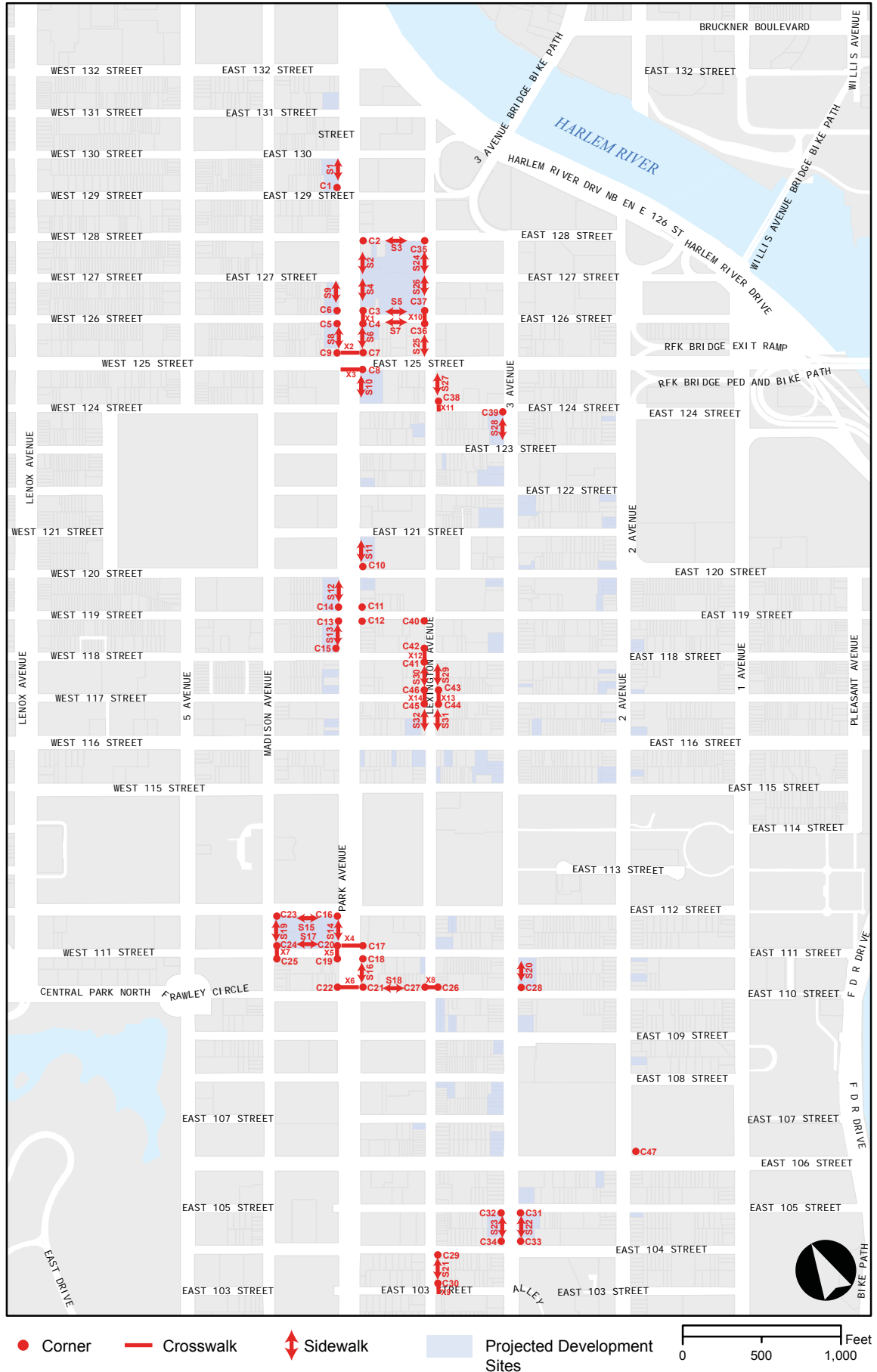
Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area or crosswalk. As shown in **Table 3**, under the RWCDs with the Sendero Verde project, the Proposed Actions are expected to generate approximately 1,054 walk-only trips (in + out combined) in the weekday AM peak hour, 2,014 in the midday, 2,019 in the PM, and 2,382 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops would add approximately 3,788, 1,925, 4,323 and 3,164 additional pedestrian trips to sidewalks and crosswalks in the vicinity of the Project Area during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday and Saturday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions, a quantitative pedestrian analysis will be provided in the EIS. In consultation with the Department of City Planning (DCP), representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the projected development sites were selected for detailed analysis based on a preliminary assignment. As shown in **Figure 9**, these analysis locations include a total of 32 sidewalks, 47 corner areas and 14 crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts.

PARKING

Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday and overnight periods will be provided in the EIS to document the existing supply and demand during each period. The parking



analyses will document changes in the parking supply and utilization in the Project Area and within a ¼-mile radius of projected development sites under both No-Action and With-Action conditions.

The forecast of parking demand generated by the residential component of the Proposed Actions' RWCDs will be based on 2010-2014 5-year ACS data on average vehicles per household for Manhattan Census Tracts 166, 168, 170, 172, 174.01, 174.02, 180, 182, 184, 188, 194, 196, 198, 206, and 242 which encompass the Project Area. Parking demands from all other uses will be derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization will account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDs.

The forecast of new parking supply under the RWCDs will be based on the number of accessory parking spaces that would be provided on projected development sites in both the No-Action and With-Action conditions. The forecast of future supply will also account for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

APPENDIX A

REFERENCE MATERIAL

- (1) 2009 National Household Travel Study (Table 16)**
- (2) 2000 Regional Travel Household Interview Survey
(pages 20-21)**



SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey



U.S. Department of Transportation
Federal Highway Administration



The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	1.9	1.75	1.64	1.59	1.63	1.67	0.03

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- “Other Family/Personal Errands” includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.



RT-HIS

**Regional Travel -
Household Interview Survey**

**EXECUTIVE SUMMARY
GENERAL FINAL REPORT**

*Prepared for the New York Metropolitan Transportation Council (NYMTC)
and the North Jersey Transportation Planning Authority (NJTPA)*



*prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
in association with
Cambridge Systematics, Inc.
NuStats International*

February 2000

**EXECUTIVE SUMMARY:
GENERAL FINAL REPORT**
for the
**RT-HIS: REGIONAL TRAVEL -
HOUSEHOLD INTERVIEW SURVEY**

Prepared for the
New York Metropolitan Transportation Council
and the
North Jersey Transportation Planning Authority, Inc.

February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

PRIME CONSULTANT: PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.
ONE PENN PLAZA
NEW YORK, NEW YORK 10119

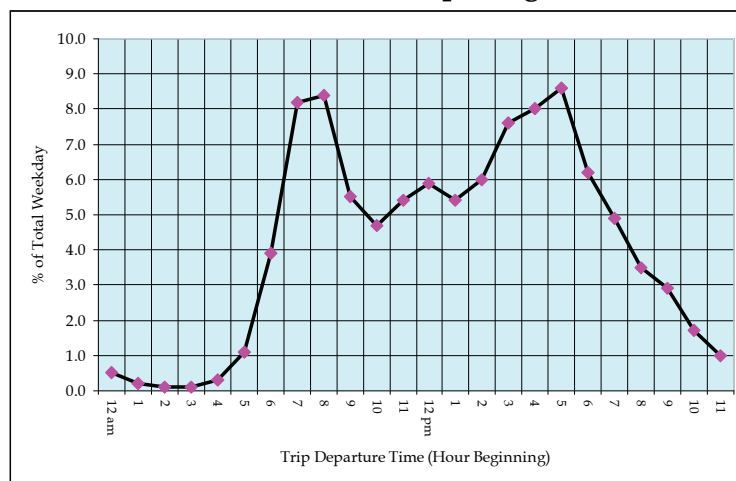
TASK SUPPORT: NUSTATS INTERNATIONAL
3006 Bee Caves Road, Suite A-300
Austin, TX 78746

This study is funded by a matching grant from the Federal Highway Administration, under NYSDOT PIN PT 1923.895, FHWA Grant PL100T (03) and NJDOT Agreement 93-TC-NJI-CO48, FHWA Agreement PL 0850011025, and Federal Transit Administration Grant PL NJ80X01000.

Focus on Auto Trips

- The two peak travel times for auto trips made by area residents peak in the morning between 8 and 9 am, and in the afternoon between 5 and 6 pm.

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

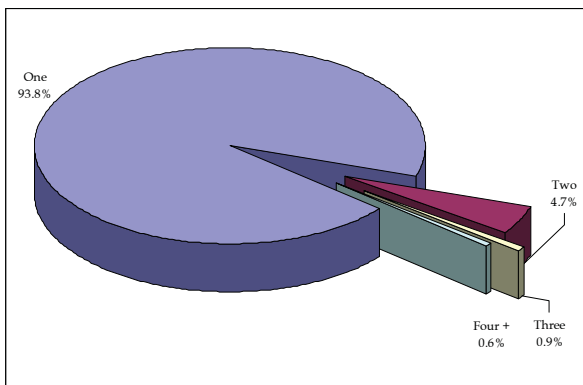


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the region are in the 1-3 mile range, about one-fifth (19.0%), in the 5-10 mile range, and one-tenth (9.6%) between 3 and 5 miles in length.
- New York City accounts for about 15% (4.0% Manhattan; 11.1% other NYC) of regional Vehicle Miles of Travel (VMT) by accounted for by area residents' automobiles.
- Trips from Long Island account for about 18% of VMT.
- The three counties of Middlesex, Morris, and Somerset in New Jersey represent about 13% of the total of auto VMT in the region.
- About 21% is associated with relatively long trips – 30 to 60 miles in length.
- Vehicle occupancy rates are reasonably uniform across the region, with most counties fairly close to the regional average of 1.40 persons per car for weekday travel.
- Vehicle occupancy rates are lower than average for trips in the longer trips in the 10 to 60 mile range (1.29 to 1.23). They are highest (1.52) for the very shortest trips under a mile and for the longest trips over 60 miles in length.
- For work travel, vehicle occupancy across the region is close to the average of 1.10.

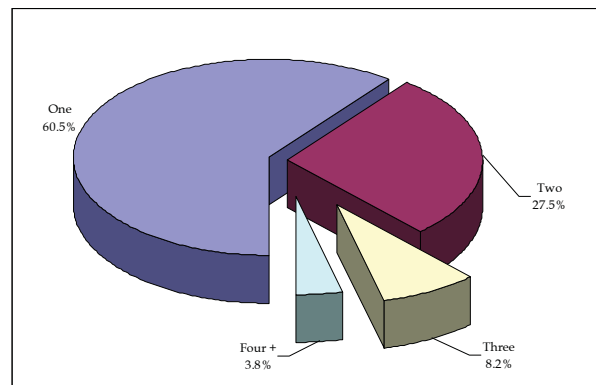
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "HOV" auto trips with 3 or more occupants.
- Single Occupant Vehicle (SOV) auto trip shares generally increase with trip distance, and are the highest for work travel in the region at 93.7%.

Distribution of Auto Trips - by Number of Occupants

Work Trips



Other (non-Work) Trips



APPENDIX B
DETAILED TRIP GENERATION TABLES
FOR PROJECTED DEVELOPMENT SITES

Site 1

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	49,128 gsf	0 DU	0 gsf	0 gsf	0 gsf	-10,592 gsf	0 gsf	0 gsf	0 gsf	49,128 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	108	0	0	0	0	-28	0	0	0	96	0	0	0	0	176
MD	0	134	0	0	0	0	-24	0	0	0	80	0	0	0	0	190
PM	0	124	0	0	0	0	-30	0	0	0	104	0	0	0	0	198
SAT	0	34	0	0	0	0	-24	0	0	0	12	0	0	0	0	22
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	17 1	0 0	0 0	0 0	0 0	-16 -9	0 0	0 0	0 0	15 2	0 0	0 0	0 0	0 0	16 -6
Taxi	0 0	2 0	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	2 0
Subway/Railroad	0 0	49 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	40 6	0 0	0 0	0 0	0 0	89 9
Bus	0 0	17 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 2	0 0	0 0	0 0	0 0	31 3
Walk/Other	0 0	17 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	14 2	0 0	0 0	0 0	0 0	30 2
Total	0 0	102 6	0 0	0 0	0 0	0 0	-18 -10	0 0	0 0	0 0	84 12	0 0	0 0	0 0	0 0	168 8
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	1 1	0 0	0 0	0 0	0 0	-10 -10	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	-8 -8
Taxi	0 0	2 2	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	2 2
Subway/Railroad	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	6 6
Bus	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	6 6
Walk/Other	0 0	54 58	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	34 34	0 0	0 0	0 0	0 0	87 91
Total	0 0	65 69	0 0	0 0	0 0	0 0	-12 -12	0 0	0 0	0 0	40 40	0 0	0 0	0 0	0 0	93 97
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	3 19	0 0	0 0	0 0	0 0	-13 -13	0 0	0 0	0 0	2 16	0 0	0 0	0 0	0 0	-8 22
Taxi	0 0	0 2	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 1	0 0	0 0	0 0	0 0	-1 2
Subway/Railroad	0 0	9 51	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 45	0 0	0 0	0 0	0 0	15 96
Bus	0 0	3 17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 15	0 0	0 0	0 0	0 0	5 32
Walk/Other	0 0	3 17	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	2 15	0 0	0 0	0 0	0 0	4 31
Total	0 0	18 106	0 0	0 0	0 0	0 0	-15 -15	0 0	0 0	0 0	12 92	0 0	0 0	0 0	0 0	15 183
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	-10 -10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-10 -10
Taxi	0 0	1 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Subway/Railroad	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Bus	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Walk/Other	0 0	18 11	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	23 16
Total	0 0	21 13	0 0	0 0	0 0	0 0	-12 -12	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	15 7
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	15 1	0 0	0 0	0 0	0 0	-12 -7	0 0	0 0	0 0	13 2	0 0	0 0	0 0	0 0	16 -4
Taxi	0 0	1 0	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	1 0
Taxi (Balanced)	0 0	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	1 1
Truck	0 0	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	2 2
Total	0 0	17 3	0 0	0 0	0 0	0 0	-14 -9	0 0	0 0	0 0	16 5	0 0	0 0	0 0	0 0	19 -1
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	1 1	0 0	0 0	0 0	0 0	-8 -8	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	-6 -6
Taxi	0 0	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	2 2	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	2 2
Truck	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	2 2
Total	0 0	4 4	0 0	0 0	0 0	0 0	-10 -10	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	-2 -2
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	3 17	0 0	0 0	0 0	0 0	-10 -10	0 0	0 0	0 0	2 13	0 0	0 0	0 0	0 0	-5 20
Taxi	0 0	0 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 1	0 0	0 0	0 0	0 0	-1 1
Taxi (Balanced)	0 0	1 1	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	4 18	0 0	0 0	0 0	0 0	-12 -12	0 0	0 0	0 0	3 14	0 0	0 0	0 0	0 0	-5 20
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	-8 -8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 -8
Taxi	0 0	1 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Taxi (Balanced)	0 0	1 1	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	1 1	0 0	0 0	0 0	0 0	-10 -10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-9 -9
Total Vehicle Trips																
	In	Out	Total													
AM	19	-1	18													
MD	-2	-2	-4													
PM	-5	20	15													
SAT	-9	-9	-18													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 2

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	9,390 gsf	-6,242 gsf	127 DU	0 gsf	0 gsf	0 gsf	0 gsf	14,699 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	36	-14	104	0	0	0	0	30	0	0	0	0	0	0	0	156
MD	220	-18	52	0	0	0	0	24	0	0	0	0	0	0	0	278
PM	116	-16	114	0	0	0	0	32	0	0	0	0	0	0	0	246
SAT	136	-6	98	0	0	0	0	4	0	0	0	0	0	0	0	232
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	-2 0	1 7	0 0	0 0	0 0	0 0	5 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 8
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Subway/Railroad	3 3	-7 0	11 58	0 0	0 0	0 0	0 0	12 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19 63
Bus	1 1	-2 0	2 10	0 0	0 0	0 0	0 0	4 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 12
Walk/Other	14 14	-3 0	2 12	0 0	0 0	0 0	0 0	4 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	17 27
Total	18 18	-14 0	16 88	0 0	0 0	0 0	0 0	25 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	45 111
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 3	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	18 18	-1 -1	17 17	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	35 35
Bus	4 4	-1 -1	3 3	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7
Walk/Other	84 84	-6 -8	4 4	0 0	0 0	0 0	0 0	10 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	92 90
Total	110 110	-8 -10	26 26	0 0	0 0	0 0	0 0	12 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	140 138
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 -2	6 3	0 0	0 0	0 0	0 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 7
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Subway/Railroad	10 10	-1 -8	51 24	0 0	0 0	0 0	0 0	2 13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	62 39
Bus	2 2	0 -2	9 4	0 0	0 0	0 0	0 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12 9
Walk/Other	45 45	0 -3	11 5	0 0	0 0	0 0	0 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	57 51
Total	58 58	-1 -15	78 36	0 0	0 0	0 0	0 0	5 27	0 0	0 0	0 0	0 0	0 0	0 0	0 0	140 106
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	5 5	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 9
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	14 14	0 0	34 31	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	48 45
Bus	6 6	0 0	6 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12 11
Walk/Other	43 43	-3 -3	7 7	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	49 49
Total	68 68	-3 -3	51 47	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	118 114
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	-2 0	1 6	0 0	0 0	0 0	0 0	4 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 7
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	0 0	-2 0	2 7	0 0	0 0	0 0	0 0	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 9
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	4 4	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 -2	5 3	0 0	0 0	0 0	0 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 6
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 -2	6 4	0 0	0 0	0 0	0 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 7
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	3 3	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	3 3	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Total Vehicle Trips																
	In	Out	Total													
AM	5	9	14													
MD	5	5	10													
PM	8	7	15													
SAT	5	5	10													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 3

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-3,733 gsf	0 gsf	58 DU	5,000 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-14	0	48	0	0	0	0	0	0	0	0	0	0	0	0	34
MD	-88	0	24	42	0	0	0	0	0	0	0	0	0	0	0	-22
PM	-46	0	52	62	0	0	0	0	0	0	0	0	0	0	0	68
SAT	-54	0	46	86	0	0	0	0	0	0	0	0	0	0	0	78
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-1 -1	0 0	5 26	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 25
Bus	0 0	0 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 5
Walk/Other	-6 -6	0 0	1 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-5 0
Total	-7 -7	0 0	8 40	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 33
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-7 -7	0 0	8 8	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Bus	-2 -2	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	-34 -34	0 0	2 2	16 16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-16 -16
Total	-44 -44	0 0	12 12	21 21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-11 -11
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	3 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-4 -4	0 0	24 11	6 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 10
Bus	-1 -1	0 0	4 2	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 2
Walk/Other	-17 -17	0 0	5 2	32 16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	20 1
Total	-23 -23	0 0	36 16	41 21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	54 14
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	2 2	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-6 -6	0 0	16 14	9 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19 17
Bus	-2 -2	0 0	3 3	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Walk/Other	-17 -17	0 0	3 3	27 27	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 13
Total	-27 -27	0 0	24 22	43 43	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	40 38
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	-1 -1	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 0
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	-1 -1	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total Vehicle Trips																
	In	Out	Total													
AM	1	3	4													
MD	1	1	2													
PM	2	0	2													
SAT	2	2	4													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 4

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	10,000 gsf	0 gsf	390 DU	10,150 gsf	30,000 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	38	0	316	0	72	0	0	0	0	0	0	0	0	0	0	426				
MD	234	0	158	82	212	0	0	0	0	0	0	0	0	0	0	686				
PM	124	0	348	124	212	0	0	0	0	0	0	0	0	0	0	808				
SAT	144	0	300	172	306	0	0	0	0	0	0	0	0	0	0	922				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	4	22	0	0	7	4	0	0	0	0	0	0	0	0	11	26
Taxi	0	0	0	0	0	2	0	0	4	3	0	0	0	0	0	0	0	0	4	5
Subway/Railroad	3	3	0	0	33	172	0	0	12	8	0	0	0	0	0	0	0	0	48	183
Bus	1	1	0	0	6	32	0	0	5	3	0	0	0	0	0	0	0	0	12	36
Walk/Other	15	15	0	0	7	38	0	0	16	10	0	0	0	0	0	0	0	0	38	63
Total	19	19	0	0	50	266	0	0	44	28	0	0	0	0	0	0	0	0	113	313
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	3	3	0	0	6	6	1	1	17	14	0	0	0	0	0	0	0	0	27	24
Taxi	1	1	0	0	1	1	0	0	10	9	0	0	0	0	0	0	0	0	12	11
Subway/Railroad	19	19	0	0	51	51	7	7	31	26	0	0	0	0	0	0	0	0	108	103
Bus	5	5	0	0	9	9	2	2	14	11	0	0	0	0	0	0	0	0	30	27
Walk/Other	89	89	0	0	12	12	31	31	44	36	0	0	0	0	0	0	0	0	176	168
Total	117	117	0	0	79	79	41	41	116	96	0	0	0	0	0	0	0	0	353	333
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	2	0	0	19	9	2	1	15	17	0	0	0	0	0	0	0	0	38	29
Taxi	0	0	0	0	2	1	0	0	9	10	0	0	0	0	0	0	0	0	11	11
Subway/Railroad	10	10	0	0	151	75	14	7	27	30	0	0	0	0	0	0	0	0	202	122
Bus	2	2	0	0	28	14	3	2	12	13	0	0	0	0	0	0	0	0	45	31
Walk/Other	48	48	0	0	33	16	64	31	37	42	0	0	0	0	0	0	0	0	182	137
Total	62	62	0	0	233	115	83	41	100	112	0	0	0	0	0	0	0	0	478	330
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	5	5	0	0	13	11	6	6	29	23	0	0	0	0	0	0	0	0	53	45
Taxi	0	0	0	0	1	1	0	0	17	14	0	0	0	0	0	0	0	0	18	15
Subway/Railroad	15	15	0	0	103	92	18	18	27	22	0	0	0	0	0	0	0	0	163	147
Bus	6	6	0	0	19	17	8	8	34	28	0	0	0	0	0	0	0	0	67	59
Walk/Other	46	46	0	0	23	20	54	54	61	51	0	0	0	0	0	0	0	0	184	171
Total	72	72	0	0	159	141	86	86	168	138	0	0	0	0	0	0	0	0	485	437
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	3	19	0	0	4	2	0	0	0	0	0	0	0	0	7	21
Taxi	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	2	3
Taxi (Balanced)	0	0	0	0	1	1	0	0	4	4	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	20	0	0	8	6	0	0	0	0	0	0	0	0	12	26
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	2	2	0	0	4	4	0	0	9	7	0	0	0	0	0	0	0	0	15	13
Taxi	1	1	0	0	1	1	0	0	5	5	0	0	0	0	0	0	0	0	7	7
Taxi (Balanced)	2	2	0	0	2	2	0	0	9	9	0	0	0	0	0	0	0	0	13	13
Truck	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	2	2
Total	4	4	0	0	6	6	1	1	19	17	0	0	0	0	0	0	0	0	30	28
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	1	0	0	17	8	1	0	8	9	0	0	0	0	0	0	0	0	27	18
Taxi	0	0	0	0	1	1	0	0	5	5	0	0	0	0	0	0	0	0	6	6
Taxi (Balanced)	0	0	0	0	2	2	0	0	9	9	0	0	0	0	0	0	0	0	11	11
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	0	19	10	1	0	17	18	0	0	0	0	0	0	0	0	38	29
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	3	3	0	0	8	7	3	3	11	9	0	0	0	0	0	0	0	0	25	22
Taxi	0	0	0	0	1	1	0	0	6	5	0	0	0	0	0	0	0	0	7	6
Taxi (Balanced)	0	0	0	0	2	2	0	0	10	10	0	0	0	0	0	0	0	0	12	12
Truck	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	3	3	0	0	10	9	4	4	21	19	0	0	0	0	0	0	0	0	38	35
Total Vehicle Trips																				
	In	Out	Total																	
AM	12	26	38																	
MD	30	28	58																	
PM	38	29	67																	
SAT	38	35	73																	

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 5

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	4,974 gsf	0 gsf	119 DU	8,000 gsf	20,000 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	-82 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	20	0	98	0	48	0	0	0	0	0	0	-62	0	0	0	104
MD	118	0	50	66	142	0	0	0	0	0	0	-108	0	0	0	268
PM	62	0	106	98	142	0	0	0	0	0	0	-102	0	0	0	306
SAT	72	0	92	136	204	0	0	0	0	0	0	-70	0	0	0	434
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 7	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	-8 -11	0 0	0 0	0 0	-3 -1
Taxi	0 0	0 0	0 1	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 0	-3 -4	0 0	0 0	0 0	0 -1
Subway/Railroad	2 2	0 0	10 53	0 0	8 5	0 0	0 0	0 0	0 0	0 0	0 0	-5 -7	0 0	0 0	0 0	15 53
Bus	0 0	0 0	2 10	0 0	4 2	0 0	0 0	0 0	0 0	0 0	0 0	-1 -2	0 0	0 0	0 0	5 10
Walk/Other	8 8	0 0	2 12	0 0	10 7	0 0	0 0	0 0	0 0	0 0	0 0	-8 -13	0 0	0 0	0 0	12 14
Total	10 10	0 0	15 83	0 0	29 19	0 0	0 0	0 0	0 0	0 0	0 0	-25 -37	0 0	0 0	0 0	29 75
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	2 2	1 1	12 10	0 0	0 0	0 0	0 0	0 0	0 0	-23 -10	0 0	0 0	0 0	-7 4
Taxi	0 0	0 0	0 0	0 0	7 6	0 0	0 0	0 0	0 0	0 0	0 0	-9 -4	0 0	0 0	0 0	-2 2
Subway/Railroad	10 10	0 0	16 16	5 5	21 17	0 0	0 0	0 0	0 0	0 0	0 0	-14 -6	0 0	0 0	0 0	38 42
Bus	2 2	0 0	3 3	1 1	9 8	0 0	0 0	0 0	0 0	0 0	0 0	-4 -2	0 0	0 0	0 0	11 12
Walk/Other	46 46	0 0	4 4	26 26	28 24	0 0	0 0	0 0	0 0	0 0	0 0	-24 -12	0 0	0 0	0 0	80 88
Total	59 59	0 0	25 25	33 33	77 65	0 0	0 0	0 0	0 0	0 0	0 0	-74 -34	0 0	0 0	0 0	120 148
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	6 3	2 1	10 11	0 0	0 0	0 0	0 0	0 0	0 0	-19 -13	0 0	0 0	0 0	0 3
Taxi	0 0	0 0	1 0	0 0	6 7	0 0	0 0	0 0	0 0	0 0	0 0	-7 -5	0 0	0 0	0 0	0 2
Subway/Railroad	5 5	0 0	46 23	11 5	18 20	0 0	0 0	0 0	0 0	0 0	0 0	-11 -8	0 0	0 0	0 0	69 45
Bus	1 1	0 0	8 4	3 1	8 9	0 0	0 0	0 0	0 0	0 0	0 0	-3 -2	0 0	0 0	0 0	17 13
Walk/Other	24 24	0 0	10 5	50 25	25 28	0 0	0 0	0 0	0 0	0 0	0 0	-20 -14	0 0	0 0	0 0	89 68
Total	31 31	0 0	71 35	66 32	67 75	0 0	0 0	0 0	0 0	0 0	0 0	-60 -42	0 0	0 0	0 0	175 131
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 3	0 0	4 4	5 5	19 16	0 0	0 0	0 0	0 0	0 0	0 0	-12 -9	0 0	0 0	0 0	19 19
Taxi	0 0	0 0	0 0	0 0	11 9	0 0	0 0	0 0	0 0	0 0	0 0	-5 -4	0 0	0 0	0 0	6 5
Subway/Railroad	8 8	0 0	32 28	14 14	18 15	0 0	0 0	0 0	0 0	0 0	0 0	-7 -6	0 0	0 0	0 0	65 59
Bus	3 3	0 0	6 5	6 6	22 18	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	35 30
Walk/Other	22 22	0 0	7 6	43 43	42 34	0 0	0 0	0 0	0 0	0 0	0 0	-13 -10	0 0	0 0	0 0	101 95
Total	36 36	0 0	49 43	68 68	112 92	0 0	0 0	0 0	0 0	0 0	0 0	-39 -31	0 0	0 0	0 0	226 208
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 6	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	-5 -7	0 0	0 0	0 0	-2 1
Taxi	0 0	0 0	0 1	0 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	-2 -3	0 0	0 0	0 0	0 -1
Taxi (Balanced)	0 0	0 0	1 1	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	-5 -5	0 0	0 0	0 0	-1 -1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	2 7	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	-10 -12	0 0	0 0	0 0	-3 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 1	0 0	6 5	0 0	0 0	0 0	0 0	0 0	0 0	-14 -6	0 0	0 0	0 0	-6 1
Taxi	0 0	0 0	0 0	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	-6 -3	0 0	0 0	0 0	-2 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	-8 -8	0 0	0 0	0 0	-2 -2
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	1 1	0 0	1 1	1 1	12 11	0 0	0 0	0 0	0 0	0 0	0 0	-22 -14	0 0	0 0	0 0	-7 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	5 3	1 0	5 6	0 0	0 0	0 0	0 0	0 0	0 0	-12 -8	0 0	0 0	0 0	0 2
Taxi	0 0	0 0	1 0	0 0	3 4	0 0	0 0	0 0	0 0	0 0	0 0	-5 -4	0 0	0 0	0 0	-1 0
Taxi (Balanced)	0 0	0 0	1 1	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	-8 -8	0 0	0 0	0 0	-1 -1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	6 4	1 0	11 12	0 0	0 0	0 0	0 0	0 0	0 0	-20 -16	0 0	0 0	0 0	-1 1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	2 2	2 2	7 6	0 0	0 0	0 0	0 0	0 0	0 0	-8 -6	0 0	0 0	0 0	5 6
Taxi	0 0	0 0	0 0	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	-4 -3	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	-6 -6	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	2 2	0 0	2 2	3 3	13 12	0 0	0 0	0 0	0 0	0 0	0 0	-14 -12	0 0	0 0	0 0	6 7
Total Vehicle Trips																
	In	Out	Total													
AM	-3	0	-3													
MD	-7	0	-7													
PM	-1	1	0													
SAT	6	7	13													

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 6

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	11,633 gsf	0 gsf	243 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	11,633 gsf	11,633 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	44	0	198	0	0	0	0	0	28	24	0	0	0	0	0	294
MD	272	0	100	0	0	0	0	0	20	36	0	0	0	0	0	428
PM	144	0	216	0	0	0	0	0	28	20	0	0	0	0	0	408
SAT	168	0	188	0	0	0	0	0	10	16	0	0	0	0	0	382
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	3 13	0 0	0 0	0 0	0 0	0 0	5 0	5 1	0 0	0 0	0 0	0 0	0 0	14 15
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	6 1	0 0	0 0	0 0	0 0	0 0	6 2
Subway/Railroad	4 4	0 0	21 108	0 0	0 0	0 0	0 0	0 0	13 0	6 1	0 0	0 0	0 0	0 0	0 0	44 113
Bus	1 1	0 0	4 20	0 0	0 0	0 0	0 0	0 0	5 0	2 0	0 0	0 0	0 0	0 0	0 0	12 21
Walk/Other	16 16	0 0	4 24	0 0	0 0	0 0	0 0	0 0	5 0	2 0	0 0	0 0	0 0	0 0	0 0	27 40
Total	22 22	0 0	32 166	0 0	0 0	0 0	0 0	0 0	28 0	21 3	0 0	0 0	0 0	0 0	0 0	103 191
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 3	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	12 12
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Subway/Railroad	22 22	0 0	33 33	0 0	0 0	0 0	0 0	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	61 61
Bus	5 5	0 0	6 6	0 0	0 0	0 0	0 0	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	14 14
Walk/Other	105 105	0 0	7 7	0 0	0 0	0 0	0 0	0 0	9 7	1 1	0 0	0 0	0 0	0 0	0 0	122 120
Total	136 136	0 0	50 50	0 0	0 0	0 0	0 0	0 0	11 9	18 18	0 0	0 0	0 0	0 0	0 0	215 213
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	12 6	0 0	0 0	0 0	0 0	0 0	0 5	2 3	0 0	0 0	0 0	0 0	0 0	16 16
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 3	0 0	0 0	0 0	0 0	0 0	3 4
Subway/Railroad	12 12	0 0	94 46	0 0	0 0	0 0	0 0	0 0	0 13	2 3	0 0	0 0	0 0	0 0	0 0	108 74
Bus	3 3	0 0	17 8	0 0	0 0	0 0	0 0	0 0	0 5	1 2	0 0	0 0	0 0	0 0	0 0	21 18
Walk/Other	55 55	0 0	21 10	0 0	0 0	0 0	0 0	0 0	0 5	1 1	0 0	0 0	0 0	0 0	0 0	77 71
Total	72 72	0 0	145 71	0 0	0 0	0 0	0 0	0 0	0 28	8 12	0 0	0 0	0 0	0 0	0 0	225 183
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	6 6	0 0	8 7	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	16 15
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	18 18	0 0	64 57	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	84 77
Bus	8 8	0 0	12 11	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	21 20
Walk/Other	52 52	0 0	14 13	0 0	0 0	0 0	0 0	0 0	5 5	1 1	0 0	0 0	0 0	0 0	0 0	72 71
Total	84 84	0 0	99 89	0 0	0 0	0 0	0 0	0 0	5 5	8 8	0 0	0 0	0 0	0 0	0 0	196 186
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	3 11	0 0	0 0	0 0	0 0	0 0	4 0	3 1	0 0	0 0	0 0	0 0	0 0	11 13
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	5 1	0 0	0 0	0 0	0 0	0 0	5 2
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	4 12	0 0	0 0	0 0	0 0	0 0	4 0	8 6	0 0	0 0	0 0	0 0	0 0	17 19
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	7 7
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	5 5
Taxi (Balanced)	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7	0 0	0 0	0 0	0 0	0 0	9 9
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	4 4	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	10 10	0 0	0 0	0 0	0 0	0 0	16 16
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	10 5	0 0	0 0	0 0	0 0	0 0	0 4	1 2	0 0	0 0	0 0	0 0	0 0	12 12
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 3	0 0	0 0	0 0	0 0	0 0	3 4
Taxi (Balanced)	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	7 7
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	12 7	0 0	0 0	0 0	0 0	0 0	0 4	6 7	0 0	0 0	0 0	0 0	0 0	19 19
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	3 3	0 0	5 4	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	9 8
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	3 3
Taxi (Balanced)	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	3 3	0 0	7 6	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	15 14
Total Vehicle Trips																
	In	Out	Total													
AM	17	19	36													
MD	16	16	32													
PM	19	19	38													
SAT	15	14	29													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 7

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	11,192 gsf	0 gsf	210 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	11,192 gsf	11,192 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	42	0	170	0	0	0	0	0	28	24	0	0	0	0	0	264
MD	262	0	86	0	0	0	0	0	20	34	0	0	0	0	0	402
PM	138	0	188	0	0	0	0	0	28	20	0	0	0	0	0	374
SAT	162	0	162	0	0	0	0	0	10	16	0	0	0	0	0	350
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	2 12	0 0	0 0	0 0	0 0	0 0	5 0	5 1	0 0	0 0	0 0	0 0	0 0	13 14
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	6 1	0 0	0 0	0 0	0 0	0 0	6 2
Subway/Railroad	3 3	0 0	18 93	0 0	0 0	0 0	0 0	0 0	13 0	6 1	0 0	0 0	0 0	0 0	0 0	40 97
Bus	1 1	0 0	3 17	0 0	0 0	0 0	0 0	0 0	5 0	2 0	0 0	0 0	0 0	0 0	0 0	11 18
Walk/Other	16 16	0 0	4 20	0 0	0 0	0 0	0 0	0 0	5 0	2 0	0 0	0 0	0 0	0 0	0 0	27 36
Total	21 21	0 0	27 143	0 0	0 0	0 0	0 0	0 0	28 0	21 3	0 0	0 0	0 0	0 0	0 0	97 167
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 3	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	10 10
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	5 5
Subway/Railroad	22 22	0 0	29 29	0 0	0 0	0 0	0 0	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	57 57
Bus	5 5	0 0	5 5	0 0	0 0	0 0	0 0	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	13 13
Walk/Other	100 100	0 0	6 6	0 0	0 0	0 0	0 0	0 0	8 8	2 2	0 0	0 0	0 0	0 0	0 0	116 116
Total	131 131	0 0	43 43	0 0	0 0	0 0	0 0	0 0	10 10	17 17	0 0	0 0	0 0	0 0	0 0	201 201
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	10 5	0 0	0 0	0 0	0 0	0 0	0 5	2 3	0 0	0 0	0 0	0 0	0 0	14 15
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	11 11	0 0	83 40	0 0	0 0	0 0	0 0	0 0	0 13	2 3	0 0	0 0	0 0	0 0	0 0	96 67
Bus	3 3	0 0	15 7	0 0	0 0	0 0	0 0	0 0	0 5	1 2	0 0	0 0	0 0	0 0	0 0	19 17
Walk/Other	53 53	0 0	18 9	0 0	0 0	0 0	0 0	0 0	0 5	1 1	0 0	0 0	0 0	0 0	0 0	72 68
Total	69 69	0 0	127 61	0 0	0 0	0 0	0 0	0 0	0 28	8 12	0 0	0 0	0 0	0 0	0 0	204 170
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	6 6	0 0	7 6	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	15 14
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	17 17	0 0	56 49	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	75 68
Bus	7 7	0 0	10 9	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	18 17
Walk/Other	51 51	0 0	12 11	0 0	0 0	0 0	0 0	0 0	5 5	1 1	0 0	0 0	0 0	0 0	0 0	69 68
Total	81 81	0 0	86 76	0 0	0 0	0 0	0 0	0 0	5 5	8 8	0 0	0 0	0 0	0 0	0 0	180 170
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	2 10	0 0	0 0	0 0	0 0	0 0	4 0	3 1	0 0	0 0	0 0	0 0	0 0	10 12
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	5 1	0 0	0 0	0 0	0 0	0 0	5 2
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	3 11	0 0	0 0	0 0	0 0	0 0	4 0	8 6	0 0	0 0	0 0	0 0	0 0	16 18
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	6 6
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	4 4
Taxi (Balanced)	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	7 7
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	4 4	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	7 7	0 0	0 0	0 0	0 0	0 0	13 13
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	9 4	0 0	0 0	0 0	0 0	0 0	0 4	1 2	0 0	0 0	0 0	0 0	0 0	11 11
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3	0 0	0 0	0 0	0 0	0 0	3 3
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	10 5	0 0	0 0	0 0	0 0	0 0	0 4	6 7	0 0	0 0	0 0	0 0	0 0	17 17
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	3 3	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	8 8
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	3 3
Taxi (Balanced)	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	3 3	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	14 14
Total Vehicle Trips																
	In	Out	Total													
AM	16	18	34													
MD	13	13	26													
PM	17	17	34													
SAT	14	14	28													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 8

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total							
Size/Units:	0 gsf	40,479 gsf	43 DU	0 gsf	1,349 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf								
Peak Hour Trips:																							
AM	0	88	36	0	4	0	0	0	0	0	0	0	0	0	0	128							
MD	0	110	18	0	10	0	0	0	0	0	0	0	0	0	0	138							
PM	0	104	40	0	10	0	0	0	0	0	0	0	0	0	0	154							
SAT	0	28	34	0	14	0	0	0	0	0	0	0	0	0	0	76							
Person Trips:																							
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			
Auto	0	0	15	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	3		
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
Subway/Railroad	0	0	40	2	4	20	0	0	1	1	0	0	0	0	0	0	0	0	0	45	23		
Bus	0	0	14	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5		
Walk/Other	0	0	13	1	1	4	0	0	1	1	0	0	0	0	0	0	0	0	0	15	6		
Total	0	0	83	5	6	30	0	0	2	2	0	0	0	0	0	0	0	0	0	91	37		
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	
Taxi	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
Subway/Railroad	0	0	3	3	6	6	0	0	1	1	0	0	0	0	0	0	0	0	0	10	10		
Bus	0	0	3	3	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	5	5		
Walk/Other	0	0	45	47	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	48	50		
Total	0	0	54	56	9	9	0	0	5	5	0	0	0	0	0	0	0	0	0	68	70		
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	3	15	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	6	17		
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Subway/Railroad	0	0	8	43	17	9	0	0	1	1	0	0	0	0	0	0	0	0	0	26	53		
Bus	0	0	3	14	3	2	0	0	1	1	0	0	0	0	0	0	0	0	0	7	17		
Walk/Other	0	0	3	14	4	2	0	0	2	2	0	0	0	0	0	0	0	0	0	9	18		
Total	0	0	17	87	26	14	0	0	5	5	0	0	0	0	0	0	0	0	0	48	106		
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2	2		
Taxi	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	1		
Subway/Railroad	0	0	1	1	13	10	0	0	1	1	0	0	0	0	0	0	0	0	0	15	12		
Bus	0	0	1	1	2	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	4		
Walk/Other	0	0	14	9	3	2	0	0	3	2	0	0	0	0	0	0	0	0	0	20	13		
Total	0	0	17	11	19	15	0	0	8	6	0	0	0	0	0	0	0	0	0	44	32		
Vehicle Trips :																							
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	13	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	3		
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Total	0	0	15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	15	5		
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	3		
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Total	0	0	4	4	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	6	6		
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	3	13	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	6	15		
Taxi	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	4	14	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	7	16		
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Taxi	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
Taxi (Balanced)	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2		
Total Vehicle Trips																							
	In	Out	Total																				
AM	15	5	20																				
MD	6	6	12																				
PM	7	16	23																				
SAT	2	2	4																				

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 9

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	8,736 gsf	0 gsf	54 DU	0 gsf	2,158 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	34	0	44	0	6	0	0	0	0	0	0	0	0	0	0	84
MD	206	0	22	0	16	0	0	0	0	0	0	0	0	0	0	244
PM	108	0	48	0	16	0	0	0	0	0	0	0	0	0	0	172
SAT	126	0	42	0	22	0	0	0	0	0	0	0	0	0	0	190
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 3	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	3 3	0 0	5 24	0 0	1 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 29
Bus	1 1	0 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 5
Walk/Other	13 13	0 0	1 5	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	15 19
Total	17 17	0 0	8 36	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	28 56
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 3	0 0	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	1 1	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Subway/Railroad	17 17	0 0	7 7	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 26
Bus	4 4	0 0	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Walk/Other	78 78	0 0	2 2	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	83 83
Total	103 103	0 0	11 11	0 0	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	122 122
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	3 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 3
Taxi	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	9 9	0 0	21 10	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	32 21
Bus	2 2	0 0	4 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 5
Walk/Other	42 42	0 0	5 2	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	50 47
Total	54 54	0 0	33 15	0 0	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	95 77
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	4 4	0 0	2 2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 8
Taxi	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	13 13	0 0	14 13	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	29 28
Bus	6 6	0 0	3 2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 10
Walk/Other	40 40	0 0	3 3	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	47 47
Total	63 63	0 0	22 20	0 0	11 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	96 94
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 3	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 3	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	1 1	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi (Balanced)	2 2	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	4 4	0 0	1 1	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 8
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	3 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 3
Taxi	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	3 1	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 5
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	2 2	0 0	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Total Vehicle Trips																
	In	Out	Total													
AM	2	3	5													
MD	8	8	16													
PM	7	5	12													
SAT	4	4	8													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 10

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	0 gsf	23,189 gsf	130 DU	0 gsf	-538 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	0	52	106	0	-2	0	0	0	0	0	0	0	0	0	0	156				
MD	0	64	54	0	-4	0	0	0	0	0	0	0	0	0	0	114				
PM	0	60	116	0	-4	0	0	0	0	0	0	0	0	0	0	172				
SAT	0	16	100	0	-6	0	0	0	0	0	0	0	0	0	0	110				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	9	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	10	7
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	25	1	11	58	0	0	0	0	0	0	0	0	0	0	0	0	36	59
Bus	0	0	8	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	10	11
Walk/Other	0	0	8	0	2	13	0	0	-1	-1	0	0	0	0	0	0	0	0	9	12
Total	0	0	51	1	16	90	0	0	-1	-1	0	0	0	0	0	0	0	0	66	90
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	2	2	18	18	0	0	-1	-1	0	0	0	0	0	0	0	0	19	19
Bus	0	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	0	0	26	28	4	4	0	0	-1	-1	0	0	0	0	0	0	0	0	29	31
Total	0	0	31	33	27	27	0	0	-2	-2	0	0	0	0	0	0	0	0	56	58
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	2	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	8	13
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	4	25	51	25	0	0	-1	-1	0	0	0	0	0	0	0	0	54	49
Bus	0	0	1	8	9	5	0	0	0	0	0	0	0	0	0	0	0	0	10	13
Walk/Other	0	0	1	8	11	5	0	0	-1	-1	0	0	0	0	0	0	0	0	11	12
Total	0	0	8	52	78	38	0	0	-2	-2	0	0	0	0	0	0	0	0	84	88
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	4	0	0	-1	0	0	0	0	0	0	0	0	0	3	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	0	34	31	0	0	-1	0	0	0	0	0	0	0	0	0	34	31
Bus	0	0	1	0	6	6	0	0	-1	-1	0	0	0	0	0	0	0	0	6	5
Walk/Other	0	0	9	5	8	7	0	0	-1	-1	0	0	0	0	0	0	0	0	16	11
Total	0	0	11	5	52	48	0	0	-4	-2	0	0	0	0	0	0	0	0	59	51
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	8	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	9	6
Taxi	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	9	1	2	7	0	0	0	0	0	0	0	0	0	0	0	0	11	8
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	2	9	5	3	0	0	0	0	0	0	0	0	0	0	0	0	7	12
Taxi	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	10	6	4	0	0	0	0	0	0	0	0	0	0	0	0	9	14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total Vehicle Trips																				
	In	Out	Total																	
AM	11	8	19																	
MD	3	3	6																	
PM	9	14	23																	
SAT	2	2	4																	

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 11

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-109 gsf	-4,728 gsf	182 DU	0 gsf	0 gsf	0 gsf	0 gsf	-16,124 gsf	32,341 gsf	32,341 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-2	-12	148	0	0	0	0	-32	78	66	0	0	0	0	0	246
MD	-4	-14	74	0	0	0	0	-28	56	98	0	0	0	0	0	182
PM	-2	-12	162	0	0	0	0	-34	78	56	0	0	0	0	0	248
SAT	-2	-4	140	0	0	0	0	-4	24	44	0	0	0	0	0	198
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	-2 0	2 10	0 0	0 0	0 0	0 0	-5 -1	14 0	14 2	0 0	0 0	0 0	0 0	0 0	23 11
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	1 0	14 2	0 0	0 0	0 0	0 0	0 0	15 3
Subway/Railroad	0 0	-6 0	15 81	0 0	0 0	0 0	0 0	-13 -2	37 0	17 2	0 0	0 0	0 0	0 0	0 0	50 81
Bus	0 0	-2 0	3 15	0 0	0 0	0 0	0 0	-4 -1	13 0	7 1	0 0	0 0	0 0	0 0	0 0	17 15
Walk/Other	-1 -1	-2 0	3 18	0 0	0 0	0 0	0 0	-5 -1	13 0	6 1	0 0	0 0	0 0	0 0	0 0	14 17
Total	-1 -1	-12 0	23 125	0 0	0 0	0 0	0 0	-27 -5	78 0	58 8	0 0	0 0	0 0	0 0	0 0	119 127
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	1 1	12 12	0 0	0 0	0 0	0 0	0 0	16 16
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	12 12	0 0	0 0	0 0	0 0	0 0	13 13
Subway/Railroad	0 0	0 0	25 25	0 0	0 0	0 0	0 0	-1 -1	2 2	15 15	0 0	0 0	0 0	0 0	0 0	41 41
Bus	0 0	0 0	4 4	0 0	0 0	0 0	0 0	-1 -1	2 2	5 5	0 0	0 0	0 0	0 0	0 0	10 10
Walk/Other	-2 -2	-7 -7	5 5	0 0	0 0	0 0	0 0	-12 -12	22 22	5 5	0 0	0 0	0 0	0 0	0 0	11 11
Total	-2 -2	-7 -7	37 37	0 0	0 0	0 0	0 0	-14 -14	28 28	49 49	0 0	0 0	0 0	0 0	0 0	91 91
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 -2	9 4	0 0	0 0	0 0	0 0	-1 -5	0 14	4 10	0 0	0 0	0 0	0 0	0 0	12 21
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 1	4 10	0 0	0 0	0 0	0 0	0 0	5 11
Subway/Railroad	0 0	-1 -5	71 35	0 0	0 0	0 0	0 0	-2 -14	0 37	5 11	0 0	0 0	0 0	0 0	0 0	73 64
Bus	0 0	0 -2	13 6	0 0	0 0	0 0	0 0	-1 -5	0 13	2 4	0 0	0 0	0 0	0 0	0 0	14 16
Walk/Other	-1 -1	0 -2	15 8	0 0	0 0	0 0	0 0	-1 -5	0 13	2 4	0 0	0 0	0 0	0 0	0 0	15 17
Total	-1 -1	-1 -11	109 53	0 0	0 0	0 0	0 0	-5 -29	0 78	17 39	0 0	0 0	0 0	0 0	0 0	119 129
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	6 5	0 0	0 0	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	12 11
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	7 7
Subway/Railroad	0 0	0 0	47 43	0 0	0 0	0 0	0 0	0 0	1 1	6 6	0 0	0 0	0 0	0 0	0 0	54 50
Bus	0 0	0 0	9 8	0 0	0 0	0 0	0 0	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	12 11
Walk/Other	-1 -1	-2 -2	11 9	0 0	0 0	0 0	0 0	-2 -2	10 10	2 2	0 0	0 0	0 0	0 0	0 0	18 16
Total	-1 -1	-2 -2	74 66	0 0	0 0	0 0	0 0	-2 -2	12 12	22 22	0 0	0 0	0 0	0 0	0 0	103 95
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	-2 0	2 9	0 0	0 0	0 0	0 0	-4 -1	12 0	8 1	0 0	0 0	0 0	0 0	0 0	16 9
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	1 0	12 2	0 0	0 0	0 0	0 0	0 0	13 3
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1	12 12	0 0	0 0	0 0	0 0	0 0	14 14
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	-2 0	3 10	0 0	0 0	0 0	0 0	-5 -2	14 2	20 13	0 0	0 0	0 0	0 0	0 0	30 23
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	1 1	7 7	0 0	0 0	0 0	0 0	0 0	10 10
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	10 10	0 0	0 0	0 0	0 0	0 0	11 11
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	18 18	0 0	0 0	0 0	0 0	0 0	20 20
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	4 4	25 25	0 0	0 0	0 0	0 0	0 0	31 31
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 -2	8 3	0 0	0 0	0 0	0 0	-1 -4	0 12	2 6	0 0	0 0	0 0	0 0	0 0	9 15
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 1	3 8	0 0	0 0	0 0	0 0	0 0	4 9
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1	10 10	0 0	0 0	0 0	0 0	0 0	12 12
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 -2	9 4	0 0	0 0	0 0	0 0	-1 -4	1 13	12 16	0 0	0 0	0 0	0 0	0 0	21 27
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	8 7
Taxi	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Taxi (Balanced)	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	9 9	0 0	0 0	0 0	0 0	0 0	11 11
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	6 5	0 0	0 0	0 0	0 0	0 0	0 0	13 13	0 0	0 0	0 0	0 0	0 0	19 18
Total Vehicle Trips																
	In	Out	Total													
AM	30	23	53													
MD	31	31	62													
PM	21	27	48													
SAT	19	18	37													

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 12

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-9,013 gsf	9,014 gsf	82 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-34	20	68	0	0	0	0	0	0	0	0	0	0	0	0	54
MD	-212	26	34	0	0	0	0	0	0	0	0	0	0	0	0	-152
PM	-112	24	74	0	0	0	0	0	0	0	0	0	0	0	0	-14
SAT	-130	6	64	0	0	0	0	0	0	0	0	0	0	0	0	-60
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	3 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-3 -3	10 0	7 37	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 34
Bus	-1 -1	4 0	1 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 6
Walk/Other	-13 -13	3 0	2 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 -5
Total	-17 -17	20 0	11 57	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 40
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-3 -3	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
Taxi	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Subway/Railroad	-17 -17	1 1	12 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 -4
Bus	-4 -4	1 1	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Walk/Other	-81 -81	11 11	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-68 -68
Total	-106 -106	13 13	17 17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-76 -76
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	1 3	4 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-9 -9	2 10	33 16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 17
Bus	-2 -2	1 3	6 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 4
Walk/Other	-44 -44	1 3	7 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-36 -38
Total	-56 -56	5 19	50 24	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -13
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-5 -5	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-14 -14	0 0	22 20	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 6
Bus	-6 -6	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
Walk/Other	-40 -40	3 3	5 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-32 -33
Total	-65 -65	3 3	34 30	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-28 -32
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	3 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	3 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi (Balanced)	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-4 -4	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -3
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	1 3	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	1 3	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-3 -3	0 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-3 -3	0 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -2
Total Vehicle Trips																
	In	Out	Total													
AM	4	4	8													
MD	-3	-3	-6													
PM	3	4	7													
SAT	-1	-2	-3													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 13

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-20,198 gsf	9,842 gsf	156 DU	0 gsf	0 gsf	0 gsf	0 gsf	-10,000 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-76	22	126	0	0	0	0	-20	0	0	0	0	0	0	0	52
MD	-474	28	64	0	0	0	0	-18	0	0	0	0	0	0	0	-400
PM	-250	26	140	0	0	0	0	-22	0	0	0	0	0	0	0	-106
SAT	-292	8	120	0	0	0	0	-4	0	0	0	0	0	0	0	-168
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	4 0	2 9	0 0	0 0	0 0	0 0	-3 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 8
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Subway/Railroad	-6 -6	11 1	13 68	0 0	0 0	0 0	0 0	-9 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 61
Bus	-2 -2	3 0	2 13	0 0	0 0	0 0	0 0	-3 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 11
Walk/Other	-29 -29	3 0	3 15	0 0	0 0	0 0	0 0	-3 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-26 -14
Total	-38 -38	21 1	20 106	0 0	0 0	0 0	0 0	-18 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-15 67
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-6 -6	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -3
Taxi	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Subway/Railroad	-39 -39	1 1	20 20	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-19 -19
Bus	-9 -9	1 1	4 4	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-5 -5
Walk/Other	-182 -182	12 12	5 5	0 0	0 0	0 0	0 0	-7 -7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-172 -172
Total	-237 -237	14 14	32 32	0 0	0 0	0 0	0 0	-9 -9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-200 -200
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-3 -3	1 4	8 4	0 0	0 0	0 0	0 0	0 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 1
Taxi	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Subway/Railroad	-21 -21	2 10	61 30	0 0	0 0	0 0	0 0	-1 -9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	41 10
Bus	-5 -5	1 4	11 5	0 0	0 0	0 0	0 0	0 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 0
Walk/Other	-95 -95	1 3	13 7	0 0	0 0	0 0	0 0	0 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-81 -89
Total	-125 -125	5 21	94 46	0 0	0 0	0 0	0 0	-1 -21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-27 -79
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-10 -10	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-5 -5
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Subway/Railroad	-31 -31	0 0	40 37	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 6
Bus	-13 -13	0 0	8 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-5 -6
Walk/Other	-92 -92	4 4	9 8	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-81 -82
Total	-146 -146	4 4	63 57	0 0	0 0	0 0	0 0	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-81 -87
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	3 0	2 8	0 0	0 0	0 0	0 0	-3 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 7
Taxi	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	3 0	3 9	0 0	0 0	0 0	0 0	-3 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 8
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-3 -3	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi (Balanced)	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-5 -5	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -3
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	1 3	7 3	0 0	0 0	0 0	0 0	0 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 1
Taxi	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Taxi (Balanced)	-2 -2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-4 -4	1 3	8 4	0 0	0 0	0 0	0 0	0 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 0
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-5 -5	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
Taxi	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi (Balanced)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-5 -5	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Total Vehicle Trips																
	In	Out	Total													
AM	2	8	10													
MD	-3	-3	-6													
PM	5	0	5													
SAT	-1	-1	-2													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 15

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	7,931 gsf	0 gsf	59 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	30	0	48	0	0	0	0	0	0	0	0	0	0	0	0	78
MD	186	0	24	0	0	0	0	0	0	0	0	0	0	0	0	210
PM	98	0	54	0	0	0	0	0	0	0	0	0	0	0	0	152
SAT	116	0	46	0	0	0	0	0	0	0	0	0	0	0	0	162
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	2 2	0 0	5 26	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 28
Bus	1 1	0 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 6
Walk/Other	12 12	0 0	1 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 18
Total	15 15	0 0	8 40	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 55
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	15 15	0 0	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 23
Bus	4 4	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Walk/Other	72 72	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	74 74
Total	93 93	0 0	12 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	105 105
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	8 8	0 0	24 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	32 20
Bus	2 2	0 0	4 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 4
Walk/Other	38 38	0 0	5 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	43 41
Total	49 49	0 0	36 18	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	85 67
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	4 4	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	12 12	0 0	16 14	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	28 26
Bus	5 5	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 8
Walk/Other	37 37	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	40 40
Total	58 58	0 0	24 22	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	82 80
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 2
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Total Vehicle Trips																
	In	Out	Total													
AM	1	3	4													
MD	2	2	4													
PM	4	2	6													
SAT	3	3	6													

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 16

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	80 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	66	0	0	0	0	0	0	0	0	0	0	0	0	66					
MD	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	34					
PM	0	0	72	0	0	0	0	0	0	0	0	0	0	0	0	72					
SAT	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	62					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	37	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37
Bus	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Walk/Other	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Total	0	0	0	0	10	56	0	0	0	0	0	0	0	0	0	0	0	0	0	10	56
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	32	15	0	0	0	0	0	0	0	0	0	0	0	0	0	32	15
Bus	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	6	3
Walk/Other	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	7	3
Total	0	0	0	0	49	23	0	0	0	0	0	0	0	0	0	0	0	0	0	49	23
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	21	20	0	0	0	0	0	0	0	0	0	0	0	0	0	21	20
Bus	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Walk/Other	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
Total	0	0	0	0	33	29	0	0	0	0	0	0	0	0	0	0	0	0	0	33	29
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Total Vehicle Trips																					
	In	Out	Total																		
AM	1	3	4																		
MD	1	1	2																		
PM	3	2	5																		
SAT	2	1	3																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 17

Land Use:	Local Retail		Office		Residential		Restaurant		Destination Retail		Supermarket		Auto Repair/Related		Light Industrial		Medical Office (Staff)		Medical Office (Visitors)		Laboratory Space		Hotel		High School (Staff)		High School (Students)		Community Center		Total			
Size/Units:	0 gsf		0 gsf		109 DU		0 gsf		0 gsf		4,699 gsf		0 gsf		0 gsf		17,100 gsf		17,100 gsf		0 gsf		0 rooms		0 Staff		0 gsf		0 gsf					
Peak Hour Trips:																																		
AM	0	0	0	0	90	0	0	0	0	0	30	0	0	0	0	0	42	36	0	0	0	0	0	0	0	0	0	0	0	0	198			
MD	0	0	0	0	46	0	0	0	0	0	116	0	0	0	0	0	30	52	0	0	0	0	0	0	0	0	0	0	0	0	244			
PM	0	0	0	0	98	0	0	0	0	0	98	0	0	0	0	0	42	30	0	0	0	0	0	0	0	0	0	0	0	0	268			
SAT	0	0	0	0	84	0	0	0	0	0	154	0	0	0	0	0	14	24	0	0	0	0	0	0	0	0	0	0	0	0	276			
Person Trips:																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	6	0	0	0	0	1	1	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	18	8
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9	2	
Subway/Railroad	0	0	0	0	9	49	0	0	0	0	1	1	0	0	0	0	20	0	9	1	0	0	0	0	0	0	0	0	0	0	0	39	51	
Bus	0	0	0	0	2	9	0	0	0	0	1	1	0	0	0	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	14	10		
Walk/Other	0	0	0	0	2	11	0	0	0	0	11	13	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	23	24		
Total	0	0	0	0	14	76	0	0	0	0	14	16	0	0	0	0	42	0	33	3	0	0	0	0	0	0	0	0	0	0	103	95		
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	2	3	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	11	12	
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	8	8		
Subway/Railroad	0	0	0	0	15	15	0	0	0	0	3	3	0	0	0	0	1	1	7	7	0	0	0	0	0	0	0	0	0	0	26	26		
Bus	0	0	0	0	3	3	0	0	0	0	3	3	0	0	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	10	10			
Walk/Other	0	0	0	0	3	3	0	0	0	0	44	51	0	0	0	0	13	13	3	3	0	0	0	0	0	0	0	0	0	63	70			
Total	0	0	0	0	23	23	0	0	0	0	54	62	0	0	0	0	15	15	26	26	0	0	0	0	0	0	0	0	0	118	126			
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	5	3	0	0	0	0	2	2	0	0	0	0	0	7	3	5	0	0	0	0	0	0	0	0	0	10	17			
Taxi	0	0	0	0	1	0	0	0	0	0	1	2	0	0	0	0	0	1	2	5	0	0	0	0	0	0	0	0	4	8				
Subway/Railroad	0	0	0	0	42	21	0	0	0	0	2	3	0	0	0	0	0	20	3	6	0	0	0	0	0	0	0	0	47	50				
Bus	0	0	0	0	8	4	0	0	0	0	2	3	0	0	0	0	0	7	1	2	0	0	0	0	0	0	0	0	11	16				
Walk/Other	0	0	0	0	9	5	0	0	0	0	38	43	0	0	0	0	0	7	1	2	0	0	0	0	0	0	0	0	48	57				
Total	0	0	0	0	65	33	0	0	0	0	45	53	0	0	0	0	0	42	10	20	0	0	0	0	0	0	0	0	120	148				
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	3	3	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	10	9				
Taxi	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5				
Subway/Railroad	0	0	0	0	29	26	0	0	0	0	4	4	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	37	34				
Bus	0	0	0	0	5	5	0	0	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10	10					
Walk/Other	0	0	0	0	6	6	0	0	0	0	59	69	0	0	0	0	7	7	1	1	0	0	0	0	0	0	0	73	83					
Total	0	0	0	0	44	40	0	0	0	0	72	82	0	0	0	0	7	7	12	12	0	0	0	0	0	0	0	135	141					
Vehicle Trips :																																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	5	0	0	0	0	1	1	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	13	7			
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	8	2				
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	7	7	0	0	0	0	0	0	0	0	9	9				
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	2	6	0	0	0	0	1	1	0	0	0	0	7	1	12	8	0	0	0	0	0	0	0	0	22	16				
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	1	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	6	7				
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	6	6					
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	11	11					
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	1	0	0	0	0	3	4	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	17	18					
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	4	3	0	0	0	0	1	1	0	0	0	0	6	2	3	0	0	0	0	0	0	0	0	7	13					
Taxi	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	2	4	0	0	0	0	0	0	0	4	6					
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0	1	1	6	6	0	0	0	0	0	0	0	10	10					
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	5	4	0	0	0	0	3	3	0	0	0	0	1	7	8	9	0	0	0	0	0	0	0	17	23					
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	6	6					
Taxi	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	4	4					
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	7	7					
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	2	2	0	0	0	0	4	4	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	13	13					
Total Vehicle Trips																																		
	In	Out	Total																															
AM	22	16	38																															
MD	17	18	35																															
PM	17	23	40																															
SAT	13	13	26																															

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 18

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-8,449 gsf	16,343 gsf	132 DU	0 gsf	0 gsf	0 gsf	0 gsf	-18,210 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-32	36	108	0	0	0	0	-36	0	0	0	0	0	0	0	76
MD	-198	46	54	0	0	0	0	-30	0	0	0	0	0	0	0	-128
PM	-104	42	118	0	0	0	0	-38	0	0	0	0	0	0	0	18
SAT	-122	12	102	0	0	0	0	-6	0	0	0	0	0	0	0	-14
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	6 0	1 7	0 0	0 0	0 0	0 0	-5 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 6
Taxi	0 0	1 0	0 1	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Subway/Railroad	-3 -3	16 1	11 60	0 0	0 0	0 0	0 0	-15 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 56
Bus	-1 -1	6 0	2 11	0 0	0 0	0 0	0 0	-5 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 9
Walk/Other	-12 -12	6 0	2 13	0 0	0 0	0 0	0 0	-5 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-9 0
Total	-16 -16	35 1	16 92	0 0	0 0	0 0	0 0	-31 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 72
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	-16 -16	1 1	18 18	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Bus	-4 -4	1 1	3 3	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Walk/Other	-77 -77	19 21	4 4	0 0	0 0	0 0	0 0	-13 -13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-67 -65
Total	-99 -99	22 24	27 27	0 0	0 0	0 0	0 0	-15 -15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-65 -63
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	1 6	6 3	0 0	0 0	0 0	0 0	-1 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 2
Taxi	0 0	0 1	1 0	0 0	0 0	0 0	0 0	0 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Subway/Railroad	-9 -9	3 17	52 25	0 0	0 0	0 0	0 0	-2 -16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	44 17
Bus	-2 -2	1 6	9 5	0 0	0 0	0 0	0 0	-1 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 4
Walk/Other	-40 -40	1 6	11 6	0 0	0 0	0 0	0 0	-1 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-29 -33
Total	-52 -52	6 36	79 39	0 0	0 0	0 0	0 0	-5 -33	0 0	0 0	0 0	0 0	0 0	0 0	0 0	28 -10
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-4 -4	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-13 -13	0 0	36 31	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 18
Bus	-5 -5	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Walk/Other	-39 -39	7 5	8 7	0 0	0 0	0 0	0 0	-3 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-27 -30
Total	-61 -61	7 5	54 48	0 0	0 0	0 0	0 0	-3 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -11
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	5 0	1 6	0 0	0 0	0 0	0 0	-4 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 5
Taxi	0 0	1 0	0 1	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi (Balanced)	0 0	1 1	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Total	0 0	6 1	2 7	0 0	0 0	0 0	0 0	-6 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 5
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Total	-1 -1	2 2	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	1 5	5 3	0 0	0 0	0 0	0 0	-1 -5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 2
Taxi	0 0	0 1	1 0	0 0	0 0	0 0	0 0	0 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi (Balanced)	0 0	1 1	1 1	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	2 6	6 4	0 0	0 0	0 0	0 0	-2 -6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 3
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-2 -2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	2	5	7													
MD	1	1	2													
PM	5	3	8													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 19

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	11,572 gsf	80 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	26	66	0	0	0	0	0	0	0	0	0	0	0	0	92					
MD	0	32	34	0	0	0	0	0	0	0	0	0	0	0	0	66					
PM	0	30	72	0	0	0	0	0	0	0	0	0	0	0	0	102					
SAT	0	8	62	0	0	0	0	0	0	0	0	0	0	0	0	70					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out			
Auto	0	0	4	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5	4	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	13	1	7	36	0	0	0	0	0	0	0	0	0	0	0	0	20	37	
Bus	0	0	4	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	5	7	
Walk/Other	0	0	4	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	5	9	
Total	0	0	25	1	10	56	0	0	0	0	0	0	0	0	0	0	0	0	35	57	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	1	1	12	12	0	0	0	0	0	0	0	0	0	0	0	0	13	13	
Bus	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
Walk/Other	0	0	14	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16	16	
Total	0	0	16	16	17	17	0	0	0	0	0	0	0	0	0	0	0	0	33	33	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	1	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	5	6	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	2	13	32	15	0	0	0	0	0	0	0	0	0	0	0	0	34	28	
Bus	0	0	1	4	6	3	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
Walk/Other	0	0	1	4	7	3	0	0	0	0	0	0	0	0	0	0	0	0	8	7	
Total	0	0	5	25	49	23	0	0	0	0	0	0	0	0	0	0	0	0	54	48	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	21	20	0	0	0	0	0	0	0	0	0	0	0	0	21	20	
Bus	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	3	
Walk/Other	0	0	4	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9	8	
Total	0	0	4	4	33	29	0	0	0	0	0	0	0	0	0	0	0	0	37	33	
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	3	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	3	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	3	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	4	5	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	4	5	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
Total Vehicle Trips																					
	In	Out	Total																		
AM	4	3	7																		
MD	1	1	2																		
PM	4	5	9																		
SAT	2	1	3																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 20

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	3,904 gsf	12,756 gsf	90 DU	0 gsf	0 gsf	9,867 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	16	28	74	0	0	62	0	0	0	0	0	0	0	0	0	180
MD	92	36	38	0	0	244	0	0	0	0	0	0	0	0	0	410
PM	50	34	80	0	0	204	0	0	0	0	0	0	0	0	0	368
SAT	58	10	70	0	0	322	0	0	0	0	0	0	0	0	0	460
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	5 0	1 5	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 6
Taxi	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	1 1	14 1	8 41	0 0	0 0	1 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	24 45
Bus	0 0	4 0	1 7	0 0	0 0	1 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 9
Walk/Other	7 7	4 0	2 9	0 0	0 0	23 29	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	36 45
Total	8 8	27 1	12 62	0 0	0 0	27 35	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	74 106
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	2 2	0 0	0 0	4 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 8
Taxi	0 0	1 1	0 0	0 0	0 0	3 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Subway/Railroad	8 8	1 1	12 12	0 0	0 0	6 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	27 28
Bus	2 2	1 1	2 2	0 0	0 0	6 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 12
Walk/Other	35 35	14 16	3 3	0 0	0 0	93 109	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	145 163
Total	46 46	17 19	19 19	0 0	0 0	112 132	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	194 216
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	1 5	4 2	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 12
Taxi	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	4 4	2 14	36 17	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	47 40
Bus	1 1	1 5	6 3	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 14
Walk/Other	19 19	1 5	8 4	0 0	0 0	80 90	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	108 118
Total	25 25	5 29	54 26	0 0	0 0	97 107	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	181 187
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	3 3	0 0	0 0	6 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 12
Taxi	0 0	0 0	0 0	0 0	0 0	4 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Subway/Railroad	6 6	0 0	24 22	0 0	0 0	7 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	37 37
Bus	3 3	0 0	4 4	0 0	0 0	7 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 16
Walk/Other	18 18	6 4	5 5	0 0	0 0	123 145	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	152 172
Total	29 29	6 4	36 34	0 0	0 0	147 175	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	218 242
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	4 0	1 4	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 5
Taxi	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	4 0	1 4	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 7
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 1	0 0	0 0	2 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Taxi	0 0	1 1	0 0	0 0	0 0	2 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi (Balanced)	0 0	2 2	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	2 2	1 1	0 0	0 0	7 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 12
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	1 4	3 2	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 9
Taxi	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	1 4	3 2	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 13
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	2 2	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7
Taxi	0 0	0 0	0 0	0 0	0 0	3 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	2 2	0 0	0 0	10 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	13 13
Total Vehicle Trips																
	In	Out	Total													
AM	8	7	15													
MD	11	12	23													
PM	11	13	24													
SAT	13	13	26													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 21

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	10,565 gsf	0 gsf	72 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	13,665 gsf	13,665 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	40	0	60	0	0	0	0	0	34	28	0	0	0	0	0	162
MD	248	0	30	0	0	0	0	0	24	42	0	0	0	0	0	344
PM	130	0	64	0	0	0	0	0	34	24	0	0	0	0	0	252
SAT	154	0	56	0	0	0	0	0	10	18	0	0	0	0	0	238
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	1 4	0 0	0 0	0 0	0 0	0 0	6 0	6 1	0 0	0 0	0 0	0 0	0 0	14 6
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0	6 1	0 0	0 0	0 0	0 0	0 0	7 1
Subway/Railroad	3 3	0 0	6 34	0 0	0 0	0 0	0 0	0 0	16 0	7 1	0 0	0 0	0 0	0 0	0 0	32 38
Bus	1 1	0 0	1 6	0 0	0 0	0 0	0 0	0 0	6 0	3 0	0 0	0 0	0 0	0 0	0 0	11 7
Walk/Other	15 15	0 0	1 7	0 0	0 0	0 0	0 0	0 0	5 0	3 0	0 0	0 0	0 0	0 0	0 0	24 22
Total	20 20	0 0	9 51	0 0	0 0	0 0	0 0	0 0	34 0	25 3	0 0	0 0	0 0	0 0	0 0	88 74
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	3 3	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	9 9
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	7 7
Subway/Railroad	20 20	0 0	10 10	0 0	0 0	0 0	0 0	0 0	1 1	6 6	0 0	0 0	0 0	0 0	0 0	37 37
Bus	5 5	0 0	2 2	0 0	0 0	0 0	0 0	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	10 10
Walk/Other	95 95	0 0	2 2	0 0	0 0	0 0	0 0	0 0	10 10	2 2	0 0	0 0	0 0	0 0	0 0	109 109
Total	124 124	0 0	15 15	0 0	0 0	0 0	0 0	0 0	12 12	21 21	0 0	0 0	0 0	0 0	0 0	172 172
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 6	2 4	0 0	0 0	0 0	0 0	0 0	7 14
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	2 4	0 0	0 0	0 0	0 0	0 0	2 5
Subway/Railroad	11 11	0 0	28 14	0 0	0 0	0 0	0 0	0 0	0 16	2 4	0 0	0 0	0 0	0 0	0 0	41 45
Bus	3 3	0 0	5 3	0 0	0 0	0 0	0 0	0 0	0 6	1 2	0 0	0 0	0 0	0 0	0 0	9 14
Walk/Other	49 49	0 0	6 3	0 0	0 0	0 0	0 0	0 0	0 5	1 2	0 0	0 0	0 0	0 0	0 0	56 59
Total	65 65	0 0	42 22	0 0	0 0	0 0	0 0	0 0	0 34	8 16	0 0	0 0	0 0	0 0	0 0	115 137
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	5 5	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	9 9
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Subway/Railroad	16 16	0 0	20 17	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	39 36
Bus	7 7	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	12 11
Walk/Other	49 49	0 0	4 4	0 0	0 0	0 0	0 0	0 0	5 5	1 1	0 0	0 0	0 0	0 0	0 0	59 59
Total	77 77	0 0	30 26	0 0	0 0	0 0	0 0	0 0	5 5	9 9	0 0	0 0	0 0	0 0	0 0	121 117
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 3	0 0	0 0	0 0	0 0	0 0	5 0	4 1	0 0	0 0	0 0	0 0	0 0	11 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0	5 1	0 0	0 0	0 0	0 0	0 0	6 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	1 3	0 0	0 0	0 0	0 0	0 0	6 1	9 6	0 0	0 0	0 0	0 0	0 0	17 11
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	6 6
Taxi	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Taxi (Balanced)	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 9	0 0	0 0	0 0	0 0	0 0	11 11
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	4 4	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	12 12	0 0	0 0	0 0	0 0	0 0	17 17
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 5	1 2	0 0	0 0	0 0	0 0	0 0	5 10
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	2 3	0 0	0 0	0 0	0 0	0 0	2 4
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	3 2	0 0	0 0	0 0	0 0	0 0	1 6	6 7	0 0	0 0	0 0	0 0	0 0	11 16
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	3 3	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	4 4
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	3 3	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	9 9
Total Vehicle Trips																
	In	Out	Total													
AM	17	11	28													
MD	17	17	34													
PM	11	16	27													
SAT	9	9	18													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 22

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	0 gsf	9,500 gsf	111 DU	0 gsf	0 gsf	0 gsf	0 gsf	-9,500 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	0	22	90	0	0	0	0	-20	0	0	0	0	0	0	0	92				
MD	0	26	46	0	0	0	0	-16	0	0	0	0	0	0	0	56				
PM	0	24	100	0	0	0	0	-20	0	0	0	0	0	0	0	104				
SAT	0	8	86	0	0	0	0	-4	0	0	0	0	0	0	0	90				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	4	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	2	6
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	0	0	11	1	9	49	0	0	0	0	0	0	0	0	0	0	0	0	10	49
Bus	0	0	3	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	2	9
Walk/Other	0	0	3	0	2	11	0	0	0	0	0	0	0	0	0	0	0	0	2	11
Total	0	0	21	1	14	76	0	0	0	0	0	0	0	0	0	0	0	0	16	76
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	1	1	15	15	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Bus	0	0	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	0	0	11	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	13	13	23	23	0	0	0	0	0	0	0	0	0	0	0	0	28	28
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	1	4	5	3	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	0	0	2	9	43	21	0	0	0	0	0	0	0	0	0	0	0	0	44	20
Bus	0	0	1	3	8	4	0	0	0	0	0	0	0	0	0	0	0	0	9	4
Walk/Other	0	0	1	3	10	5	0	0	0	0	0	0	0	0	0	0	0	0	11	5
Total	0	0	5	19	67	33	0	0	0	0	0	0	0	0	0	0	0	0	71	33
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	4	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	31	26	0	0	0	0	0	0	0	0	0	0	0	0	31	26
Bus	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Walk/Other	0	0	4	4	6	6	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Total	0	0	4	4	46	40	0	0	0	0	0	0	0	0	0	0	0	0	48	42
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	3	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	1	5
Taxi	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	2	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	1	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Taxi	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	3	5	4	0	0	0	0	0	0	0	0	0	0	0	0	6	4
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Total Vehicle Trips																				
	In	Out	Total																	
AM	2	6	8																	
MD	1	1	2																	
PM	6	4	10																	
SAT	2	2	4																	

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 23

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	7,898 gsf	37 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	18	30	0	0	0	0	0	0	0	0	0	0	0	0	48
MD	0	22	16	0	0	0	0	0	0	0	0	0	0	0	0	38
PM	0	20	34	0	0	0	0	0	0	0	0	0	0	0	0	54
SAT	0	6	30	0	0	0	0	0	0	0	0	0	0	0	0	36
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	3 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	9 0	3 16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12 16
Bus	0 0	3 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 3
Walk/Other	0 0	3 0	1 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Total	0 0	18 0	5 25	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 25
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Bus	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Walk/Other	0 0	9 9	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 10
Total	0 0	11 11	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19 19
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	1 3	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	1 9	15 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	16 16
Bus	0 0	0 3	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Walk/Other	0 0	0 3	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 5
Total	0 0	2 18	23 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	25 29
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	10 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 10
Bus	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Walk/Other	0 0	3 3	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Total	0 0	3 3	15 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18 18
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	3 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	3 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	1 3	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	1 3	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total Vehicle Trips																
	In	Out	Total													
AM	3	2	5													
MD	1	1	2													
PM	3	4	7													
SAT	1	1	2													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 24

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	0 gsf	0 gsf	50 DU	0 gsf	0 gsf	0 gsf	0 gsf	19,440 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	0	0	42	0	0	0	0	38	0	0	0	0	0	0	0	80				
MD	0	0	22	0	0	0	0	32	0	0	0	0	0	0	0	54				
PM	0	0	46	0	0	0	0	42	0	0	0	0	0	0	0	88				
SAT	0	0	40	0	0	0	0	6	0	0	0	0	0	0	0	46				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	7	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Subway/Railroad	0	0	0	0	4	23	0	0	0	0	0	0	0	0	0	0	0	0	20	25
Bus	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	6	5
Walk/Other	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	0	0	7	35	0	0	0	0	0	0	0	0	0	0	0	0	40	40
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Total	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	27	27
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Subway/Railroad	0	0	0	0	21	10	0	0	0	0	0	0	0	0	0	0	0	0	23	27
Bus	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	5	8
Walk/Other	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	5	8
Total	0	0	0	0	31	15	0	0	0	0	0	0	0	0	0	0	0	0	36	52
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	14	12	0	0	0	0	0	0	0	0	0	0	0	0	14	12
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Walk/Other	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	0	0	0	21	19	0	0	0	0	0	0	0	0	0	0	0	0	24	22
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	6	4
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	8	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	7
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total Vehicle Trips																				
	In	Out	Total																	
AM	8	6	14																	
MD	2	2	4																	
PM	4	8	12																	
SAT	1	1	2																	

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 25

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	23 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20		
MD	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10		
PM	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22		
SAT	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	12	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0	0	3
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	9
Bus	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	14	8	0	0	0	0	0	0	0	0	0	0	0	14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	6
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	9
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Vehicle Trips																		
	In	Out	Total															
AM	0	1	1															
MD	0	0	0															
PM	1	1	2															
SAT	1	1	2															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 26

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	1,283 gsf	0 gsf	62 DU	0 gsf	0 gsf	0 gsf	0 gsf	-3,780 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	6	0	52	0	0	0	0	-8	0	0	0	0	0	0	0	50
MD	30	0	26	0	0	0	0	-8	0	0	0	0	0	0	0	48
PM	16	0	56	0	0	0	0	-8	0	0	0	0	0	0	0	64
SAT	20	0	48	0	0	0	0	-2	0	0	0	0	0	0	0	66
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 4	0 0	0 0	0 0	0 0	-2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	5 29	0 0	0 0	0 0	0 0	-4 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 29
Bus	0 0	0 0	1 5	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 5
Walk/Other	3 3	0 0	1 6	0 0	0 0	0 0	0 0	-1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 9
Total	3 3	0 0	8 44	0 0	0 0	0 0	0 0	-8 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 47
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	2 2	0 0	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 10
Bus	1 1	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Walk/Other	12 12	0 0	2 2	0 0	0 0	0 0	0 0	-4 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 10
Total	15 15	0 0	13 13	0 0	0 0	0 0	0 0	-4 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	24 24
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	3 1	0 0	0 0	0 0	0 0	0 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	1 1	0 0	25 13	0 0	0 0	0 0	0 0	-4 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 10
Bus	0 0	0 0	4 2	0 0	0 0	0 0	0 0	0 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 1
Walk/Other	7 7	0 0	5 3	0 0	0 0	0 0	0 0	0 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12 9
Total	8 8	0 0	37 19	0 0	0 0	0 0	0 0	0 -8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	45 19
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	1 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	2 2	0 0	17 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19 17
Bus	1 1	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Walk/Other	6 6	0 0	4 3	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 8
Total	10 10	0 0	25 23	0 0	0 0	0 0	0 0	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	34 32
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 3	0 0	0 0	0 0	0 0	-2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 3	0 0	0 0	0 0	0 0	-2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	3 1	0 0	0 0	0 0	0 0	0 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	3 1	0 0	0 0	0 0	0 0	0 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 -1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total Vehicle Trips																
	In	Out	Total													
AM	-1	3	2													
MD	1	1	2													
PM	3	-1	2													
SAT	2	2	4													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 27

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 29

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-8,357 gsf	5,790 gsf	53 DU	0 gsf	0 gsf	8,357 gsf	0 gsf	0 gsf	2,000 gsf	2,000 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-32	14	44	0	0	52	0	0	6	6	0	0	0	0	0	90
MD	-196	16	22	0	0	206	0	0	4	8	0	0	0	0	0	60
PM	-104	16	48	0	0	172	0	0	6	4	0	0	0	0	0	142
SAT	-122	4	42	0	0	272	0	0	2	4	0	0	0	0	0	202
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	2 0	1 3	0 0	0 0	1 1	0 0	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	6 4
Taxi	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	2 1
Subway/Railroad	-3 -3	7 1	5 24	0 0	0 0	1 1	0 0	0 0	3 0	2 0	0 0	0 0	0 0	0 0	0 0	15 23
Bus	-1 -1	2 0	1 4	0 0	0 0	1 1	0 0	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	5 4
Walk/Other	-12 -12	2 0	1 5	0 0	0 0	19 25	0 0	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	12 18
Total	-16 -16	13 1	8 36	0 0	0 0	23 29	0 0	0 0	6 0	6 0	0 0	0 0	0 0	0 0	0 0	40 50
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	1 1	0 0	0 0	4 3	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	4 3
Taxi	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	4 4
Subway/Railroad	-16 -16	1 1	7 7	0 0	0 0	5 6	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	-1 0
Bus	-4 -4	0 0	1 1	0 0	0 0	5 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3
Walk/Other	-76 -76	7 7	2 2	0 0	0 0	79 92	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	14 27
Total	-98 -98	8 8	11 11	0 0	0 0	96 110	0 0	0 0	2 2	4 4	0 0	0 0	0 0	0 0	0 0	23 37
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 2	3 1	0 0	0 0	3 4	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0	5 8
Taxi	0 0	0 0	0 0	0 0	0 0	2 3	0 0	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	2 4
Subway/Railroad	-9 -9	2 8	21 10	0 0	0 0	4 5	0 0	0 0	0 3	1 1	0 0	0 0	0 0	0 0	0 0	19 18
Bus	-2 -2	0 2	4 2	0 0	0 0	4 5	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	6 8
Walk/Other	-40 -40	0 2	5 2	0 0	0 0	67 75	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	32 40
Total	-52 -52	2 14	33 15	0 0	0 0	80 92	0 0	0 0	0 6	1 3	0 0	0 0	0 0	0 0	0 0	64 78
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-4 -4	0 0	2 2	0 0	0 0	5 6	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	4 5
Taxi	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Subway/Railroad	-13 -13	0 0	14 13	0 0	0 0	6 7	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	8 8
Bus	-5 -5	0 0	3 2	0 0	0 0	6 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Walk/Other	-39 -39	2 2	3 3	0 0	0 0	105 122	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	72 89
Total	-61 -61	2 2	22 20	0 0	0 0	126 146	0 0	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	92 110
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	2 0	1 3	0 0	0 0	1 1	0 0	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	6 4
Taxi	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	2 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 3
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	2 0	1 3	0 0	0 0	3 3	0 0	0 0	1 0	2 1	0 0	0 0	0 0	0 0	0 0	9 7
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 1	0 0	0 0	2 2	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 3
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	6 6
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	1 1	0 0	0 0	6 6	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	9 9
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 2	3 1	0 0	0 0	2 2	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0	4 6
Taxi	0 0	0 0	0 0	0 0	0 0	1 2	0 0	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	1 3
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	4 4
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 2	3 1	0 0	0 0	5 5	0 0	0 0	0 1	1 2	0 0	0 0	0 0	0 0	0 0	8 10
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	1 1	0 0	0 0	3 4	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 4
Taxi	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-2 -2	0 0	1 1	0 0	0 0	8 9	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	8 9
Total Vehicle Trips																
	<u>In</u>	<u>Out</u>	<u>Total</u>													
AM	9	7	16													
MD	9	9	18													
PM	8	10	18													
SAT	8	9	17													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 30

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	39 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	8,993 gsf	8,993 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	32	0	0	0	0	0	22	20	0	0	0	0	0	74		
MD	0	0	16	0	0	0	0	0	16	28	0	0	0	0	0	60		
PM	0	0	36	0	0	0	0	0	22	16	0	0	0	0	0	74		
SAT	0	0	30	0	0	0	0	0	8	12	0	0	0	0	0	50		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Subway/Railroad	0	0	0	0	3	17	0	0	0	0	0	0	0	0	0	0	17	18
Bus	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7	4
Walk/Other	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7	4
Total	0	0	0	0	5	27	0	0	0	0	0	0	0	0	0	0	44	30
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5	5
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	10	10
Total	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	30	30
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	8
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Subway/Railroad	0	0	0	0	16	8	0	0	0	0	0	0	0	0	0	0	17	21
Bus	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	6
Walk/Other	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	4	7
Total	0	0	0	0	24	12	0	0	0	0	0	0	0	0	0	0	29	45
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Subway/Railroad	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	11	11
Bus	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	3
Walk/Other	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	7	7
Total	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	25	25
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	9	6
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	8
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	6
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	7	10
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	4
Total Vehicle Trips																		
	In	Out	Total															
AM	9	6	15															
MD	8	8	16															
PM	7	10	17															
SAT	4	4	8															

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 31

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	11 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10					
MD	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6					
PM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10					
SAT	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips	<u>In</u>	<u>Out</u>	<u>Total</u>																		
AM	0	1	1																		
MD	0	0	0																		
PM	1	0	1																		
SAT	0	0	0																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 32

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total			
Size/Units:	-3,910 gsf	0 gsf	37 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf				
Peak Hour Trips:																			
AM	-16	0	30	0	0	0	0	0	0	0	0	0	0	0	0	14			
MD	-92	0	16	0	0	0	0	0	0	0	0	0	0	0	0	-76			
PM	-50	0	34	0	0	0	0	0	0	0	0	0	0	0	0	-16			
SAT	-58	0	30	0	0	0	0	0	0	0	0	0	0	0	0	-28			
Person Trips:																			
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-1	-1	0	0	3	16	0	0	0	0	0	0	0	0	0	0	0	2	15
Bus	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	3
Walk/Other	-7	-7	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	-6	-3
Total	-8	-8	0	0	5	25	0	0	0	0	0	0	0	0	0	0	0	-3	17
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-8	-8	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	-3	-3
Bus	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-35	-35	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-34	-34
Total	-46	-46	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	-38	-38
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-4	-4	0	0	15	7	0	0	0	0	0	0	0	0	0	0	0	11	3
Bus	-1	-1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	2	0
Walk/Other	-19	-19	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	-16	-17
Total	-25	-25	0	0	23	11	0	0	0	0	0	0	0	0	0	0	0	-2	-14
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	-2	-2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	-6	-6	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	4	4
Bus	-3	-3	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-1	-1
Walk/Other	-18	-18	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	-16	-16
Total	-29	-29	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	-14	-14
Vehicle Trips :																			
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																			
	In	Out	Total																
AM	0	2	2																
MD	0	0	0																
PM	1	0	1																
SAT	0	0	0																

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 33

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	7,799 gsf	56 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	18	46	0	0	0	0	0	0	0	0	0	0	0	0	64
MD	0	22	24	0	0	0	0	0	0	0	0	0	0	0	0	46
PM	0	20	50	0	0	0	0	0	0	0	0	0	0	0	0	70
SAT	0	6	44	0	0	0	0	0	0	0	0	0	0	0	0	50
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	3 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	9 0	5 25	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14 25
Bus	0 0	3 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Walk/Other	0 0	3 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Total	0 0	18 0	8 38	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 38
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	1 1	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 9
Bus	0 0	1 1	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Walk/Other	0 0	9 9	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 11
Total	0 0	11 11	12 12	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 23
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	1 3	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	1 9	22 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 20
Bus	0 0	0 3	4 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
Walk/Other	0 0	0 3	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Total	0 0	2 18	34 16	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	36 34
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	15 14	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	15 14
Bus	0 0	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Walk/Other	0 0	3 3	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Total	0 0	3 3	23 21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	26 24
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	3 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	3 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	1 3	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	1 3	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total Vehicle Trips																
	In	Out	Total													
AM	4	3	7													
MD	1	1	2													
PM	4	4	8													
SAT	1	1	2													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 35

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	194 gsf	0 gsf	5 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
MD	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
PM	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
SAT	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	8
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Walk/Other	1 1	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 2
Total	1 1	0 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 6
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Total	3 3	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 1
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	2 2	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Total	2 2	0 0	4 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 4
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total	2 2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	<u>In</u>	<u>Out</u>	<u>Total</u>													
AM	0	0	0													
MD	0	0	0													
PM	0	1	1													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 36

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	3 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 4
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	0	0	0													
MD	0	0	0													
PM	0	0	0													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 37

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/ Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	0 gsf	0 gsf	2 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
SAT	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																				
	In	Out	Total																	
AM	0	0	0																	
MD	0	0	0																	
PM	0	0	0																	
SAT	0	0	0																	

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 39

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total	
Size/Units:	0 gsf	0 gsf	4 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf		
Peak Hour Trips:																	
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	
Person Trips:																	
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Subway/Railroad	0 0	0 0	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3	
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Walk/Other	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	
Total	0 0	0 0	0 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 4	
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Subway/Railroad	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1	
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Subway/Railroad	0 0	0 0	0 3	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3	
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 3	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3	
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Subway/Railroad	0 0	0 0	0 2	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2	
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 2	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2	
Vehicle Trips :																	
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	
Total Vehicle Trips																	
	In	Out	Total														
AM	0	0	0														
MD	0	0	0														
PM	0	0	0														
SAT	0	0	0														

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 40

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	9 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8					
MD	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
PM	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8					
SAT	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																					
	In	Out	Total																		
AM	0	1	1																		
MD	0	0	0																		
PM	0	0	0																		
SAT	0	0	0																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 41

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-6,120 gsf	0 gsf	12 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	6,120 gsf	6,120 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-24	0	10	0	0	0	0	0	16	14	0	0	0	0	0	16
MD	-144	0	6	0	0	0	0	0	12	20	0	0	0	0	0	-106
PM	-76	0	12	0	0	0	0	0	16	12	0	0	0	0	0	-36
SAT	-90	0	10	0	0	0	0	0	6	8	0	0	0	0	0	-66
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	3 0	3 0	0 0	0 0	0 0	0 0	0 0	6 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 0	0 0	0 0	0 0	0 0	0 0	3 0
Subway/Railroad	-2 -2	0 0	1 6	0 0	0 0	0 0	0 0	0 0	7 0	5 0	0 0	0 0	0 0	0 0	0 0	11 4
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	3 0	2 0	0 0	0 0	0 0	0 0	0 0	5 1
Walk/Other	-10 -10	0 0	0 1	0 0	0 0	0 0	0 0	0 0	3 0	1 0	0 0	0 0	0 0	0 0	0 0	-6 -9
Total	-12 -12	0 0	1 9	0 0	0 0	0 0	0 0	0 0	16 0	14 0	0 0	0 0	0 0	0 0	0 0	19 -3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	-12 -12	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	-6 -6
Bus	-3 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	-2 -2
Walk/Other	-55 -55	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6	0 0	0 0	0 0	0 0	0 0	0 0	-49 -49
Total	-72 -72	0 0	3 3	0 0	0 0	0 0	0 0	0 0	6 6	10 10	0 0	0 0	0 0	0 0	0 0	-53 -53
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 3	1 2	0 0	0 0	0 0	0 0	0 0	1 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 2	0 0	0 0	0 0	0 0	0 0	1 2
Subway/Railroad	-6 -6	0 0	5 3	0 0	0 0	0 0	0 0	0 0	0 7	1 2	0 0	0 0	0 0	0 0	0 0	0 6
Bus	-2 -2	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 3	1 1	0 0	0 0	0 0	0 0	0 0	0 2
Walk/Other	-29 -29	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 3	0 1	0 0	0 0	0 0	0 0	0 0	-28 -24
Total	-38 -38	0 0	8 4	0 0	0 0	0 0	0 0	0 0	0 16	4 8	0 0	0 0	0 0	0 0	0 0	-26 -10
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-3 -3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	-2 -2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	-9 -9	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	-4 -4
Bus	-4 -4	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -3
Walk/Other	-29 -29	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	-25 -25
Total	-45 -45	0 0	5 5	0 0	0 0	0 0	0 0	0 0	3 3	4 4	0 0	0 0	0 0	0 0	0 0	-33 -33
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	3 0	2 0	0 0	0 0	0 0	0 0	0 0	5 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 0	0 0	0 0	0 0	0 0	0 0	3 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	3 3
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	3 0	5 3	0 0	0 0	0 0	0 0	0 0	8 4
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	3 3
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5	0 0	0 0	0 0	0 0	0 0	5 5
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 7	0 0	0 0	0 0	0 0	0 0	6 6
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 3	1 1	0 0	0 0	0 0	0 0	0 0	1 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 2	0 0	0 0	0 0	0 0	0 0	1 2
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	3 3
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 3	4 4	0 0	0 0	0 0	0 0	0 0	4 6
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-2 -2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	1 1
Total Vehicle Trips																
	In	Out	Total													
AM	8	4	12													
MD	6	6	12													
PM	4	6	10													
SAT	1	1	2													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 42

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	0 gsf	0 gsf	4 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																				
	<u>In</u>	<u>Out</u>	<u>Total</u>																	
AM	0	0	0																	
MD	0	0	0																	
PM	0	0	0																	
SAT	0	0	0																	

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 43

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	19 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16		
MD	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8		
PM	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	18		
SAT	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	8
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	12	6	0	0	0	0	0	0	0	0	0	0	0	12
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	8
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total Vehicle Trips																		
	In	Out	Total															
AM	0	1	1															
MD	0	0	0															
PM	1	0	1															
SAT	1	1	2															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 44

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	5 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6		
MD	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4		
PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6		
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																		
	In	Out	Total															
AM	0	0	0															
MD	0	0	0															
PM	0	0	0															
SAT	0	0	0															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 45

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	0 gsf	0 gsf	3 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Total	0 0	0 0	0 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 4
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 3	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 3	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 3
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	0 2	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 2	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 2
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	0	0	0													
MD	0	0	0													
PM	0	0	0													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 46

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-4,609 gsf	0 gsf	12 DU	4,609 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-18	0	10	0	0	0	0	0	0	0	0	0	0	0	0	-8
MD	-108	0	6	38	0	0	0	0	0	0	0	0	0	0	0	-64
PM	-58	0	12	58	0	0	0	0	0	0	0	0	0	0	0	12
SAT	-68	0	10	80	0	0	0	0	0	0	0	0	0	0	0	22
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-1 -1	0 0	1 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 5
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Walk/Other	-8 -8	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 -7
Total	-9 -9	0 0	1 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-9 -9	0 0	3 3	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -3
Bus	-2 -2	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Walk/Other	-42 -42	0 0	0 0	15 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-27 -27
Total	-54 -54	0 0	3 3	19 19	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-32 -32
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	1 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-5 -5	0 0	5 3	6 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 1
Bus	-1 -1	0 0	1 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 0
Walk/Other	-22 -22	0 0	1 1	30 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 -6
Total	-29 -29	0 0	8 4	39 19	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18 -6
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-7 -7	0 0	3 3	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Bus	-3 -3	0 0	1 1	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Walk/Other	-22 -22	0 0	1 1	25 25	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Total	-34 -34	0 0	5 5	40 40	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 11
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	0	1	1													
MD	-1	-1	-2													
PM	0	-1	-1													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 47

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	4 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2					
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																					
	<u>In</u>	<u>Out</u>	<u>Total</u>																		
AM	0	0	0																		
MD	0	0	0																		
PM	0	0	0																		
SAT	0	0	0																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 48

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total				
Size/Units:	0 gsf	0 gsf	1 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf					
Peak Hour Trips:																				
AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
SAT	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2				
Person Trips:																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Vehicle Trips :																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																				
	<u>In</u>	<u>Out</u>	<u>Total</u>																	
AM	0	0	0																	
MD	0	0	0																	
PM	0	0	0																	
SAT	0	0	0																	

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 49

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-10,800 gsf	0 gsf	60 DU	0 gsf	12,314 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-40	0	50	0	30	0	0	0	0	0	0	0	0	0	0	40
MD	-254	0	26	0	88	0	0	0	0	0	0	0	0	0	0	-140
PM	-134	0	54	0	88	0	0	0	0	0	0	0	0	0	0	8
SAT	-156	0	48	0	126	0	0	0	0	0	0	0	0	0	0	18
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	1 3	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 4
Taxi	0 0	0 0	0 0	0 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Subway/Railroad	-3 -3	0 0	5 28	0 0	5 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 28
Bus	-1 -1	0 0	1 5	0 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 5
Walk/Other	-15 -15	0 0	1 6	0 0	7 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-7 -5
Total	-20 -20	0 0	8 42	0 0	19 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 33
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-3 -3	0 0	1 1	0 0	7 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 4
Taxi	-1 -1	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Subway/Railroad	-21 -21	0 0	8 8	0 0	12 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -2
Bus	-5 -5	0 0	2 2	0 0	6 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Walk/Other	-97 -97	0 0	2 2	0 0	18 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-77 -80
Total	-127 -127	0 0	13 13	0 0	47 41	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-67 -73
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	3 1	0 0	6 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 6
Taxi	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Subway/Railroad	-11 -11	0 0	24 12	0 0	11 13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	24 14
Bus	-3 -3	0 0	4 2	0 0	5 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 5
Walk/Other	-51 -51	0 0	5 3	0 0	15 17	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-31 -31
Total	-67 -67	0 0	36 18	0 0	41 47	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 -2
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-5 -5	0 0	2 2	0 0	12 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 7
Taxi	0 0	0 0	0 0	0 0	7 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 6
Subway/Railroad	-16 -16	0 0	16 15	0 0	11 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 8
Bus	-7 -7	0 0	3 3	0 0	14 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 7
Walk/Other	-50 -50	0 0	4 3	0 0	25 21	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-21 -26
Total	-78 -78	0 0	25 23	0 0	69 57	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	16 2
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 3	0 0	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 3
Taxi	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	1 3	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 5
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	1 1	0 0	4 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Taxi	-1 -1	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	-2 -2	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-4 -4	0 0	1 1	0 0	8 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 4
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	3 1	0 0	3 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 4
Taxi	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi (Balanced)	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	3 1	0 0	7 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 8
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-3 -3	0 0	1 1	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi	0 0	0 0	0 0	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Taxi (Balanced)	0 0	0 0	0 0	0 0	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-3 -3	0 0	1 1	0 0	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Total Vehicle Trips																
	In	Out	Total													
AM	4	5	9													
MD	5	4	9													
PM	9	8	17													
SAT	6	6	12													

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 50

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																		
	<u>In</u>	<u>Out</u>	<u>Total</u>															
AM	0	0	0															
MD	0	0	0															
PM	0	0	0															
SAT	0	0	0															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 51

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total						
Size/Units:	0 gsf	0 gsf	10 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf							
Peak Hour Trips:																						
AM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10						
MD	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6						
PM	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10						
SAT	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8						
Person Trips:																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3
Vehicle Trips :																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																						
	In	Out	Total																			
AM	0	1	1																			
MD	0	0	0																			
PM	1	0	1																			
SAT	0	0	0																			

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 52

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	226 gsf	0 gsf	6 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	8
MD	6	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
PM	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
SAT	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	10
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 3
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Walk/Other	1 1	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 2
Total	1 1	0 0	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 6
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Total	3 3	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	4 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 1
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	2 2	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 2
Total	2 2	0 0	5 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 3
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total	2 2	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	<u>In</u>	<u>Out</u>	<u>Total</u>													
AM	0	0	0													
MD	0	0	0													
PM	0	0	0													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 53

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-3,375 gsf	0 gsf	3 DU	3,375 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-14	0	4	0	0	0	0	0	0	0	0	0	0	0	0	-10
MD	-80	0	2	28	0	0	0	0	0	0	0	0	0	0	0	-50
PM	-42	0	4	42	0	0	0	0	0	0	0	0	0	0	0	4
SAT	-50	0	4	58	0	0	0	0	0	0	0	0	0	0	0	12
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-1 -1	0 0	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 2
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	-6 -6	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-6 -5
Total	-7 -7	0 0	0 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-7 -3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-7 -7	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 -4
Bus	-2 -2	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Walk/Other	-31 -31	0 0	0 0	11 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-20 -20
Total	-40 -40	0 0	1 1	14 14	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-25 -25
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-3 -3	0 0	3 1	5 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 0
Bus	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	-16 -16	0 0	0 0	22 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 -5
Total	-21 -21	0 0	3 1	28 14	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10 -6
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-5 -5	0 0	2 2	6 6	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 3
Bus	-2 -2	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Walk/Other	-16 -16	0 0	0 0	18 18	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total	-25 -25	0 0	2 2	29 29	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	0	0	0													
MD	0	0	0													
PM	-1	-1	-2													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 54

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	15 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14					
MD	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8					
PM	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14					
SAT	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	13	0	0	0	0	0	0	0	0	0	0	0	0	1	13	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	6	3	
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	9	5	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	6	6	
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Vehicle Trips																					
	In	Out	Total																		
AM	0	1	1																		
MD	0	0	0																		
PM	1	0	1																		
SAT	0	0	0																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 55

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-4,775 gsf	0 gsf	14 DU	4,775 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-18	0	12	0	0	0	0	0	0	0	0	0	0	0	0	-6
MD	-112	0	6	40	0	0	0	0	0	0	0	0	0	0	0	-66
PM	-60	0	14	60	0	0	0	0	0	0	0	0	0	0	0	14
SAT	-70	0	12	82	0	0	0	0	0	0	0	0	0	0	0	24
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-1 -1	0 0	1 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Walk/Other	-8 -8	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 -6
Total	-9 -9	0 0	1 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-8 2
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-9 -9	0 0	3 3	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-3 -3
Bus	-2 -2	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Walk/Other	-43 -43	0 0	0 0	15 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-28 -28
Total	-56 -56	0 0	3 3	20 20	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-33 -33
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-5 -5	0 0	7 3	7 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 1
Bus	-1 -1	0 0	1 1	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Walk/Other	-23 -23	0 0	1 1	31 15	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 -7
Total	-30 -30	0 0	9 5	41 19	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	20 -6
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-3 -3	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-7 -7	0 0	4 4	9 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Bus	-3 -3	0 0	1 1	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Walk/Other	-22 -22	0 0	1 1	25 25	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 4
Total	-35 -35	0 0	6 6	41 41	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	12 12
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	-2 -2	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	0	0	0													
MD	0	0	0													
PM	-1	-1	-2													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 57

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	18 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16					
MD	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8					
PM	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16					
SAT	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
Bus	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	0	2	14	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	7	3	
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Walk/Other	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	
Total	0	0	0	0	11	5	0	0	0	0	0	0	0	0	0	0	0	0	11	5	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	7	7	
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total Vehicle Trips																					
	<u>In</u>	<u>Out</u>	<u>Total</u>																		
AM	0	1	1																		
MD	0	0	0																		
PM	1	0	1																		
SAT	1	1	2																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 58

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-2,491 gsf	0 gsf	2 DU	2,491 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-10	0	2	0	0	0	0	0	0	0	0	0	0	0	0	-8
MD	-60	0	2	22	0	0	0	0	0	0	0	0	0	0	0	-36
PM	-32	0	2	32	0	0	0	0	0	0	0	0	0	0	0	2
SAT	-36	0	2	44	0	0	0	0	0	0	0	0	0	0	0	10
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-1 -1	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 1
Bus	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	-4 -4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 -4
Total	-5 -5	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-5 -3
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-5 -5	0 0	1 1	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Bus	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Walk/Other	-23 -23	0 0	0 0	8 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-15 -15
Total	-30 -30	0 0	1 1	11 11	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-18 -18
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-3 -3	0 0	2 0	4 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	3 -1
Bus	-1 -1	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Walk/Other	-12 -12	0 0	0 0	16 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	4 -4
Total	-16 -16	0 0	2 0	22 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8 -6
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-4 -4	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Bus	-2 -2	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Walk/Other	-11 -11	0 0	0 0	13 13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total	-18 -18	0 0	1 1	22 22	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total Vehicle Trips																
	In	Out	Total													
AM	0	0	0													
MD	-1	-1	-2													
PM	0	0	0													
SAT	0	0	0													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 59

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	-5,820 gsf	0 gsf	17 DU	5,820 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	-22	0	14	0	0	0	0	0	0	0	0	0	0	0	0	-8
MD	-138	0	8	48	0	0	0	0	0	0	0	0	0	0	0	-82
PM	-72	0	16	72	0	0	0	0	0	0	0	0	0	0	0	16
SAT	-84	0	14	100	0	0	0	0	0	0	0	0	0	0	0	30
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-2 -2	0 0	1 9	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 7
Bus	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 1
Walk/Other	-9 -9	0 0	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-9 -6
Total	-11 -11	0 0	1 13	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-10 2
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-2 -2	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-11 -11	0 0	3 3	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-4 -4
Bus	-3 -3	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-2 -2
Walk/Other	-53 -53	0 0	1 1	18 18	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-34 -34
Total	-69 -69	0 0	4 4	24 24	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-41 -41
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-1 -1	0 0	1 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-6 -6	0 0	7 3	8 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 1
Bus	-1 -1	0 0	1 1	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 1
Walk/Other	-28 -28	0 0	2 1	37 18	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11 -9
Total	-36 -36	0 0	11 5	48 24	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	23 -7
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	-3 -3	0 0	1 1	4 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Subway/Railroad	-9 -9	0 0	4 4	10 10	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Bus	-4 -4	0 0	1 1	5 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Walk/Other	-26 -26	0 0	1 1	31 31	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 6
Total	-42 -42	0 0	7 7	50 50	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	15 15
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	-1 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	-1 -1	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	-1 -1	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 -1
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	-2 -2	0 0	1 1	2 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Truck	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1
Total	-2 -2	0 0	1 1	3 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2
Total Vehicle Trips																
	In	Out	Total													
AM	0	0	0													
MD	0	0	0													
PM	0	-1	-1													
SAT	2	2	4													

Notes:
40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
25% taxi overlap

Site 60

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																		
	<u>In</u>	<u>Out</u>	<u>Total</u>															
AM	0	0	0															
MD	0	0	0															
PM	0	0	0															
SAT	0	0	0															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 61

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Size/Units:	0 gsf	0 gsf	0 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Peak Hour Trips:																		AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Person Trips:																		AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Subway/Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Vehicle Trips :																			AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total Vehicle Trips																				In	Out	Total																AM	0	0	0																MD	0	0	0																PM	0	0	0																SAT	0	0	0															
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Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 62

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	13 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12		
MD	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6		
PM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12		
SAT	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	5
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	8
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																		
	In	Out	Total															
AM	0	1	1															
MD	0	0	0															
PM	1	0	1															
SAT	0	0	0															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 64

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	3 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
MD	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2					
PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
SAT	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																					
	In	Out	Total																		
AM	0	1	1																		
MD	0	0	0																		
PM	0	0	0																		
SAT	0	0	0																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 65

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total						
Size/Units:	0 gsf	0 gsf	6 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf							
Peak Hour Trips:																						
AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6						
MD	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4						
PM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6						
SAT	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6						
Person Trips:																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subway/Railroad	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Total	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Vehicle Trips :																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																						
	<u>In</u>	<u>Out</u>	<u>Total</u>																			
AM	0	0	0																			
MD	0	0	0																			
PM	0	0	0																			
SAT	0	0	0																			

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 66

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total		
Size/Units:	0 gsf	0 gsf	14 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf			
Peak Hour Trips:																		
AM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12		
MD	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6		
PM	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14		
SAT	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12		
Person Trips:																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	1	8
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	1	11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	3
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	6	3
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	5	0	0	0	0	0	0	0	0	0	0	9	5
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	4
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6	6
Vehicle Trips :																		
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips																		
	<u>In</u>	<u>Out</u>	<u>Total</u>															
AM	0	0	0															
MD	0	0	0															
PM	1	0	1															
SAT	0	0	0															

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 67

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total					
Size/Units:	0 gsf	0 gsf	13 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf						
Peak Hour Trips:																					
AM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12					
MD	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6					
PM	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12					
SAT	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10					
Person Trips:																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Bus	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Walk/Other	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0	0	0	1	11	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	5	3	
Bus	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	0	8	4		
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subway/Railroad	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
Bus	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Walk/Other	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Total	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	5		
Vehicle Trips :																					
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
Auto (Total)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Vehicle Trips																					
	<u>In</u>	<u>Out</u>	<u>Total</u>																		
AM	0	1	1																		
MD	0	0	0																		
PM	1	0	1																		
SAT	0	0	0																		

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 69

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total
Size/Units:	4,125 gsf	0 gsf	52 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf	4,125 gsf	4,125 gsf	0 gsf	0 rooms	0 Staff	0 gsf	0 gsf	
Peak Hour Trips:																
AM	16	0	42	0	0	0	0	0	10	10	0	0	0	0	0	78
MD	98	0	22	0	0	0	0	0	8	14	0	0	0	0	0	142
PM	52	0	48	0	0	0	0	0	10	8	0	0	0	0	0	118
SAT	60	0	40	0	0	0	0	0	4	6	0	0	0	0	0	110
Person Trips:																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	2 0	2 0	0 0	0 0	0 0	0 0	0 0	5 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 0	0 0	0 0	0 0	0 0	0 0	2 0
Subway/Railroad	1 1	0 0	4 23	0 0	0 0	0 0	0 0	0 0	4 0	4 0	0 0	0 0	0 0	0 0	0 0	13 24
Bus	0 0	0 0	1 4	0 0	0 0	0 0	0 0	0 0	2 0	1 0	0 0	0 0	0 0	0 0	0 0	4 4
Walk/Other	7 7	0 0	1 5	0 0	0 0	0 0	0 0	0 0	2 0	1 0	0 0	0 0	0 0	0 0	0 0	11 12
Total	8 8	0 0	7 35	0 0	0 0	0 0	0 0	0 0	10 0	10 0	0 0	0 0	0 0	0 0	0 0	35 43
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	4 4
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	8 8	0 0	7 7	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	17 17
Bus	2 2	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	4 4
Walk/Other	38 38	0 0	2 2	0 0	0 0	0 0	0 0	0 0	4 4	1 1	0 0	0 0	0 0	0 0	0 0	45 45
Total	49 49	0 0	11 11	0 0	0 0	0 0	0 0	0 0	4 4	7 7	0 0	0 0	0 0	0 0	0 0	71 71
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	1 1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 2	1 1	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	4 4	0 0	21 10	0 0	0 0	0 0	0 0	0 0	0 4	1 2	0 0	0 0	0 0	0 0	0 0	26 20
Bus	1 1	0 0	4 2	0 0	0 0	0 0	0 0	0 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	5 5
Walk/Other	20 20	0 0	5 2	0 0	0 0	0 0	0 0	0 0	0 2	0 1	0 0	0 0	0 0	0 0	0 0	25 25
Total	26 26	0 0	33 15	0 0	0 0	0 0	0 0	0 0	0 10	3 5	0 0	0 0	0 0	0 0	0 0	62 56
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto	2 2	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Subway/Railroad	6 6	0 0	13 12	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	20 19
Bus	3 3	0 0	3 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	6 5
Walk/Other	19 19	0 0	3 3	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	0 0	24 24
Total	30 30	0 0	21 19	0 0	0 0	0 0	0 0	0 0	2 2	3 3	0 0	0 0	0 0	0 0	0 0	56 54
Vehicle Trips :																
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	2 0	1 0	0 0	0 0	0 0	0 0	0 0	4 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 0	0 0	0 0	0 0	0 0	0 0	2 0
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	0 0	0 0	1 3	0 0	0 0	0 0	0 0	0 0	2 0	3 2	0 0	0 0	0 0	0 0	0 0	6 5
MD	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	5 5
PM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 2	1 1	0 0	0 0	0 0	0 0	0 0	5 5
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	3 1	0 0	0 0	0 0	0 0	0 0	0 2	3 3	0 0	0 0	0 0	0 0	0 0	7 7
SAT	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
Auto (Total)	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	3 3
Taxi	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	1 1	0 0	0 0	0 0	0 0	0 0	1 1
Taxi (Balanced)	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	2 2	0 0	0 0	0 0	0 0	0 0	2 2
Truck	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
Total	1 1	0 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	3 3	0 0	0 0	0 0	0 0	0 0	5 5
Total Vehicle Trips																
	In	Out	Total													
AM	6	5	11													
MD	5	5	10													
PM	7	7	14													
SAT	5	5	10													

Notes:
 40% link trip credit for local retail use; 0%, 25%, 15%, and 15% for restaurant use for AM, MD, PM, and SAT, respectively.
 25% taxi overlap

Site 70

Land Use:	Local Retail	Office	Residential	Restaurant	Destination Retail	Supermarket	Auto Repair/Related	Light Industrial	Medical Office (Staff)	Medical Office (Visitors)	Laboratory Space	Hotel	High School (Staff)	High School (Students)	Community Center	Total														
Size/Units:	0 gsf	0 gsf	655 DU	2,722 gsf	0 gsf	10,293 gsf	0 gsf	0 gsf	24,803 gsf	24,803 gsf	0 gsf	0 rooms	100 Staff	600 gsf	51,369 gsf															
Peak Hour Trips:																														
AM	0	0	530	0	0	64	0	0	60	52	0	0	80	594	92	1,472														
MD	0	0	266	22	0	254	0	0	44	76	0	0	0	0	208	870														
PM	0	0	582	34	0	212	0	0	60	42	0	0	80	594	116	1,720														
SAT	0	0	504	48	0	336	0	0	20	34	0	0	0	0	208	1,150														
Person Trips:																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out								
Auto	0	0	0	0	7	36	0	0	0	0	1	1	0	0	11	0	11	1	0	0	14	0	30	0	2	1	76	39		
Taxi	0	0	0	0	1	4	0	0	0	0	1	1	0	0	11	1	0	0	0	0	1	0	12	0	5	3	32	9		
Subway/Railroad	0	0	0	0	55	289	0	0	0	0	1	2	0	0	28	0	14	2	0	0	0	0	39	0	7	4	381	297		
Bus	0	0	0	0	10	53	0	0	0	0	1	2	0	0	10	0	5	1	0	0	0	0	13	0	149	0	3	2	191	58
Walk/Other	0	0	0	0	12	63	0	0	0	0	24	30	0	0	10	0	5	1	0	0	0	0	13	0	166	0	40	25	270	119
Total	0	0	0	0	85	445	0	0	0	0	28	36	0	0	60	0	46	6	0	0	0	0	80	0	57	35	950	522		
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	11	11	0	0	0	0	5	5	0	0	0	0	10	10	0	0	0	0	0	0	0	0	5	4	31	30
Taxi	0	0	0	0	1	1	0	0	0	0	4	4	0	0	1	1	10	10	0	0	0	0	0	0	0	0	10	8	26	24
Subway/Railroad	0	0	0	0	86	86	2	2	0	0	6	7	0	0	1	1	11	11	0	0	0	0	0	0	0	0	14	11	120	118
Bus	0	0	0	0	16	16	0	0	0	0	6	7	0	0	1	1	4	4	0	0	0	0	0	0	0	0	6	5	33	33
Walk/Other	0	0	0	0	19	19	9	9	0	0	97	113	0	0	19	19	3	3	0	0	0	0	0	0	0	0	79	66	226	229
Total	0	0	0	0	133	133	11	11	0	0	118	136	0	0	22	22	38	38	0	0	0	0	0	0	0	0	114	94	436	434
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	32	16	1	0	0	0	4	4	0	0	0	11	3	7	0	0	0	0	0	14	0	30	1	3	41	85
Taxi	0	0	0	0	3	2	0	0	0	0	3	3	0	0	0	0	0	1	3	7	0	0	0	0	0	1	3	7	12	33
Subway/Railroad	0	0	0	0	253	125	4	2	0	0	5	6	0	0	0	28	4	10	0	0	0	0	0	39	0	237	4	10	270	457
Bus	0	0	0	0	46	23	1	0	0	0	5	6	0	0	0	10	1	3	0	0	0	0	0	13	0	149	2	4	55	208
Walk/Other	0	0	0	0	55	27	17	9	0	0	83	93	0	0	0	10	1	3	0	0	0	0	0	13	0	166	24	58	180	379
Total	0	0	0	0	389	193	23	11	0	0	100	112	0	0	0	60	12	30	0	0	0	0	0	80	0	594	34	82	558	1,162
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	22	19	2	2	0	0	6	7	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4	38	36
Taxi	0	0	0	0	2	2	0	0	0	0	5	5	0	0	0	0	4	4	0	0	0	0	0	0	0	0	9	10	20	21
Subway/Railroad	0	0	0	0	173	154	5	5	0	0	8	9	0	0	1	1	5	5	0	0	0	0	0	0	0	0	12	13	204	187
Bus	0	0	0	0	32	28	2	2	0	0	8	9	0	0	1	1	2	2	0	0	0	0	0	0	0	0	5	5	50	47
Walk/Other	0	0	0	0	38	34	15	15	0	0	128	151	0	0	8	8	2	2	0	0	0	0	0	0	0	0	72	74	263	284
Total	0	0	0	0	267	237	24	24	0	0	155	181	0	0	10	10	17	17	0	0	0	0	0	0	0	0	102	106	575	575
Vehicle Trips :																														
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	6	31	0	0	0	0	1	1	0	0	10	0	7	1	0	0	0	0	12	0	23	23	1	1	60	57
Taxi	0	0	0	0	1	3	0	0	0	0	1	1	0	0	1	0	9	1	0	0	0	0	1	0	9	0	4	2	26	7
Taxi (Balanced)	0	0	0	0	4	4	0	0	0	0	2	2	0	0	1	1	9	9	0	0	0	0	1	1	9	9	5	5	31	31
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
Total	0	0	0	0	10	35	0	0	0	0	3	3	0	0	11	1	16	10	0	0	0	0	13	1	33	33	6	6	92	89
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	7	7	0	0	0	0	3	3	0	0	0	0	6	6	0	0	0	0	0	0	0	0	4	3	20	19
Taxi	0	0	0	0	1	1	0	0	0	0	3	3	0	0	1	1	8	8	0	0	0	0	0	0	0	0	7	6	20	19
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	5	5	0	0	2	2	14	14	0	0	0	0	0	0	0	0	11	11	34	34
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
Total	0	0	0	0	9	9	0	0	0	0	8	8	0	0	2	2	20	20	0	0	0	0	0	0	1	1	15	14	55	54
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	28	14	0	0	0	0	2	2	0	0	0	10	2	4	0	0	0	0	0	12	23	23	1	2	56	67
Taxi	0	0	0	0	2	1	0	0	0	0	2	2	0	0	0	1	3	6	0	0	0	0	0	1	0	9	2	5	9	25
Taxi (Balanced)	0	0	0	0	3	3	0	0	0	0	4	4	0	0	1	1	8	8	0	0	0	0	1	1	9	9	7	7	33	33
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	31	17	0	0	0	0	6	6	0	0	1	11	10	12	0	0	0	0	1	13	32	32	8	9	89	100
SAT	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	0	0	14	12	1	1	0	0	4	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	3	24	22
Taxi	0	0	0	0	1	1	0	0	0	0	4	4	0	0	0	0	3	3	0	0	0	0	0	0	0	0	6	7	14	15
Taxi (Balanced)	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0	5	5	0	0	0	0	0	0	0	0	12	12	26	26
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	16	14	1	1	0	0	11	11	0	0	0	0	7	7	0	0	0	0	0	0	0	0	15	15	50	48
Total Vehicle Trips																														
	In	Out	Total																											
AM	92	89	181																											
MD	55	54	109																											
PM	89	100																												

Appendix 4
Air Quality Methodology Memo



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Memorandum

To: New York City Department of City Planning
From: Henry Kearney
Subject: East Harlem Rezoning EIS – Air Quality Analysis Methodology
Date: March 17, 2017
cc: Robert White, Patrick Blanchfield

The purpose of this memorandum is to describe the air quality analysis approach for the proposed development sites for the East Harlem Rezoning Environmental Impact Statement (EIS). A total of ~~99~~ 102 development sites (68 projected and ~~34~~ 34 potential) have been identified in the proposed rezoning area. Under the reasonable worst case development scenario (RWCDs) for the Proposed Actions, the total development expected to occur on the 68 projected development sites under the With-Action condition would consist of approximately ~~6,461,692~~ 6,433,375 sf of total floor area, including ~~5,403,174~~ 5,365,940 sf of residential floor area (~~6,003~~ 5,960 dwelling units), ~~728,654~~ 727,322 sf of commercial uses, 155,171 sf of industrial uses, and ~~402,192~~ 112,437 sf of community facility uses, as well as 102,504 sf of parking. The analysis year is 2027. In addition, there are ~~20~~ 22 industrial source permits in the area that are assumed to be active (~~see Table 1~~) and may need to be analyzed for their potential impact future residents of the Proposed Actions.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the Proposed Actions.

MOBILE SOURCE ANALYSIS

INTERSECTION SELECTION SCREENING

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO), and fine particulate matter less than 10 microns in diameter (PM₁₀) and less than 2.5 microns in diameter (PM_{2.5}) due to vehicular traffic anticipated to be generated by the Proposed Actions. Based on a preliminary review of the study area roadway configuration, and the traffic patterns analysis conducted for the No Action and With Action conditions, it is anticipated that projected vehicle trips generated by the Proposed Actions will not exceed the CO threshold of 170 vehicles in a peak hour at any intersections in the study area. For PM₁₀ and PM_{2.5}, the screening procedure outlined in the *CEQR Technical Manual* is based on determining

whether the projected number of vehicles trips at an intersection exceeds thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follows:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or
- 23 or more HDDV for expressways and limited access roads.

To determine whether any of these thresholds are exceeded, the worksheet referenced in Section 201 of the *CEQR Technical Manual* will ~~be~~was utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project, and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*¹. Roadway classifications will ~~be~~were determined by corridor at each intersection, based on NYCDOT functional class criteria and ~~With Action~~ traffic volumes.

~~It is anticipated that~~ The highest concentration of vehicle trips will ~~be~~were determined to be in the following areas:

- Along the Park Avenue corridor between East 111th Street and East 128th Street;
- Along Lexington Avenue between East 125th and East 128th Street;
- Along the Third Avenue corridor between East 108th Street and East 111th Street, and between East 119th Street and East 125th Street; and
- Along the Second Avenue corridor between East 120th and East 126th Street.

Based on a review of the study area roadway configuration, and the traffic analysis conducted for the No Action and With Action conditions, none of the traffic intersections in the study area were found to exceed the *CEQR Technical Manual* thresholds for requiring a PM mobile source analysis. ~~If any intersection is determined to exceed the CO and/or PM mobile source screening thresholds, it will be analyzed. Selection of specific intersections for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the proposed action (this data is anticipated to be available in January 2017). The selected intersections will be submitted for review and approval to DCP. If additional intersections warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, it is anticipated that no more than four (4) intersections in total will be analyzed. Therefore, no mobile source intersection analysis is required.~~

Dispersion Modeling

~~The CO mobile source analysis will be conducted, if necessary, using the Tier 1 CAL3QHC model Version 2.0² at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.~~

¹ MOBILE6 Input Data Format Reference Tables, August 14, 2003.

² EPA, *User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections*, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

Following the EPA guidelines³, CAL3QHC computations will be performed using a wind speed of 1 meter per second, and the neutral stability class D. An assumed surface roughness of 3.21 meters will be used. The 8-hour average CO concentrations will be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. The PM_{2.5} mobile source analysis will be conducted, if necessary, using the refined (Tier 2) version of the model, CAL3QHCR. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic and meteorological data. Five years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York will be used in the refined modeling. Off peak traffic volumes will be determined by adjusting the peak period volumes based on the 24-hour distributions of actual vehicle counts collected at appropriate locations.

Meteorology

Tier I CO Analysis—CAL3QHC

Following the EPA guidelines⁴, CAL3QHC computations would be performed using a wind speed of one meter per second, and the neutral stability class D. The eight-hour average CO concentrations will be estimated by multiplying the predicted one hour average CO concentrations by a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes. A surface roughness of 3.21 meters would be used. At each receptor location, concentrations will be calculated for all wind directions, and the highest predicted concentration was reported, regardless of frequency of occurrence. These assumptions ensure that reasonable worst-case meteorology would be used to estimate impacts.

Tier II PM_{2.5} Analysis—CAL3QHCR

The CAL3QHCR model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data would consist of surface data collected at LaGuardia Airport and upper air data collected at Brookhaven, New York for the period 2011–2015. All hours would be modeled, and the highest resulting concentration for each averaging period will be presented.

Analysis Year

The microscale analyses would be performed for 2027, the year by which the Proposed Actions is likely to be completed. The future analysis would be performed both without the Proposed Actions (the No Action condition) and with the Proposed Actions (the With Action condition).

Background Concentrations

The background concentrations that would be used in the mobile source analysis are on concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical format of the NAAQS (see Table 14-1), as provided in the *CEQR Technical Manual*. These represent the most recent 3-year average for 24-hour average PM_{2.5}, the highest value from the three most recent years of data available for PM₁₀, and the highest value from the five most recent years of data available for CO. The background concentrations are presented in **Table 1**.

Table _____ 1
Maximum Background Pollutant Concentrations for Mobile Source Analysis

³ *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

⁴ *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

Pollutant	Average Period	Location	Concentration	NAAQS
CO	1-hour	CCNY, Manhattan	2.7 ppm	35 ppm
	8-hour	CCNY, Manhattan	2.5 ppm	9 ppm
PM ₁₀	24-hour	IS 52, Bronx	39 µg/m ³	150 µg/m ³
PM _{2.5}	24-hour	JHS 45, Manhattan	23.7 µg/m ³	35 µg/m ³
Source: CEQR Technical Manual, 2014.				

Receptor Placement

Multiple receptors (i.e., precise locations at which concentrations are predicted) would be modeled at each of the selected sites; receptors will be placed along the approach and departure links at a 25-foot interval out to 75 feet in each direction, with an additional receptor at a distance of 125 feet from the intersection. Ground-level receptors would be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the DEP guidance for neighborhood scale corridor PM_{2.5} modeling, receptors in that analysis would be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

Emission Factors

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling would be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES.⁵ This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county specific hourly temperature and relative humidity data obtained from NYSDEC will be used.

To account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, PM_{2.5} emission rates will include fugitive road dust. However, since the New York City Department of Environmental Protection (DEP) considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale PM_{2.5} microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA⁶ and the *CEQR Technical Manual*.

If maximum predicted PM_{2.5} concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences as well as changing vehicular classification mixes in off-peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis, or the use of traffic mitigation measures, will be discussed with both DCP and PHA.

⁵ EPA, MOVES-Model, User Guide for MOVES2014a, December 2015.

⁶ EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, <http://www.epa.gov/ttn/chieff/ap42>, January 2011.

Parking Garage Analysis

It is anticipated that a number of projected development sites will have parking garages, particularly the larger sites. Based on parking garage locations and sizes (~~to be provided by DCP~~), an analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated. AKRF will provide DCP with a list (up to three locations) of parking facilities to be analyzed.

STATIONARY SOURCES

HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) SYSTEMS

Projected and Potential Development Site Screening

The analysis of the HVAC systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as “project-on-project impacts” for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height will be analyzed as the potential receptor. Since information on the HVAC systems’ design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the *CEQR Technical Manual*), and that No. 2 fuel oil or natural gas would be utilized. If the results pass the screening analysis, the proposed development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas.

If the results fail the initial screening with No. 2 fuel oil and/or natural gas, a refined analysis would be performed for that development site using the AERMOD model. For this analysis, five years of meteorological data (~~2011-2012~~-~~2015~~2016) from the LaGuardia Airport National Weather Service station and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂, for sites where fuel oil was modeled), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at affected sites.

Receptors

Receptors would be placed at elevated locations on all facades and at multiple elevations on buildings that were predicted to be potentially impacted based on the screening analysis, to identify maximum pollutant concentrations. Generally, receptors would be spaced at a 10 foot interval vertically to represent individual floors of a building, while horizontally, receptor spacing would be a minimum of 25 feet.

Emission Estimates and Stack Parameters

Fuel consumption will be estimated based on procedures outlined in the *CEQR Technical Manual*. Using worst-case assumptions, fuel will be assumed to be No. 2 fuel oil for SO₂ and PM, and natural gas for NO₂.

Emission factors from the fuel oil and natural gas combustion sections of EPA’s AP-42 will be used to calculate emission rates for the projected and potential development site’s heat and hot water systems. Annual NO₂ concentrations from heating and hot water sources will be estimated using a NO₂ to NO_x ratio of 0.75, as described in EPA’s *Guideline on Air Quality Models* at 40 CFR part 51 Appendix W, Section 5.2.4.⁷

One-Hour average NO₂ concentration increments associated with the projected and potential development sites’ hot water systems will be estimated using AERMOD model’s Plume Volume

⁷ http://www.epa.gov/scram001/guidance/guide/appw_05.pdf

Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. Ozone concentrations will be taken from the NYSDEC IS-52 Botanical Garden monitoring station that is the nearest ozone monitoring station and has complete five years of hourly data available. An initial NO₂ to NO_x ratio of ten percent at the source exhaust stack will be assumed, which is considered representative for boilers.

The methodology used to determine the compliance of total one-hour NO₂ concentrations from the proposed sources with the one-hour NO₂ NAAQS will be based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources will be first added to the seasonal hourly background monitored concentrations; then the highest combined daily one-hour NO₂ concentration will be determined at each receptor location and the 98th percentile daily one-hour maximum concentration for each modeled year calculated within the AERMOD model; finally the 98th percentile concentrations will be averaged over the latest five years.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table 1**). To develop background levels, concentrations measured at the most representative NYSDEC ambient monitoring station over the latest available five-year period (2011-2015) will be used for annual average NO₂ and three-hour average SO₂ background (consistent with DEP guidance), while the latest available three-year period will be used for the 24-hour PM₁₀ background concentration.

Table 1
Background Pollutant Concentrations for Stationary Source Analysis

Pollutant	Average Period	Location	Concentration (µg/m ³)	NAAQS (µg/m ³)
NO ₂	Annual ¹	IS 52, Bronx	39.1	100
	1-hour ²		121	188
SO ₂	1-hour ³	IS 52, Bronx	36.9	196
	3-hour ⁴		136.1	1,300
PM _{2.5}	24-hour	JHS 45, Manhattan	23.7	35
PM ₁₀	24-Hour ⁵	IS 52, Manhattan	39	150

Notes:

¹ Annual average NO₂ background concentration is based on the 5-year highest value from 2011-2015.

² The One-Hour NO₂ background concentration is based on the maximum 98th percentile One-Hour NO₂ concentration averaged over three years of data, from 2013-2015.

³ The One-Hour SO₂ background concentration is based on the maximum 99th percentile concentration averaged over three years of data, from 2013-2015.

⁴ The Three-hour SO₂ background concentration is based on the five-year highest second-highest measured value from 2008–2012, which is the latest available NYSDEC published data.

⁵ PM₁₀ is based on the 3-year highest second-highest value from 2013-2015.

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2008-2015.

PM_{2.5} annual average impacts are assessed on an incremental basis and compared with the PM_{2.5} *de minimis* criteria, without considering the annual background. Therefore the annual PM_{2.5} background is not presented in the table. The PM_{2.5} 24-hour average background concentration of 23.7 µg/m³ (based on the 2013 to 2015 average of 98th percentile concentrations measured at the JHS 45 monitoring station) will be used to establish the *de minimis* value for the 24-hour increment, consistent with the guidance provided in the *CEQR Technical Manual*.

Determining the Significance of Air Quality Impacts

For the refined stationary source analysis, the exhaust stacks for the heat and hot water systems will be assumed to be located at the edge of the development massing closest to the receptor, unless the source and receptor were immediately adjacent to each other. In these cases, the stack will be assumed to be located at an initial distance of 10 feet from the nearest receptor. If a source could not meet the NAAQS or PM_{2.5} *de minimis* criteria, the stack would then be set back in 5 foot increments, until the source met the respective criteria. If necessary, further restrictive measures will be considered, including use of low NO_x burners, increasing stack heights, or a combination of these measures.

Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO₂, SO₂ and PM₁₀, and the City's CEQR *de minimis* criteria for PM_{2.5}. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HVAC CLUSTER ANALYSIS

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). The ~~proposed action area~~ RWCDS development sites will be studied to determine cluster selection. Development sites will be evaluated for grouping based on the following criteria:

- Density and scale of development;
- Similarity of height; and
- Proximity to other buildings of a similar or greater height.

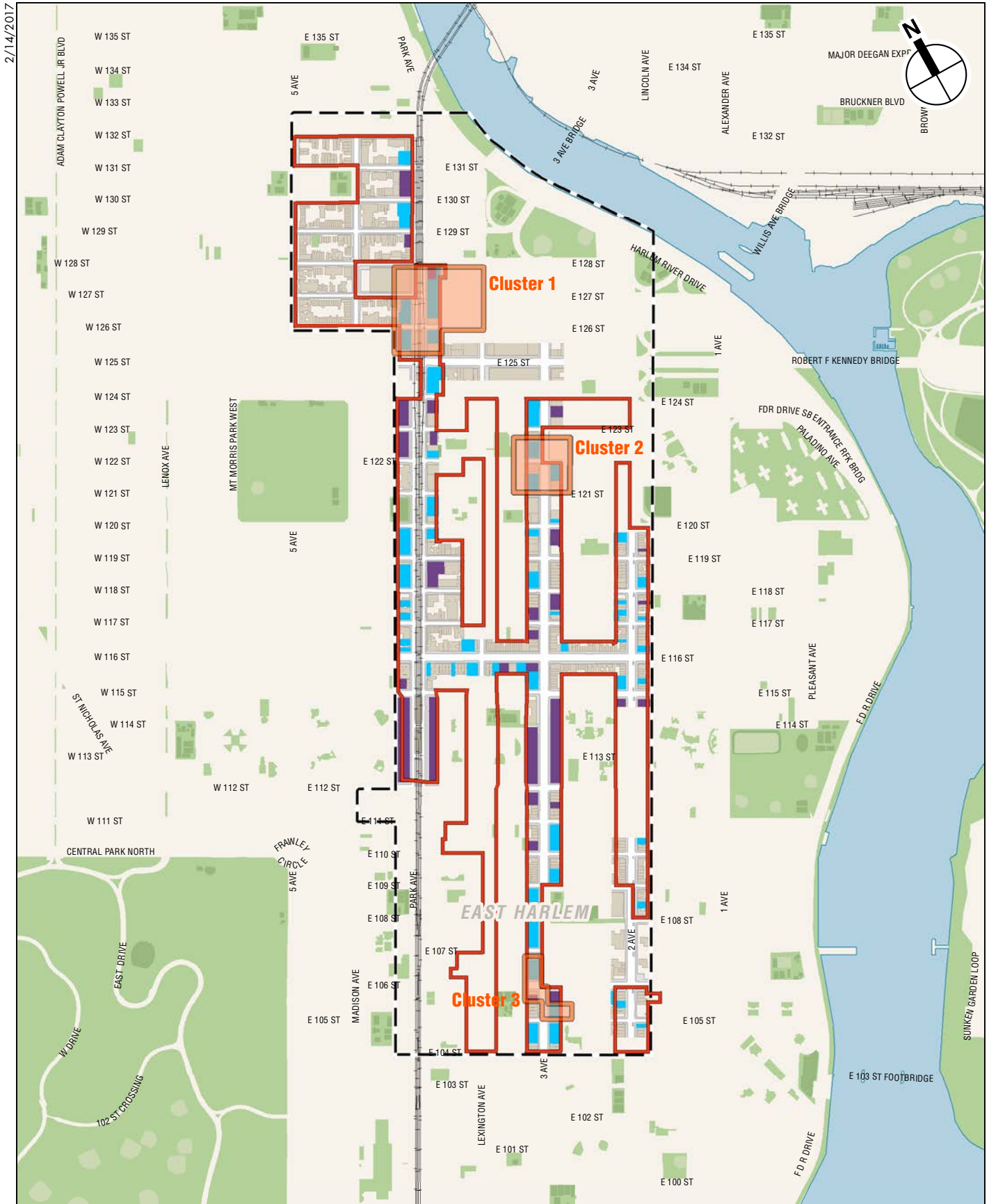
The following three (3) clusters have been selected for the air quality analysis:

- Projected Development Sites 4, 5, 8, and 9 and Potential Development Site V;
- Projected Development Sites 12, 13, and 22; and
- Projected Development Sites 19, 20, & 33, and Potential Development Site H.

Figure 1 shows the locations of the potential clusters to be analyzed.

The HVAC cluster analysis will be performed using the EPA AERSCREEN Model (Version ~~1518416216~~ 1518416216). The AERSCREEN model is a screening version of the AERMOD refined model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions.

The AERSCREEN analysis will be performed to identify impacts of SO₂, NO₂, PM₁₀, and PM_{2.5}. Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the cluster development's HVAC systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 58.5 ft³/ft²-year and 0.43 gal/ft²-year will be used for natural gas and fuel oil, respectively, for residential developments. For commercial developments, fuel consumption emission factors of 45.2 ft³/ft²-year for natural gas and 0.21 gal/ft²-year for fuel oil will be used. Mixed-use developments will use the residential fuel consumption factors since they are more conservative. Short-term factors will be determined by using peak hourly fuel consumption estimates for heating and cooling systems.



- Project Area
- East Harlem Neighborhood Plan Study Area
- Projected Development Sites
- Potential Development Sites

0 1,000 FEET

EAST HARLEM REZONING

HVAC Cluster Locations
Figure 1

Emission factors for each fuel will be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. The SO₂ emissions rates will be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) the fuel using the appropriate AP-42 formula.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height compared to the source cluster.

The AERSCREEN model predicts impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors will be used. These consist of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The AERSCREEN analysis will initially be performed assuming No. 2 oil as the fuel type for the clusters. The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. If maximum predicted concentrations from a cluster are predicted to exceed a standard, the analysis will be performed using natural gas as the fuel type. In the event that an exceedance of a standard is predicted with both No. 2 fuel oil and natural gas, a refined modeling analysis using the EPA AERMOD model will be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

Industrial Source Analysis

On October 13, 2016, City Planning identified potential process and manufacturing sources located within a radius of 400 feet of the development sites based on a search of the PLUTO database. A total of 20 industrial source permits were identified. As per the scope of work, AKRF reviewed the DEP permit data received from City Planning to determine which industrial sources are within 400 feet of a projected or potential development site. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis. In addition, the analysis excludes industrial sources located at projected development sites since the Proposed Actionsu assumes that all such sites would be redeveloped. However, for potential development sites, the industrial analysis will be performed two ways, as follows:

- Assuming the site is developed, in which case the industrial source is not assumed to be operating in the Build Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
- Assuming the site is not developed, in which case the industrial source is assumed to be operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

As shown in **Table 2**, of the ~~20~~ 22 industrial source permits found within the project area, a total of ~~14~~ 15 permits were determined to be within 400 feet of at least one projected or potential development site, and not located on a projected development site.

Therefore, these permits will be included in the industrial source analysis. Development sites will not be considered as receptors for the industrial source analysis if there are no industrial sources analyzed that are located within 400 feet of the site.

~~Once the~~ The industrial permits ~~are~~ are received, ~~they will be~~ were reviewed to determine if any should be excluded from the analysis based on the type of operation. For example, emergency generators are not considered industrial sources of emissions; therefore, these sources would

not be analyzed. In addition, some of the permits were for sources not to be considered a concern in terms of air toxics (e.g., emergency generators, dry cleaners with 4th generation controls). A subsequent field survey ~~was~~ will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis. ~~Is any such sources are identified; further consultation~~ Consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Table 3 summarizes the projected development sites proposed for the East Harlem Rezoning EIS, presenting whether industrial sources were identified within 400 feet of the site. **Table 4** summarizes the potential development sites proposed for the East Harlem Rezoning EIS. As seen in the tables, ~~34~~ 30 of the projected development sites and ~~46~~ 18 of the potential development sites are located within 400 feet from an analyzed industrial source. Therefore, these sites will be considered as receptors for the industrial source air quality analysis.

Large or Major Sources

A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database will be performed to identify any federal or state-permitted facilities. Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of the development sites will be identified. An analysis of these sources will be performed to assess their potential effects on projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERSCREEN model compared with NAAQS for NO₂, SO₂, and PM₁₀, as well as the *de minimis* criteria for PM_{2.5}. In the event that an exceedance of a standard is predicted, a refined modeling analysis using the EPA AERMOD model will be performed.

Metro North Diesel Locomotives

Metro North operates dual-mode locomotives along the elevated Park Avenue viaduct. The dual mode locomotives are designed to provide service on non-electrified portions of the Metro-North rail system, well north of New York City. According information will be obtained from Metro North, ~~to determine whether~~ locomotives operate using electric ~~or diesel~~ service exclusively along the Park Avenue corridor within the proposed rezoning area. Therefore, no diesel engines emissions would occur from rail passenger service. Accordingly, it was determined that AKRF will consult with DCP to determine if a quantitative analysis is not required to evaluate potential air quality impacts on nearby proposed development sites. If an analysis is required, this technical memorandum will be revised to provide a summary of the methodology to be employed for assessing impacts.

**Table 2
Received Industrial Source Permits**

	Permit ID	Block	Lot	Address	Projected Site Location (Y/N)
1	<u>PB434303M</u>	1790	46	2315 3 Avenue	N
2	<u>PB043502M</u>	1621	48	56 East 116 Street	N
3	<u>PB028901Z</u>	1665	4	2113 3 Avenue	N
4	<u>PA007198Z</u>	1771	52	146 East 123 Street	N
5	<u>PB484703H</u>	1667	24	2291 2 Avenue	N
6	<u>PA044193M</u>	1615	56	1644 Madison Avenue	N
7	<u>PB001105L</u>	1667	20	245 East 117 Street	N
8	<u>PA004687X</u>	1775	166	108 East 128 Street	N
9	<u>PB10700M</u>	1655	27	2059 2 Avenue	N
10	<u>PB037905P</u>	1917	35	459 Lenox Avenue	N
11	<u>PB013905J</u>	1755	33	1916 Park Avenue	Site O
12	<u>PB052503K</u>	1802	43	310 East 126 Street	N
13	<u>PB011903X</u>	1654	28	2039 2 Avenue	N
14	<u>PB052714X</u>	1773	7	118 East 125 Street	N
15	<u>PB006006Z</u>	1683	43	318 East 112 Street	N
16	<u>PB034802L</u>	1802	32	334 East 126 Street	N
17	<u>PA043096X</u>	1729	72	434 Lenox Avenue	N
18	<u>PB030605R</u>	1683	7502	317 East 111 Street	N
19	<u>PB013900X</u>	1612	1	1250 5 Avenue	N
20	<u>PA032596Z</u>	1618	1	1337 5 Avenue	N
21	<u>PB497103</u>	<u>1755</u>	<u>33</u>	<u>1916 Park Avenue</u>	<u>Site O</u>
22	<u>PA078685</u>	<u>1755</u>	<u>33</u>	<u>1916 Park Avenue</u>	<u>Site O</u>

Table 3
Projected Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
1	1754	33, 40	Yes
2	1769	3	No
3	1623	33, 34	Yes
4	1775	3, 6, 71, 165, 168	Yes
5	1751	33, 34, 35, 36, 37, 38, 40, 132, 137	Yes
6	1746	33	No
7	1745	134	No
8	1750	40	Yes
9	1774	68	Yes
10	1773	1, 4, 67, 69, 72	Yes
11	1772	33, 34, 35, 37, 38, 39, 134, 140	Yes
12	1770	36	Yes
13	1786	4, 47	No
14	1767	33	No
15	1645 1636	33, 35 37, 38, 39, 40, 138, 139	No
16	1643	33, 35, 37, 137	Yes
17	1660	1, 3, 4, 45	No
18	1635	33, 35, 36, 37, 38, 39, 40	No
19	1634	33, 34, 35, 36, 37, 38	No
20	1655 1654	3, 4, 45	Yes No
21	1632	35, 37, 40	No
22	1771	33, 36	Yes
23	1643	56	No
24	1768	69, 70, 71, 169, 170	No
25	1622	35, 36	Yes
26	1655	24 , 29	Yes
27	1785	1, 104	No
28	1643	71	No
29	1659	1	No
30	1756	33	Yes
31	1622	33	Yes
32	1768	39, 40	No
33	1655	1, 3, 102	No
34	1677	45, 46, 47, 49, 52	Yes
35	1676	49	Yes
36	1772	55	Yes
37	1771	51	Yes
38	1643	49, 50, 149	No
39	1643	21	No
40	1639	48, 49	No
41	1639	21	No

Table 3
Projected Development Sites (Cont'd)

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
42	1638	56	No
43	1637	21, 22, 51, 52	No
44	1637	24, 25	No
45	1635	149, 150	No
46	1635	48, 49	No
47	1634	158	No
48	1643	63	No
49	1643	41	Yes
50	1667	102	Yes
51	1666	5, 105	Yes
52	1788	28	No
53	1786	28	No
54	1786	22, 23, 121, 123	No
55	1785	21, 22, 23	No
56	1784	25, 26, 27, 28, 120, 128	No
57	1795	1, 2, 3	Yes
58	1667	26	Yes
59	1667	22, 120	Yes
60	1689	1	Yes
61	1666	23	Yes
62	1688	1, 2	Yes
63	1665	23, 24, 25, 122	No
64	1687	3, 102	No
65	1682	49	Yes
66	1682	3, 4	Yes
67	1680	3	No
68	1644	12	No
69	1771	1, 2	Yes

Table 4
Potential Development Sites

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A	1753	37	Yes
B	1772	69, 70	Yes
C	1767	1, 2, 3, 4, 67, 68, 69, 71, 72, 168, 169	No
D	1621	32	Yes
E	1644	37, 38, 39	Yes
F	1661	4	No
G	1636 1645	<u>35, 33</u>	No
H	1633	38, 39	No
I	1643	38, 39, 40	Yes
J	1639	38, 39, 40, 41, 137	No
K	1620	23	Yes
L	1640	1	No
M	1640	21	No
N	1662	1	Yes
O	1755	33	Yes
P	1784	4, 45, 47, 48	No
Q	1748	35	Yes
R	1748	1	No
S	1667	45	Yes
T	1771	69, 70, 71	Yes
U	1654 1655	3, 4, 45	No Yes
V	1775	170	Yes
W	1771	1, 2	Yes
X	1786	24, 26	No
Y	1796	2	No
Z	1689	51	Yes
AA	1683	50	Yes
AB	1635	51, 52	No
AC	1633	52	No
AD	1632	20	No
AE	1643	47, 48	Yes
<u>AF</u>	<u>1662</u>	<u>16</u>	<u>Yes</u>
<u>AG</u>	<u>1684</u>	<u>1</u>	<u>Yes</u>
<u>AH</u>	<u>1638</u>	<u>33</u>	<u>No</u>
<u>AI</u>	<u>1788</u>	<u>4, 48, 49, 50</u>	<u>No</u>

*

Appendix 5
Noise Monitoring Methodology Memo



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Memorandum

To: New York City Department of City Planning
From: Lucas Johnson / AKRF
Date: April 5, 2017
Re: East Harlem Rezoning — Noise Monitoring Approach
cc: Christian Thompson, Patrick Blanchfield, Robert White, Henry Kearney / AKRF

The purpose of this memorandum is to describe the noise analysis approach for the proposed development sites for the East Harlem Rezoning Environmental Impact Statement (EIS). A total of ~~99~~ 102 development sites (68 projected and ~~31~~ 34 potential) have been identified in the proposed rezoning area. Under the reasonable worst case development scenario (RWCDS) for the proposed action, the total development expected to occur on the 68 projected development sites under the With-Action condition would consist of approximately ~~6,433,375~~ 6,461,692 sf of total floor area, including 5,365,940 ~~5,403,171~~ sf of residential floor area (~~6,003~~ 5,960 dwelling units), ~~727,322~~ 728,654 sf of commercial uses, 155,171 sf of industrial uses, and 112,437 sf of community facility uses, as well as 102,504 sf of parking. The analysis year is 2027.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels in the rezoning area. The measured existing noise levels will be used as part of the noise analysis to examine: 1) whether there are any locations where there is the potential for the Reasonable Worst Case Development Scenario (RWCDS) associated without/with the Proposed Actions to result in significant noise impacts, and 2) what level of building attenuation is necessary to provide acceptable interior noise levels at each development site under guidelines contained in the 2014 *CEQR Technical Manual* and/or the HUD Noise Guidebook.

Selection of Noise Receptor Locations

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to AKRF's field observations, vehicular traffic is the dominant noise source throughout the study area, except along Park Avenue, although stationary sources (e.g., building HVAC equipment) contribute noise levels at some locations as well. Along Park Avenue, elevated MTA Metro-North trains are the dominant noise sources. In general, the levels of existing noise at each location are primarily influenced by the amount of vehicular traffic including buses and rail traffic on the immediately adjacent roadway or nearby roadways. It is expected that measurements from one monitoring location could apply to multiple sites along the same road corridor as well as to sites along similar road corridors.

The proposed noise receptor locations were selected based on the following three criteria: 1) locations of the projected and potential development sites under the RWCDS; 2) providing comprehensive geographic coverage across the study area in order to get a comprehensive characterization of the ambient noise

environment; and 3) existing land use patterns (e.g., along major commercial road corridors, along bus routes, near rail lines, and near existing stationary noise sources).

A total of 18 receptor sites will be selected for the noise analysis in the rezoning area where a total of 99 development sites (68 projected and 31 potential) have been identified, as well as the East 111th Street site which is to be analyzed as an alternative in the environmental analysis for the Proposed Actions. These receptors, due to their proximity to the development sites, provide an effective and conservative representation of existing ambient noise levels at the projected and potential development sites.

Noise Monitoring

AKRF plans to conduct a noise survey with noise measurements at 18 locations in the rezoning area. Traffic and/or train counts will be included during the all measurements for the rail line and/or roadway immediately adjacent to each receptor site. **Figure 1** shows the locations of the 18 noise receptor sites, and **Table 1** lists the noise receptor sites, the duration of measurements, development sites, and receptor locations.

At receptor sites 1-8, which are adjacent to the elevated MTA Metro-North Railroad, 1-hour spot noise measurements will be conducted during typical weekday AM (7:15 AM—9:15 AM), midday (12:00 PM—2:00 PM), and PM (4:00 PM—6:00 PM) peak periods. At all other receptor sites, 20-minute spot noise measurements will be conducted during the same peak periods. At receptor sites 10 and 14, additional 20-minute spot noise measurements will be conducted during the pre-PM typical school peak period (2:30 PM—3:30 PM). At receptor site 6, an additional 60-minute spot noise measurement will be conducted during the pre-PM typical school peak period (2:30 PM—3:30 PM). All noise measurement locations will be approximately 5 feet above grade, with the exception of receptor site 5 which will be located approximately 30 feet above grade on the northbound platform of the elevated MTA Metro-North 125th Street-Harlem station. Traffic on adjacent roadways and trains on the elevated MTA Metro-North Railroad (for receptor sites 1- 8) will be counted concurrently with the noise measurements.

Measurements will be performed using Type 1 Sound Level Meter (SLM) instruments according to ANSI Standard S1.4-1983 (R2006). The SLMs will have laboratory calibration dates within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.



- Project Area
- East Harlem Neighborhood Plan Study Area
- Projected Development Sites
- Potential Development Sites

- 60-minute spot measurement
- 20-minute spot measurement
- Additional 60-minute Pre-PM spot measurement (2:30 PM to 3:30 PM)
- Additional 20-minute Pre-PM spot measurement (2:30 PM to 3:30 PM)

0 1,000 FEET

Table 1
Noise Receptor Locations

Noise Receptor Site	Duration	Projected Development Sites	Potential Development Sites	Location
1	1-hour	1,30	A,O	Southwest corner of East 130th Street and Park Avenue
2	1-hour	4 (West Façade)	V	Southeast corner of East 128th Street and Park Avenue
3	1-hour	4 (North and South Facades)		East 128th Street between Park Avenue and Lexington Avenue
4	1-hour	5,8,9		On Northbound platform of MTA Metro-North 125th Street Station at East 126th Street
5	1-hour	10, <u>69</u>	B,Q,R,T,W	Southeast corner of East 125th Street and Park Avenue
6*	1-hour	2,6,7,24	C	Northwest corner of East 120th Street and Park Avenue
7	1-hour	3,25,28,31	D	Southeast corner of East 116th Street and Park Avenue
8**	1-hour		K,L	Southwest corner of East 112th Street and Park Avenue
9***	20-minute			Southeast corner of East 112th Street and Madison Avenue
10*	20-minute	4 (East Façade), 36,37		Lexington Avenue between East 127th Street and East 128th Street
11	20-minute	23,38,39,48,49,68	L,M,AE	Southwest corner of East 116th Street and Lexington Avenue
12	20-minute	40,41,42,43,44,45, 46,47	AB,AC,AD	Southeast corner of East 108th Street and Lexington Avenue
13	20-minute	11,12,13,14,15,16, 22,27,32,50	E,I,N,P,S, <u>AI</u>	Southeast corner of East 122nd Street and 3rd Avenue
14*	20-minute	17,18,29	G,J,F, <u>AH</u>	Northeast corner of East 109th Street and 3rd Avenue
15	20-minute	19,20,21,26,33,34, 35	H,U	Southeast corner of East 106th Street and 3rd Avenue
16	20-minute	52,53,54,55,56,57	X,Y	Northwest corner of East 120th Street and 2nd Avenue
17	20-minute	51,58,59,60,61,62, 63,64	Z,N	Northeast corner of East 116th Street and 2nd Avenue
18	20-minute	65,66,67	AA, <u>AF</u> , <u>AG</u>	Southeast corner of East 111th Street and 2nd Avenue
Notes: Noise measurements will be conducted during typical weekday AM, midday, and PM peak periods. *An additional Pre-PM noise measurement will be conducted between 2:30—3:30 PM. ** Measurements to be taken for the north, east and south facades of the East 111th Street alternative site. *** Measurements to be taken for the west facade of the East 111th Street alternative site.				

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Appendix 6
Construction Air Quality and Noise Methodology Memo



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Memorandum

To: New York City Department of City Planning
From: Kenny Mui, Neha Sareen, Christian Thompson—AKRF
Date: March 17, 2017
Re: East Harlem Rezoning FEIS Construction Air Quality and Noise Analysis Methodology
cc: Henry Kearney, Dan Abatemarco, Patrick Blanchfield—AKRF

INTRODUCTION

A total of ~~99~~102 development sites (68 projected and ~~31~~ 34 potential) have been identified in the proposed rezoning area. Under the reasonable worst case development scenario (RWCDs) for the Proposed Actions, the total development expected to occur on the 68 projected development sites under the With-Action condition would consist of approximately ~~6,433,375~~ 6,461,692 sf of total floor area, including ~~5,365,940~~ 5,403,171 sf of residential floor area (~~6,003,960~~ dwelling units), ~~727,322~~ 728,654 sf of commercial uses, 155,171 sf of industrial uses, and ~~112,437~~ 102,192 sf of community facility uses, as well as 102,504 sf of parking. The build year is 2027. The East Harlem Rezoning Environmental Impact Statement (EIS) will include detailed quantitative analyses for air quality and noise during construction with the Proposed Actions. This memorandum presents the proposed methodology for the quantitative analyses.

CONSTRUCTION AIR QUALITY ANALYSIS METHODOLOGY

Emissions from on-site construction equipment and on-road construction vehicles, as well as dust-generating construction activities, all have the potential to affect air quality. The analysis of potential construction air quality impacts will include an analysis of both on-site and on-road sources of air emissions, and the combined impact of both sources, where applicable.

In general, much of the heavy equipment used in construction is powered by diesel engines that have the potential to produce relatively high levels of nitrogen oxides (NO_x) and particulate matter (PM) emissions. Fugitive dust generated by construction activities is also a source of PM. Gasoline engines produce relatively high levels of carbon monoxide (CO). Since the United States Environmental Protection Agency (EPA) mandates the use of ultra-low sulfur diesel (ULSD) fuel for all highway and non-road diesel engines, sulfur oxides (SO_x) emitted from the Proposed Actions' construction activities would be negligible. Therefore, the pollutants to be analyzed for the construction period are nitrogen dioxide (NO₂)—which is a component of NO_x that is a regulated pollutant, particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM₁₀), particles with an aerodynamic diameter of less

than or equal to 2.5 micrometers (PM_{2.5}), and carbon monoxide (CO). **Table 1** shows the pollutants to be analyzed in the construction air quality analysis and the corresponding averaging periods.

Table 1
Pollutants for Analysis and Averaging Periods

Pollutant	Averaging Period
PM _{2.5}	24-hour
	Annual Local
PM ₁₀	24-hour
NO ₂	Annual
CO	1-hour
	8-hour

Concentrations will be predicted using dispersion models to determine the potential for air quality impacts during on-site construction activities and due to construction-generated traffic on local roadways. Concentrations for each pollutant of concern due to construction activities at each sensitive receptor will be predicted during the most representative worst-case time period.

The potential for significant adverse impacts will be determined by comparing modeled PM₁₀, NO₂ and CO concentrations to National Ambient Air Quality Standards (NAAQS), and modeled PM_{2.5} and CO increments to applicable *de minimis* thresholds. The analysis will identify any specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts and may include strategies such as diesel equipment reduction, best available tailpipe reduction technologies, utilization of equipment that meets specified emission standards, location of equipment away from sensitive uses, and fugitive dust control measures.

The detailed approach for assessing the effect of construction activities resulting from the Proposed Actions on air quality is discussed further below.

DATA SOURCES

The New York City Department of City Planning (DCP) will develop a preliminary construction phasing schedule for all projected development sites for the with-action and no-action conditions. Subsequently, projections of the construction workforce, truck, and equipment projections will be developed based on similarly-sized sites from a recent rezoning project (i.e., East New York Rezoning Final Environmental Impact Statement).

ON-SITE CONSTRUCTION ACTIVITY ASSESSMENT

To determine which construction periods constitute the worst-case periods for the pollutants of concern (PM, CO, NO₂), construction-related emissions will be calculated for each calendar year throughout the duration of construction on a rolling annual and peak day basis for PM_{2.5}. PM_{2.5} is selected for determining the worst-case periods for all pollutants analyzed, because the ratio of predicted PM_{2.5} incremental concentrations to impact criteria is anticipated to be higher than for other pollutants. Therefore, initial estimates of PM_{2.5} emissions throughout the construction years will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM₁₀ and NO₂ would follow PM_{2.5} emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the most activity would occur.

In general, where the construction duration at a single development site is expected to be short-term (i.e., less than two years), any impacts resulting from such short-term construction generally do not require detailed assessment. However, as construction activities associated with the proposed rezoning may occur on multiple sites in proximity with each other, there is a potential for cumulative construction impacts. Therefore, emissions profiles will be generated for all projected development sites to determine the construction periods with the highest potential to affect air quality.

Based on the emission profiles, ~~and the proximity of the projected development sites under construction, and the proximity of construction~~ activities to receptors, the dispersion analysis will include modeling of the worst-case annual and short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in **Table 1**. Dispersion of the relevant air pollutants from the construction sites during these periods will then be analyzed. Broader conclusions regarding potential concentrations during other periods, which will not be modeled, will be presented as well, based on the multi-year emissions profiles and the reasonable worst-case period results. Depending on the results of the construction emissions profile, ~~two~~ representative short-term and ~~two~~ annual periods will be selected for the quantitative air quality analysis.

Engine Emissions

The sizes, types, and number of units of construction equipment will be estimated based on the construction activity schedule developed for the Proposed Actions. Emission factors for NO_x, CO, PM₁₀, and PM_{2.5} from on-site construction engines will be developed using the EPA's NONROAD2008 emission model (NONROAD). Emission rates for NO_x, CO, PM₁₀, and PM_{2.5} from truck engines will be developed using the EPA Motor Vehicle Emission Simulator (MOVES2014a) emission model. The emission factor calculations will take into account any emissions reduction measures (i.e., the application of diesel particulate filters, etc.) that is required for the projected development sites.

On-Site Fugitive Dust

In addition to engine emissions, fugitive dust emissions from operations (e.g., excavation and transferring of excavated materials into dump trucks) will be calculated based on USEPA procedures delineated in AP-42 Table 13.2.3-1. Since construction is required to follow the New York City Air Pollution Control Code regarding construction-related dust emissions, a 50 percent reduction in particulate emissions from fugitive dust will be conservatively assumed in the calculation (dust control methods such as wet suppression would often provide at least a 50 percent reduction in particulate emissions).

Analysis Periods

As discussed above, the construction periods with activities closest to sensitive receptors—both off-site and completed portions of the projected development sites—and with the most intense activities and highest emissions will be selected as the worst-case periods for analysis. The dispersion analysis will include modeling of ~~the two~~ representative worst-case annual and ~~two~~ short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in Table 1.

Dispersion Modeling

Potential impacts from the Proposed Actions' construction sources will be evaluated using a refined dispersion model, the EPA/AMS AERMOD dispersion model. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain and includes updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and handling of terrain interactions.

Source Simulation

For short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources, such as compressors, cranes, or concrete trucks, which idle in a single location while unloading, will be simulated as point sources. Other engines, which would move around the site on any given day, will be simulated as area sources. For periods of 8 hours or less (less than the length of a shift), it will be assumed that all engines would be active simultaneously. All sources with the exception of tower cranes would move around the site throughout the year and will therefore be simulated as area sources in the annual analyses.

Meteorological Data

The meteorological data set will consist of five consecutive years of latest available meteorological data: surface data collected at the nearest representative National Weather Service Station (La Guardia Airport) from 2011~~12~~ to 2016~~5~~ and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data will be processed using the USEPA AERMET program to develop data in a format which can be readily processed by the AERMOD model.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the calculated impacts from the emission sources must be added to a background value that accounts for existing pollutant concentrations from other sources. The background levels are based on concentrations monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations, and will be consistent with the background concentrations to be used for the operational stationary source air quality analysis.

Receptor Locations

Receptors will be placed at locations that would be publicly accessible, at residential and other sensitive uses at both ground-level and elevated locations (e.g., residential windows), at adjacent sidewalk locations, at publically accessible open spaces, and at completed and occupied buildings at projected development sites where applicable. In addition, a ground-level receptor grid will be placed to enable extrapolation of concentrations throughout the study area at locations more distant from construction activities.

On-Road Sources

The traffic increments during construction are expected to be lower than the operational traffic increments for the full build-out with the Proposed Actions. In addition, construction worker commuting trips and construction truck deliveries would generally occur during off-peak hours. Furthermore, when distributed over the transportation network, the construction trip increments would not be concentrated at any single location. Therefore, a standalone mobile-source analysis is likely not required. Nevertheless, since emissions from on-site construction equipment and on-road construction-related vehicles may contribute to concentration increments concurrently, on-road emissions adjacent to the construction sites will be included with the on-site dispersion analysis (in addition to on-site truck and non-road engine activity) to address all local project-related emissions cumulatively.

On-Road Vehicle Emissions

Vehicular engine emission factors will be computed using the EPA mobile source emissions model, MOVES2014a.¹ This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

On-Road Fugitive Dust

PM_{2.5} emission rates will be determined with fugitive road dust to account for their impacts. However, fugitive road dust will not be included in the annual average PM_{2.5} microscale analyses, as per current *CEQR Technical Manual* guidance used for mobile source analysis. Road dust emission factors will be

¹ EPA, Motor Vehicle Emission Simulator (MOVES), User Guide for MOVES2014a, November 2015.

calculated according to the latest procedure delineated by EPA². An average weight of 17.5 tons and 2.5 tons will be assumed for construction trucks and worker vehicles in the analyses, respectively.

Traffic Data

Traffic data for the air quality analysis will be derived from existing traffic counts, projected future growth in traffic, and other information developed as part of the construction traffic analysis for the Proposed Actions.

Impact Criteria

The 2014 *CEQR Technical Manual* state that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.³ In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS would be deemed to have a potential significant adverse impact. In addition, to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, threshold levels have been defined for certain pollutants; any action predicted to increase the concentrations of these pollutants above the thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

Potential Mitigation Measures

An emissions reduction program would likely need to be implemented for all construction activities at large development sites with anticipated construction durations of two years or longer to minimize the effects of construction on air quality. Measures may include such as diesel equipment reduction, best available tailpipe reduction technologies, utilization of equipment that meets specified emission standards, location of equipment away from sensitive uses, and fugitive dust control measures. However, if the construction of the projected development sites is predicted to result in significant adverse effects on air quality, the EIS will explore additional measures to eliminate the significant adverse effects to the greatest extent practicable.

CONSTRUCTION NOISE ANALYSIS METHODOLOGY

A detailed modeling analysis will be conducted to quantify potential construction noise effects at existing noise receptors (i.e., residences) near projected development sites as well as at completed and occupied projected development sites. A noise-sensitive receptor is defined in Chapter 19, “Noise” Section 124 of the *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, and theaters. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches. Using the construction schedule, three development sites will be analyzed for each phase of construction: (1) the largest projected development site, (2) a typical projected development site on Park Avenue, and (3) a typical development site on Third Avenue will be analyzed for each phase of construction. The analyzed typical development site on Park Avenue will be used to represent construction noise from all projected development sites on Park Avenue and the analyzed typical development site on Third Avenue will be used to represent construction noise from all projected development sites on Third Avenue.

² EPA, *Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC*, <http://www.epa.gov/ttn/chief/ap42>, January 2011.

³ New York City. *CEQR Technical Manual*. Chapter 1, section 222. March 2014; and New York State Environmental Quality Review Regulations, 6 NYCRR § 617.7

CONSTRUCTION NOISE MODELING

Noise effects from construction activities will be evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual*.

Geographic input data used with the CadnaA model will include CAD drawings that define site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the projected development sites, as well as noise control measures—will be input to the model. In addition, reflections and shielding by barriers erected on the construction site and shielding from adjacent buildings will be accounted for in the model. In addition, construction-related vehicles will be assigned to the adjacent roadways. The model will produce A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well as the contribution from each noise source. The $L_{10(1)}$ noise levels will be conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice⁴.

ANALYSIS TIME PERIOD SELECTION

At each of the three (3) analyzed projected development sites, construction noise levels at the site will be analyzed for each major construction phase (i.e., excavation/foundation work, superstructure work, interior fit-out work, etc.). Based on the construction activities expected to occur during each month of the construction period over the build-out period according to the conceptual construction schedule, an analysis will be performed to determine the month with the maximum potential for result in construction noise impact criteria exceedances at nearby receptors (i.e., the month during each year of the construction period when the maximum number of projected development sites are under construction).

This analysis will conservatively assume that the worst-case month of each year would represent the entire year, and the year will be modeled according to its peak month. To be conservative, the noise analysis will assume that both peak on-site construction activities and peak construction-related traffic conditions would occur simultaneously.

DETERMINATION OF NON-CONSTRUCTION NOISE LEVELS

Noise generated by construction activities (calculated using the CadnaA model as described above) will be added to noise generated by non-construction traffic on adjacent roadways to determine the total noise levels at each receptor location. Construction equipment source strength will be determined by the L_{max} levels presented in **Table 22-1** of the *CEQR Technical Manual*. For construction equipment not included in this table, manufacturer specifications or field measured noise levels will be used. Noise levels generated by traffic in the future with the Proposed Actions will be used as non-construction noise levels to which construction noise levels will be added. The non-construction noise level from the nearest operational noise receptor site (i.e., Sites 1 through 10) will be applied to each calculation point in the CadnaA model.

⁴ Federal Highway Administration Roadway Construction Noise Model User's Guide, Page 15. http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

EVALUATION OF CONSTRUCTION NOISE LEVELS

Existing Noise-Sensitive Receptors

The predicted exterior L10(1) noise levels during construction of the ~~large~~ three analyzed projected development sites at the analyzed residential receptor sites will be compared to the CEQR Technical Manual impact criteria. At façades and floors of nearby noise receptors (e.g., residences, schools, hospitals, open space areas, etc.) where construction noise levels would have the potential to result in exceedances of the *CEQR Technical Manual* impact criteria, the duration of such exceedances would be determined and disclosed based on the conceptual construction schedule.

Based on the results of the quantitative construction noise analysis, the geographic range of potential impact threshold exceedances from each type of development site (i.e., large development site, typical-sized development site along Park Avenue and typical-sized development site along other streets) will be determined. ~~The maximum distance from each projected development site at which exceedances are expected to occur will be determined.~~ Using these ~~distances~~ ranges and the conceptual construction schedule, the noise-sensitive receptors that experience exceedances of the *CEQR Technical Manual* noise impact criteria during the worst-case months as determined above will be graphically determined and reported. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise at these locations. The incremental noise level increase due to construction will be determined. Based on the incremental noise level increase, overall exterior noise levels will be determined for each analysis period and estimated interior noise levels will also be determined.

Projected Development Sites Completed and Occupied During Subsequent Construction

For analysis time periods during which one or more projected development sites would be completed and occupied, construction noise would be projected at those occupied development sites. The predicted construction noise levels will be compared to *CEQR Technical Manual* noise exposure guidelines, and exceedances of recommended noise exposure levels will be identified. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise at these locations. *