WEST HARLEM REZONING

DRAFT SCOPE OF WORK
for the
ENVIRONMENTAL IMPACT STATEMENT

CEQR No. 12DCP070M
ULURP Nos. Pending

Lead Agency:
NYC Department of City Planning

Prepared by:
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December 12, 2011

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A. INTRODUCTION

This draft scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the West Harlem Rezoning project. The Applicant, the New York City Department of City Planning (NYCDCP), is requesting zoning map and zoning text amendments (collectively, the "Proposed Action") affecting an approximately 90 block area within the West Harlem neighborhood of Manhattan Community District 9. The affected area is generally bounded by West 126th Street to the south, West 155th Street to the north, Edgecombe, Bradhurst and Convent Avenues to the east and Riverside Drive to the west (refer to Figure 1). The affected area is currently zoned predominantly R7-2 and R8, medium density residential districts. This document provides a description of the Proposed Action and resultant proposed development, and includes task categories for all technical areas to be analyzed in the EIS.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Action encompasses several discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP) and the City Environmental Quality Review (CEQR) process. The discretionary actions include:

(1) Zoning map amendments to

- Replace the existing R7-2 and R8 zoning districts within the proposed rezoning area with R6A, R7A, and R8A districts;
- Designate a C6-3X-zoning district to be mapped at the intersection of West 145th Street and Broadway;
- Replace the existing M1-1 zoning district within the proposed rezoning area with a M1-5/R7-2 zoning district;
- Map new commercial overlays along portions of West 155th Street, West 145th Street and Hamilton Place to promote and better support local retail development; and

(2) Zoning text amendments to

- Apply the Inclusionary Housing Program to C6-3X (R9X equivalent zoning district) and R8A zoning districts located along West 145th Street between Broadway and Amsterdam Avenue;
- Establish a Special Mixed Use District 15 (MX 15) in West Harlem;
- Require all R8 districts north of West 125th Street within Manhattan Community District 9 to be developed pursuant to the R8 Quality Housing Program.



West Harlem Rezoning

Figure 1
Project Location - Aerial View

City Environmental Quality Review (CEQR) and Scoping

The Proposed Action triggers ULURP and requires environmental review under the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was completed on December 5, 2011. The New York City Department of City Planning (NYCDCP), acting as lead agency on behalf of the City Planning Commission, has determined that the Proposed Action would have the potential for significant adverse impacts, thus requiring that an Environmental Impact Statement (EIS) be prepared.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Action. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. This scoping document sets forth the analyses and methodologies which 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. The public, interested agencies, Manhattan Community Board 9, and elected officials, are invited to comment on the draft scope, either in writing or orally, at a public scoping meeting to be held on **January 26, 2012 at The Gatehouse – Harlem Stage, 150 Convent Avenue, New York, NY 10031. Two sessions will be held on that date, the first commencing at 2 PM, and the second commencing at 6 PM.** Comments received during the draft scope's public hearing (both sessions), and written comments received up to 10 days after the hearing, (until February 6, 2012) will be considered and incorporated as appropriate into a final scope of work. The lead agency will oversee preparation of a final EIS scope, which incorporates all relevant comments made on the draft scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The draft EIS (DEIS) will be prepared in accordance with the final Scope of Work for an EIS.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP 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 incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF PROPOSED ACTION

Background and Existing Conditions

Originally established as the Village of Niuew Harlem in 1658, West Harlem retained its rural character for over a century, and by the late 1700's it was becoming a magnet for wealthy estates and country retreats. This trend continued through the 1800's, though the area's rural characteristics began to yield to the urbanizing influences of the Croton Aqueduct in 1842, as well as the introduction of elevated rail stops in 1879 and the subsequent development of the IRT subway line in 1904. In fact, most of West Harlem as it stands today was constructed by the first decades of the 20th century, a built environment

consisting of row houses and apartment complexes of a variety of styles, including Beaux Arts, Queen Anne and Romanesque Revival. Soon after, the 1920's and 1930's gave rise to an influx of affluent African-American residents. Although the 1950's and 1960's marked an era of disinvestment and distress, West Harlem did not sustain the same degree of extreme property abandonment, population loss, vacancy and disinvestment found in Central and East Harlem.

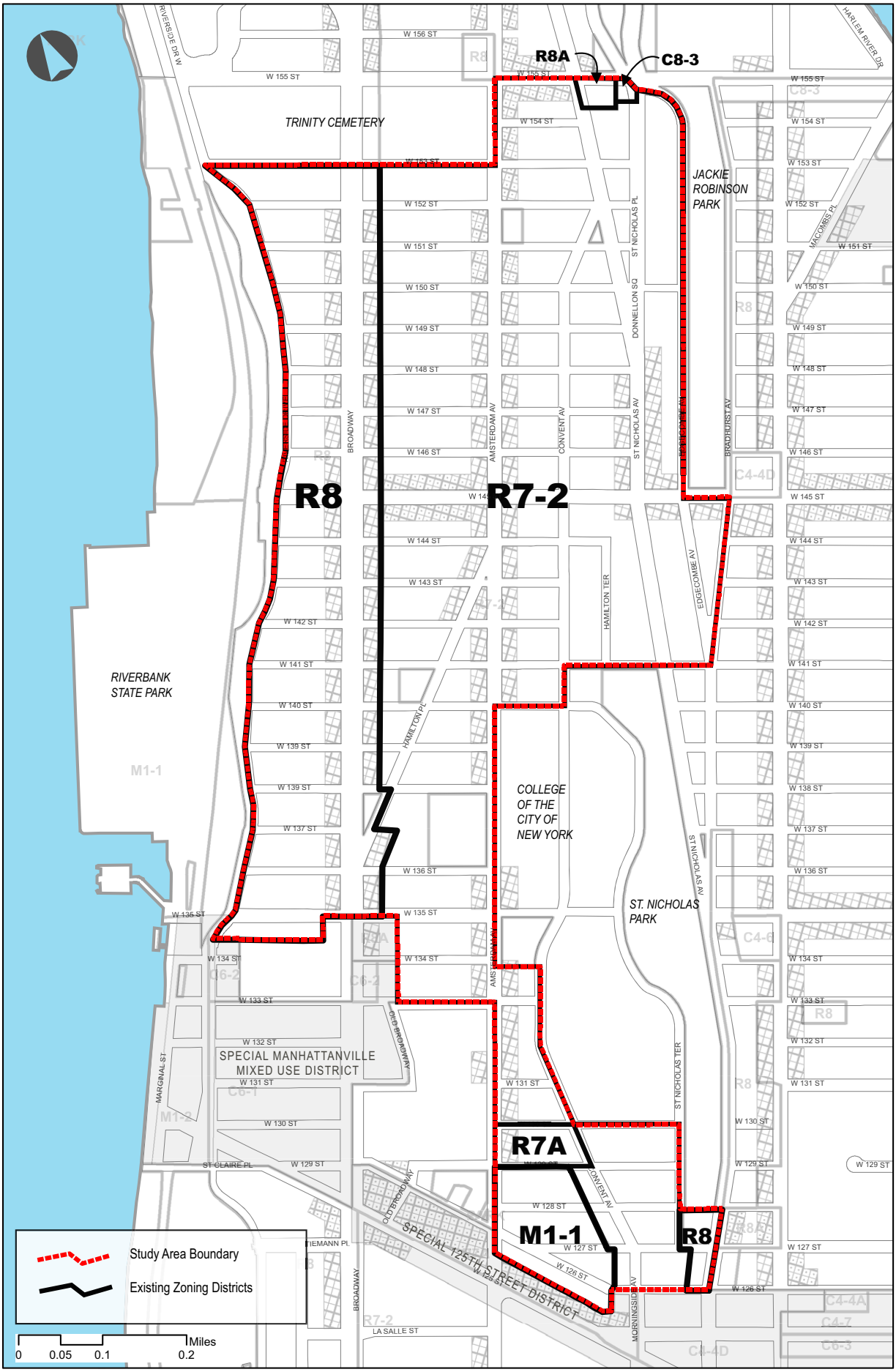
Today, West Harlem is largely a residential community made up of five- and six-story apartment buildings, three- and four-story brownstones and rowhouses. The area is typified by streetwall buildings with uniform cornice lines that rise without setback. The scale and density of the neighborhood lowers from the west to east, reflective of the underlying zoning. Taller buildings above 60 feet are concentrated on the western portion of the study area along Broadway and Riverside Drive. Amsterdam Avenue is characterized primarily by five- and six-story medium-density buildings between 50 and 65 feet in height. Convent Avenue generally has three- to six-story buildings within a height range of 40 to 60 feet. The eastern portion of the study area, St. Nicholas Avenue and St. Nicholas Place, is distinguished mostly by four- to six-story buildings; however about one-quarter of the buildings have heights ranging from 60 to 70 feet.

As shown in Figure 2, the majority of the area is currently zoned R7-2 and R8 medium density residential districts, except for an area at the southern boundary of the proposed rezoning area, which is currently zoned M1-1 and R7A, and one lot at the northeastern corner of the proposed rezoning area, which is zoned C8-3. C1 and C2 commercial overlays, which allow local retail and local service establishments, are currently mapped along major retail corridors, including portions of Broadway, Amsterdam Avenue, and West 145th Street.

West 145th Street is the major east-west corridor for the proposed rezoning area. East of Broadway, West 145th Street is zoned R7-2, with C2-4 commercial overlays generally mapped east of Broadway to Amsterdam Avenue. Although 145th Street changes as one walks along it, most buildings are built to the street line providing a consistent street wall of varying height. Between Broadway and Riverside Drive, West 145th Street has low-scale residential and commercial buildings. The West 145th Street/Broadway intersection is anchored by active commercial and residential uses and is directly served by the IRT No.1 subway line. Between Broadway and Convent Avenue, West 145th Street has mixed-use buildings of varying heights, primarily low-scale. On the north side of West 145th Street between Broadway and Amsterdam Avenue, is a vacant public school building, the former P.S. 186, which has been vacant for nearly three decades. ML Wilson Boys and Girls Club is seeking to build a new mixed-use facility on the former P.S. 186 site, which comprises a through-lot with frontage on West 145th and West 146th streets, and has approximately 29,975 square feet of lot area.

The West Harlem M1-1 district comprises portions of four blocks generally bounded by West 126th and West 129th streets, Convent and Amsterdam avenues. M1-1 districts allow commercial and low-density light manufacturing uses, as well as certain community facility uses such as houses of worship and schools. However, residential uses are not permitted. Moreover, M1-1 districts do not have height limits. Although zoned for light manufacturing use, the area has a mix of commercial, residential, community facility and light industrial uses. The Mink Building complex, which comprises five lots from West 128th to West 129th Streets, contains most of this area's light industrial and commercial uses, including space utilized for a building supplies company, non-profit art studios, storage for theatrical props, and office space for a small media company. For nearly 20 years, the Mink Building complex has been calendared for future designation by the Landmarks Preservation Commission (LPC). Other uses include the MTA-New York City Transit Amsterdam Bus Depot, located at Amsterdam Avenue between West 128th and West 129th streets, which is used for the temporary storage of buses; a one-story

Figure 2
Existing Zoning



Source: NYC Department of City Planning

structure containing a live poultry retailer is located at the corner of West 126th Street and Amsterdam Avenue. Additionally, the area has surface parking lots and auto repair uses, interspersed with five-story residential buildings.

Vacant buildings within the M1-1 district include the former Taystee Bakery complex at 426 West 126th Street, a partially demolished and vacant four-story warehouse that occupies approximately 32,000 square feet of lot area. In 2001, the City awarded the complex to an affiliate of the Citarella food markets; however, the property sat undeveloped for several years. In recent years, the City has sought to reacquire the property and dispose of the site to another developer to facilitate future development. In July 2011, the City awarded the property to a local developer in response to a recently released Request for Proposals (RFP); the proposed build program includes 90,000 square feet of office space, approximately 40,000 square feet of retail and 10,000 square feet of community facility space.

The West Harlem neighborhood is served by the IND Sixth and Eighth Avenue subway lines, with stations along St. Nicholas Avenue at West 145th and West 155th streets; by the IRT No. 1 line with stations along Broadway at West 137th and 145th streets, and by several bus lines that run along West 135th, West 145th and West 155th streets and along all major north-south avenues.

Purpose and Need for Proposed Action

In 2007, the Manhattan Borough President conducted a study of West Harlem that focused on an area generally bounded by West 126th to West 145th streets between Riverside Drive and St. Nicholas, Bradhurst and Convent avenues. The study was initiated in response to Columbia University's proposal to develop an academic mixed-use campus, the Special Manhattanville Mixed-Use District (MMU) in Manhattanville, within an area generally bounded by Broadway, Twelfth Avenue, West 125th and West 133rd streets. Columbia's proposal raised several local concerns that it would encourage future development that would be potentially out of context with the four to six-story built character that typifies West Harlem.

In response to future development concerns raised by Community Board 9, community residents and the Borough President during the Columbia/Manhattanville ULURP review process in 2007, the NYCDCP initiated the West Harlem rezoning study in recognition that zoning changes were needed to provide better protection against out-of-scale development, while incentivizing opportunities for mixed-use development and affordable housing, where appropriate.

The West Harlem rezoning proposal recognizes and complements Community Board 9's recently adopted 197-a plan and the Borough President's West Harlem Plan, and focuses on a 90-block area north of West 125th Street generally bounded by West 126th and West 155th streets, Riverside Drive and Edgecombe, Bradhurst and Convent avenues (refer to Figure 1 above). The Special Manhattanville Mixed-Use District (MMU), New York City Housing Authority's (NYCHA) Manhattanville Houses and City College's West Harlem campus are not included in the proposed rezoning area. The proposed rezoning area includes blocks that had not been subjected to a comprehensive zoning review since adoption of the 1961 Zoning Resolution – a period of 50 years.

West Harlem has a predominantly low- to mid-rise character, with many blocks located within LPC or State-designated historic districts. West Harlem also has few vacant properties and did not go through the cycle of physical distress and disinvestment that was experienced in East and Central Harlem during the 1960-1980's period. Much of West Harlem's current zoning has been in place since 1961. The

existing zoning does not protect the character of the brownstones, which are found in large measure in the area. The existing zoning does not have building height limits in brownstone areas, and does not protect the predominant streetwall character of the entire rezoning area, thus allowing for setbacks from the sidewalk that diminish a street's sense of scale and continuity.

Accordingly, the Proposed Action includes contextual zoning that would protect the existing built context of West Harlem, while promoting some future development that would blend with the existing urban fabric. It includes modest increases in density along portions of West 145th Street - a significant east-west corridor, to incentivize mixed-use development and expand opportunities for affordable housing. The proposed rezoning is also intended to direct higher densities to areas that can better accommodate future growth, such as those close to subway lines and in the area currently mapped with a M1-1 district, while mapping lower densities on predominantly residential brownstone blocks. The Proposed Action is intended to balance preservation and growth in select areas of West Harlem's medium-density residential core and within the rezoning area's proposed new MX-district. Through zoning map and zoning text amendments, the Proposed Action would:

- ***Promote building forms that are compatible with existing neighborhood character.*** West Harlem is a unique Manhattan neighborhood with a strong rowhouse brownstone character. On mid-block and avenue frontages, current zoning regulations encourage tower-in-the park development that is inconsistent with the surrounding context. Further, existing zoning regulations also allow community facility buildings that are substantially larger than surrounding residential buildings. To address these issues, the Proposed Action would map contextual zoning districts within the proposed rezoning area's residential core, to ensure that future building forms are more compatible with the existing built character.
- ***Preserve the low and mid-rise scale of mid-blocks and avenue frontages with strong built contexts.*** Many mid-blocks in the area to be rezoned are characterized by low-rise brownstones and rowhouse buildings with consistent street walls and cornice lines. To preserve these characteristics, the Proposed Action would create modest decreases and modest increases in density with contextual zoning districts targeted to these areas. For Broadway, Riverside Drive and their respective mid-blocks, the proposed rezoning would retain the existing residential density within a contextual envelope.
- ***Enhance and expand future development opportunities for West 145th Street.*** West 145th Street serves as a major east-west corridor that is well-served by mass transit. The current zoning allows residential development up to 4.0 FAR under the Quality Housing option, which constrains future development options. The Proposed Action would result in modest increases in density to facilitate future mixed-use transit-oriented development in this area. The Proposed Action would also map commercial overlays along portions of West 145th Street that have active non-conforming ground floor retail uses, to better serve current and future local retail needs.
- ***Support and enhance mixed-use development opportunities in the M-district.*** West Harlem is strongly built-out, having fully occupied residential buildings and limited vacant sites; therefore, there are limited areas that could provide potential for new development. The existing West Harlem M1-1 district comprises portions of four blocks generally bounded by West 126th and West 129th streets, Amsterdam and Convent avenues. The area is zoned for commercial and light manufacturing uses up to 1.0 FAR, which limits new development and constrains the ability of existing property owners to enlarge or expand. This M1-1 district is one of few places that could provide an opportunity for additional commercial and light manufacturing development, especially supporting activities that complement arts production and exhibition, as stated in the community board's 197-a Plan. Accordingly, the Proposed Action includes the mapping of an MX

mixed-use district in this area. The proposed MX district, the first one mapped in Manhattan, would pair an M1-5 district with an R7-2 district, thus expanding the range of allowable uses, while increasing density within a contextual building envelope. The MX district would support stakeholders who seek to undertake new development activity, as well as activate and help bring added vitality to the area.

- ***Foster new opportunities for affordable housing development.*** Although West Harlem is a predominantly built-out neighborhood that did not undergo the same degree of property distress experienced elsewhere, affordable housing is still needed to accommodate this community's growing population. To encourage new residential development for all income levels, the Proposed Action would create increased densities through use of the Inclusionary Housing Program (IHP) in appropriate locations to expand and enhance future affordable housing development opportunities.
- ***Provide support for existing ground floor retail uses.*** In the proposed rezoning area, ground floor commercial uses are found along portions of West 145th Street between Riverside Drive and Broadway and between Amsterdam and St. Nicholas avenues, and along Hamilton Place north of West 141st Street. However, no commercial overlay exists in these areas. In an effort to accommodate existing ground floor retail uses and meet the need for future ground floor commercial space, the Proposed Action includes the mapping of new commercial overlays for these areas to better serve current and future local retail needs.

The Proposed Action

The Proposed Action includes zoning map changes and a zoning text amendment for an approximately 90 block area in the West Harlem neighborhood in Manhattan Community District 9. As shown in Figure 1 above, the rezoning area is generally bounded by West 126th Street, West 155th Street, Edgecombe, Bradhurst and Convent Avenues and Riverside Drive. The table in Appendix 1 to this document provides a list of all blocks and lots affected by the Proposed Action.

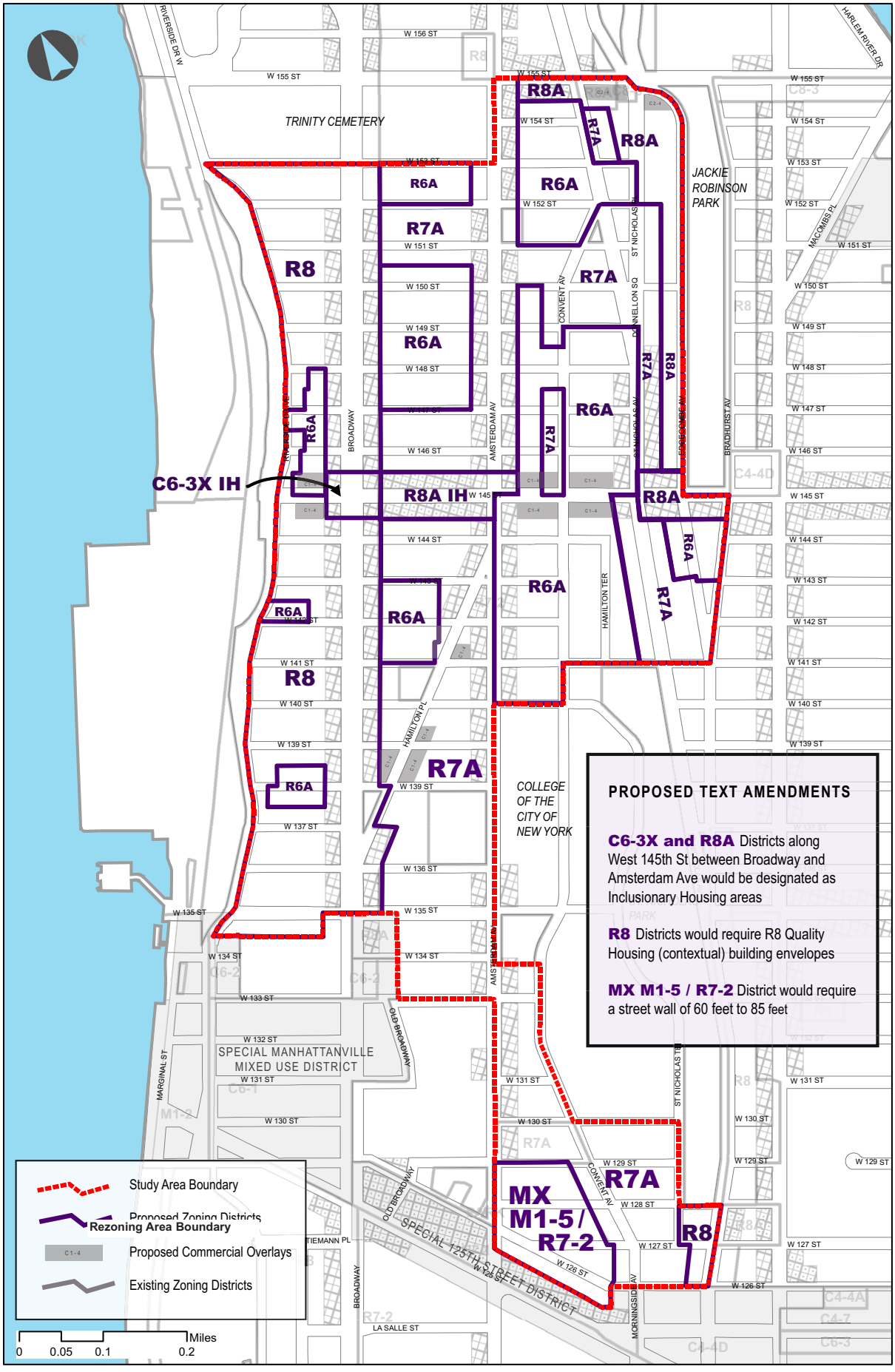
Proposed Zoning Map Changes

Figure 3 illustrates the proposed zoning designations, and the following provides a more detailed discussion of the proposed zoning changes. Table 1 at the end of this section summarizes the key bulk control regulations for the proposed zoning districts.

From R8 and R7-2 to R6A

As shown in Figure 3, the R6A zoning district would be mapped on mid-blocks generally bounded by the north side of West 142nd Street between Riverside Drive and Broadway; West 147th to West 150th streets between Broadway and Amsterdam Avenue; West 145th to West 150th streets between Amsterdam and St. Nicholas avenues; West 151st to West 154th streets between Amsterdam, Convent and St. Nicholas avenues; West 140th to West 145th streets between Amsterdam Avenue and Hamilton Terrace; and along the north side of West 152nd Street between Broadway and Amsterdam Avenue. The existing zoning within these areas is R8 and R7-2. R6A districts would allow residential and community facility uses up to 3.0 FAR. The street wall could rise 40 to 60 feet, with a maximum building height of 70 feet. The proposed R6A district, with lower bulk, height and street wall requirements would provide consistency between the existing built context of low-scale areas and its underlying zoning.

Figure 3
Proposed Zoning



Source: NYC Department of City Planning

From R7-2 to R7A

This district would replace existing R7-2 zoning districts located along portions of St. Nicholas Place, Amsterdam, Convent and St. Nicholas avenues and on select mid-blocks between Broadway and St. Nicholas Avenue (see Figure 3). R7A allows maximum building heights of 80 feet, street wall heights of 40 to 65 feet, residential FAR of 4.0 and community facility FAR of 4.0. The density allowed under R7A is equivalent to the maximum residential density that is currently allowed on St. Nicholas Place and along Amsterdam, Convent and St. Nicholas avenues under the Quality Housing option. The mid-blocks proposed for R7A are characterized by mid-rise multi-family buildings interspersed with low-rise residential buildings. The building form encouraged by R7A regulations would result in residential buildings that are consistent with the scale, streetwall and density of the existing mid-block buildings. Along the mid-blocks, existing zoning allows residential uses at 3.44 FAR and community facility uses at 6.5 FAR. The proposed R7A district would allow both residential and community facility uses at 4.0 FAR.

From R7-2 to R8A

West 145th Street between Broadway and Amsterdam Avenue

This district would replace the existing R7-2 district located on both sides of West 145th Street from a point 100 feet east of Broadway to Amsterdam Avenue (see Figure 3). R8A districts have a maximum building height of 120 feet, and street wall heights of 60 to 85 feet. The Proposed Action would designate the R8A zoning district proposed for West 145th Street between Broadway and Amsterdam Avenue with the Inclusionary Housing Program. In doing so, a base residential density of 5.4 FAR bonusable to 7.2 FAR achievable with the Inclusionary Housing bonus within this area. Community facilities would be allowed up to 6.5 FAR, as currently allowed under the existing R7-2 district regulations. The proposed R8A district is intended to provide a useful incentive to develop affordable housing and enhance future development opportunities for the West 145th Street corridor.

Edgecombe Avenue, West 155th Street and West 145th Street between St. Nicholas and Bradhurst avenues

This district would replace existing R7-2 zoning districts along Edgecombe Avenue, West 155th Street and West 145th Street between St. Nicholas and Bradhurst avenues (see Figure 3) with the R8A zoning district in order to maintain the scale and street wall with the existing dense, mid-rise multi-family buildings within the area. R8A districts permit residential uses up to 6.02 FAR, community facility uses up to 6.5 FAR, maximum building heights of 120 feet, and street wall heights of 60 to 85 feet. The proposed rezoning action would increase the permitted residential density from 3.44 to 6.02 FAR.

From R8 to C6-3X

The C6-3X zoning district would be mapped at the intersection of West 145th Street and Broadway on the four corners to a depth of 100 feet (see Figure 3), an area currently zoned R8/C1-4. C6 districts permit a wide range of high-bulk commercial uses requiring a central location well-served by mass transit, such as corporate headquarters, hotels and entertainment facilities. C6 districts also allow residential and community facility uses. As part of the Proposed Action, the Inclusionary Housing designation would be made applicable to the C6-3X zoning district through a zoning text amendment. The C6-3X District would allow residential uses up to 7.3 FAR, bonusable to 9.7 FAR through the Inclusionary Housing bonus. Commercial uses would be allowed up to 6.0 FAR and could be located above the ground floor in mixed residential/commercial buildings. Community facility uses would be allowed up to 9.0 FAR. The street wall could rise 105 to 120 feet, above which it could rise to a maximum height of 170 feet. The proposed C6-3X zoning district expands future development opportunity at the West 145th Street/Broadway intersection, which is well-served by mass transit.

From M1-1 to MX (M1-5/R7-2)

The Proposed Action would rezone the existing manufacturing area located on portions of four blocks generally bounded by West 126th and West 129th streets, and Amsterdam and Convent avenues, zoned M1-1, to a M1-5/R7-2 mixed use zoning district and a zoning text amendment would establish it as Special Mixed Use District 15 (MX 15). The MX District would allow for new residential uses and non-residential uses to be permitted as-of-right. MX Districts, designated on zoning maps as 'MX' with a numerical suffix, contain a M1 manufacturing district that is paired with an R3 to R9 residential district. The proposed MX District would pair a M1-5 manufacturing district with a R7-2 residential district. The M1-5/R7-2 district would be mapped on portions of four blocks (see Figure 3). Unlike the current M1-1 district, the proposed MX district allows all Use Group 3 and 4 uses (community facilities), which further expands and supports mixed-use development at this location. It also allows residential development up to 3.44 FAR.

M1-5 districts allow retail, commercial and light manufacturing uses up to 5.0 FAR. However, some commercial uses, such as supermarkets are limited to 10,000 square feet of floor area per establishment. Certain community facility uses, such as houses of worship, are permitted up to 6.5 FAR. R7-2 districts are medium-density residential districts that allow residential development up to 3.44 FAR; however, on wide streets outside the Manhattan Core, residential development is permitted up to 4.0 FAR under the Quality Housing option. R7-2 districts also allow community facility uses up to 6.5 FAR. The MX district also allows retail and commercial use up to 5.0 FAR, which can be placed above the ground floor, and community facility uses up to 6.5 FAR.

In terms of building form, the current MX District regulations for MX District that contains a R7-2 designation allow for a maximum base height of 60 feet and up to a maximum building height of 135 feet. However, buildings may exceed the maximum building height up to a height of 175 feet through the use of a provision that requires any stories constructed above a height of 135 feet to contain 20% less area than the story below it ('penthouse rule'). The MX District also prescribes maximum permitted FARs for residential, commercial, manufacturing and community facility uses. The Proposed Action would also amend the Special Mixed Use District provisions in order to require a street wall of 60-85 feet for the proposed M1-5/R7-2 District (see the Proposed Text Amendments section below).

Since the proposed rezoning area is strongly built-out, the existing M1-1 district is one of few places that could provide an opportunity for additional commercial and light manufacturing development, especially supporting activities that complement arts production and exhibition. Ultimately, the market determines whether development would occur; however, if it does occur in this area, the MX District would provide more flexibility than the current M1-1 zoning, to incentivize the development of new businesses and better support the expansion of existing businesses. Additionally, the proposed MX District would complement and support the City's renewed efforts to redevelop the former Taystee Bakery complex.

C1-4 and C2-4 Commercial Overlays

As shown in Figure 3, these overlays are proposed to be mapped on the south side of West 155th Street between St. Nicholas and Bradhurst avenues (C2-4); on both sides of the West 145th Street mid-block between Riverside Drive and Broadway; both sides of the West 145th Street mid-block between Amsterdam and St. Nicholas avenues (C2-4), and Hamilton Place between West 138th and West 139th streets, a portion of the east side of Hamilton Place between West 139th and West 140th streets and a portion of the east side of Hamilton Place between West 141st and West 142nd streets (C1-4). C1 and C2 commercial overlays are mapped on streets within residential districts that serve the local retail needs

of the surrounding residential neighborhood. Typical retail uses include grocery stores, restaurants and beauty parlors. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services,. The proposed commercial overlays would be mapped within R6A, R7A and R8A districts and would bring existing ground floor commercial uses into conformance. They would also support future ground floor commercial uses to serve the neighborhood. Within the proposed R6A, R7A and R8* districts, ground floor retail uses would be allowed up to 2.0 FAR in mixed residential/commercial buildings. Buildings without residential uses would also be allowed 2.0 FAR of commercial uses. New developments would be subject to the density and bulk requirements of the proposed underlying R6A, R7A and R8A districts.

TABLE 1
Summary of Proposed Zoning Districts and Regulations

District	Maximum FAR	Streetwall (Min. base height/ Max. base Height	Maximum Building Height
Proposed R6A	Residential: 3.0 Community Facility: 3.0 Commercial (when mapped with C1 or C2 overlay): up to 2.0	40 feet min. 60 feet max.	70 feet
Proposed R7A	Residential: 4.0 Community Facility: 4.0 Commercial (when mapped with C1 or C2 overlay): up to 2.0	40 feet min. 65 feet max.	80 feet
Proposed R8A	Residential: 6.02 Community Facility: 6.5 Commercial (when mapped with C1 or C2 overlay): up to 2.0	60 feet min. 85 feet max.	120 feet
Proposed R8A with Inclusionary Housing designation	Residential: 5.4 (base), 7.2 max. with Inclusionary Housing Community Facility: 6.5 Commercial (when mapped with C1 or C2 overlay): up to 2.0	60 feet min. 85 feet max.	120 feet
C6-3X	Residential: 7.3 (base), 9.7 max. with Inclusionary Housing Community Facility: 9.0 Commercial: up to 6.0	105 feet min. 120 feet max.	170 feet
MX 15 (M1-5/R7-2)	Residential: 3.44 Community Facility: 6.5 Commercial/manufacturing: 5.0	60 feet min. 85 feet max.	135 feet maximum Up to 175 feet (only with 'penthouse' rule)

Proposed Zoning Text Amendments

In addition to the aforementioned zoning map amendments, the Proposed Action includes the following zoning text amendments.

Inclusionary Housing Program

As part of the City's ongoing effort to provide new housing opportunities in West Harlem, the Proposed Action indentifies areas that are appropriate for the Inclusionary Housing designation. The Inclusionary Housing designation, which can be applied in areas being rezoned to allow medium- and high-density residential development, combines a zoning floor area bonus with a variety of housing subsidy programs to create powerful incentives for the development and preservation of affordable housing.

The proposed zoning text amendment would make the Inclusionary Housing Program (IHP) zoning regulations applicable in the C6-3X zoning district (R9X residential zoning district equivalent) and the R8A district along West 145th Street between Broadway and Amsterdam Avenue. In the areas where the IHP would be applicable, new residential developments that provide on- or off- site housing that will remain permanently affordable for low- and moderate-income families would receive increased floor area. The IHP provides 33% bonus in exchange for 20% of floor area set aside as affordable units. The

additional floor area must be accommodated within the bulk regulations of the underlying zoning districts. Affordable units could be financed through city, state, and federal affordable housing subsidy programs. Within the proposed rezoning area, portions of approximately five blocks would be subject to the IHP.

The affordable housing requirement of the Inclusionary Housing zoning bonus could be met through the development of affordable units, on-site, or off-site either through new construction or preservation of existing affordable units. Off-site affordable units must be located within the same community district, within a half-mile of the bonused development or anywhere within Community District 9. The availability of on-site and off-site options provides maximum flexibility to ensure the broadest possible utilization of the program under various market conditions

Special Mixed Use District – MX 15

The Proposed Action would establish the M1-5/R7-2 zoning district as a Special Mixed Use District - MX 15 in West Harlem, thereby making the Special Mixed Use District's general provisions applicable. As described above in the discussion of the zoning map amendment for M1-5/R7-2, when the MX District contains an R7-2 designation, the Special Mixed Use District prescribes a maximum base height of 60 feet and a maximum building height of 135 feet with the option to achieve up to a height of 175 feet through the use of the 'penthouse rule'. The current Special Mixed Use District regulations applicable to M1-5/R7-2 do not require both a minimum base height provision and street wall location provision. In order to retain the street wall character of the area, the Proposed Action would amend the base height requirements by requiring a street wall of 60 to 85 feet in height. Additionally, street wall location requirements would ensure that 70% of the aggregate building walls would be located on the street line with the remaining 30% to be located within 8 feet of the street line to encourage consistency with the location of street walls within the area.

Mandatory Quality Housing for R8 Districts within West Harlem

The Proposed Action would make mandatory the current provisions of the Quality Housing Program for R8 Districts in the West Harlem Rezoning area. The proposed text amendment would encourage buildings forms that are consistent with the existing scale and character of the 6- to 8-story apartment buildings generally found within existing R8 districts located from West 135th Street to West 153rd Street between Riverside Drive and Broadway and along the west side of St. Nicholas Avenue and the east side of St. Nicholas Terrace between West 126th Street to West 128th Street. The Quality Housing Program for R8 Districts allows a maximum residential density of 6.02 FAR on narrow streets and a maximum of 7.2 FAR for wide streets. Community facility FAR may be developed up to 6.5 FAR. For sites on narrow streets, the required building envelope would provide for a street wall of 60 to 85 feet in height, with a maximum building height of 105 feet. For sites on wide streets, the street wall must rise between 60 to 85 feet in height with the maximum allowable building height of 120 feet.

D. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario was established for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions projected to the build year of 2021. The incremental difference between the Future No-Action and Future With-Action conditions are the basis of the impact category analyses of this

Environmental Assessment Statement. For area-wide rezonings not associated with a specific development, a ten-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those being proposed. To determine the With-Action and No-Action 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, as discussed below.

Development Site Criteria

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezoning, 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 was to identify those sites where new development could reasonably occur.

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed; AND
- with a total lot size greater than or equal to approximately 2,500 square feet (including potential assemblages totaling 2,500 square feet or more if assemblage seems probable); AND
- constructed to less than half of the FAR allowed by the proposed zoning.
- Vacant, partially vacant and underutilized buildings that have not been recently improved.
- Auto-related uses including: parking lots, auto repair shops and gas stations.

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

- Schools (public and private), municipal libraries, government offices, community gardens, and houses of worship.
- Recent major investment, including new construction, conversion, or renovation.
- Buildings with six or more residential units, due to required relocation of tenants in rent-stabilized units.
- Buildings within the historic district which, under advisement from the Landmarks Preservation Commission (LPC), could not be demolished or receive significant enlargements.

New Construction Development Assumptions

To produce a reasonable conservative estimate of future growth with and without the Proposed Action (With-Action and No-Action conditions, respectively) and based on recent trends, the RWCDS assumes that both projected and potential sites would develop to the maximum developable square footage pursuant to current zoning in the future without the Proposed Action. Potential development sites are less likely to be developed within a ten-year period because they are not easily assembled into single ownership, have an irregular shape, are in active use, reflect a significant amount of relatively recent renovation or alteration, or have some combination of these features.

The development sites are distributed throughout the rezoning area and are currently mapped R8, R7-2, M1-1 and C8-3. Based on recent development trends, the RWCDS projects that sites currently zoned to permit residential use would develop pursuant to current zoning in the No-Action condition. For sites zoned R7-2 with commercial overlays in the Future No-Action condition, it is assumed that developments would be constructed to 3.44 FAR, incorporating 0.85 FAR of commercial/retail use and

approximately 2.59 FAR of residential uses. The No-Action scenario for R7-2 development sites uses the Quality Housing Program to allow for a more flexible maximum building height on narrow streets. Sites with frontages of less than 45 feet in width are subject to the sliver regulations pursuant to ZR Section 23-692. The sliver regulations restrict the maximum building height to the width of the street on which the building fronts, unless the building is built using the Quality Housing option.

Commercial uses would be located on full-lot coverage ground floors (with 0.15 FAR deducted from commercial use for residential lobbies). Setbacks are required depending on whether sites front on narrow or wide streets.

For sites currently zoned R8 on wide streets with commercial overlays in the Future No-Action condition, it is assumed that developments would be constructed to 7.2 FAR, incorporating 0.85 FAR of full-lot coverage ground floor commercial/retail use and approximately 6.12 FAR of residential use. Required setbacks would also be assumed depending on whether the site fronts on a narrow or wide street.

For sites currently zoned M1-1, it is estimated that the existing conditions would remain in place given the limited amount of density allowed.

The Proposed Action would change the zoning on all sites to a mix of contextual districts in order to ensure that new development would also be sensitive to the established height and scale in the West Harlem neighborhood. Furthermore, the proposed rezoning would mandate contextual building forms for the existing R8 districts and for the proposed MX (M1-5/R7-2) district. The proposed rezoning would allow for new development that is more consistent with the height and scale of the existing neighborhood by requiring street wall envelopes (minimum and maximum base heights) and maximum building heights for new development, as discussed above.

The new districts would also provide for increases in residential density, to 4.0 FAR in R7A along midblocks, to 6.02 FAR in the R8A district and up to 7.2 with the Inclusionary Housing bonus program proposed for the R8A district along the West 145th Street portion between Broadway and Amsterdam Avenue. The C6-3X district, also proposed for Inclusionary Housing designation, would allow up to 9.7 FAR with the Inclusionary Housing bonus. The proposed MX (M1-5/R7-2) district would allow for a combination of densities: commercial/light manufacturing allowed up to 5.0 FAR, community facility up to 6.5 FAR and residential uses up to 3.44 FAR. The rezoning would allow for limited modest increases in density along portions of the major corridor of West 145th Street.

The Proposed Action would map contextual districts - R6A, R7A and R8A - in order to limit height and bulk to ensure that new development would be sensitive to the established height and scale of the West Harlem neighborhood. Demand for housing is expected to remain steady in this area and new housing must be accommodated in appropriate locations. The major east-west corridor of West 145th Street between Broadway and Amsterdam Avenue, including the intersection of two wide streets - West 145th Street and Broadway - is well-served by mass transit and features a mix of community destination uses. With an increase in permitted residential density, apartment buildings can be developed, providing much-needed additional housing.

Sites proposed to be zoned C6-3X in the Future With-Action condition would develop with mixed-use residential buildings containing ground floor retail uses, and either commercial office uses or community facility uses above the second story with residential use in the upper portions of the building. It is assumed that these sites would develop to the maximum allowable 9.7 FAR and include the required

amount of affordable housing floor area. New buildings in both the Future No-Action and Future With-Action conditions would be configured with a 10- or 15-foot setback at the required height.

In the future with the Proposed Action, sites zoned R7A would develop to the maximum allowable FAR of 4.0 and would contain residential uses only. Sites proposed for R8A zoning with a C1-4 or C2-4 overlay would be developed with approximately 5.17 FAR of residential use and 0.85 FAR of commercial/retail use at the ground floor. For sites proposed for R8A zoning with the Inclusionary Housing program, developments would be constructed to the maximum allowable residential density of 7.2 FAR (which would include the required affordable housing floor area) and incorporate 0.85 FAR of commercial/retail uses at the ground floor.

Sites proposed to be zoned MX (M1-5/R7-2) in the Future With-Action condition would develop as mixed-use facilities. The proposed MX district would primarily support the growth and expansion of existing commercial and light manufacturing uses, while allowing street-enlivening retail uses and modest residential growth to occur. The proposed MX district allows up to 6.5 FAR for community facility use, 5.0 FAR for commercial and light manufacturing uses and 3.44 FAR for residential uses. The proposed MX district would allow for the following buildings in the Future With-Action scenario:

- mixed-use commercial/residential buildings containing ground floor retail uses and residential uses in upper floors built to a maximum FAR of 4.44
- a mixed-use commercial/community facility/residential building containing ground floor retail use, community facility office space above the second story and residential uses in the upper portions of the building built to a maximum FAR of 6.5
- a mixed-use commercial/community facility building containing ground floor retail uses and institutional research uses in the upper stories built to a maximum FAR of 6.5

No off-street parking is required for development sites in the Future No-Action and Future With-Action conditions (with the exception of three sites – projected sites 6, 40, and 50 – as shown in Table A2-1c in Appendix 2) due to the reduced parking requirements for small zoning lots and parking waivers for new developments. An average dwelling unit size of 900 zoning square feet is assumed for each site in both scenarios.

Potential Enlargement of Residential Buildings

Additionally, an assessment of potential enlargement sites was undertaken. A moderate amount of residential buildings within the rezoning area are not built out to existing allowable FAR. Enlargements can and nominally occur today, without the proposed rezoning. A similar pattern of enlargements is assumed under the With-Action scenario. The current trend is for small enlargements of owner-occupied, single family townhouses that respond to programmatic need and do not seek to add additional dwelling units or maximize FAR. Given this trend it is likely that small enlargements (one- or two-story additions set back from the street) will continue to occur.

Definition of Projected and Potential Development

To produce a reasonable, conservative estimate of future growth, the development sites were further divided into two categories - projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period (build year 2021) because of known development plans for such sites, their relatively low FAR and current utilization, and relatively large size. Potential sites are considered less likely to be developed

over the same period because of their relatively higher FARs, existing utilization, and generally more cumbersome means of development.

This Environmental Assessment Statement assesses both density-related and site specific potential impacts from the 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 impact 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 within the next decade; therefore, these sites have not been included in the density-related impact assessments. However, specific review of site specific impacts for these sites has been conducted in order to ensure a conservative analysis.

Forty development sites (24 projected and 16 potential) have been identified in the rezoning area. Figure 4 shows these projected and potential development sites, and Tables A2-1 and A2-2 in Appendix 2 to this document identify the uses expected to occur on each of those sites under future No-Action and future With-Action conditions. Table 2 below provides a summary of the RWCDS for each analysis scenario.

The Future Without the Proposed Action (No-Action Condition)

In the future without the Proposed Action (No-Action), given the existing zoning and land use trends in the area, it is anticipated that the rezoning area would experience moderate growth in commercial and community facility uses and modest growth in residential uses over the next 10-year period. Anticipated development on the projected and potential sites identified in the RWCDS in the future without the Proposed Action is presented in Tables A2-1 and A2-2, respectively in Appendix 2.

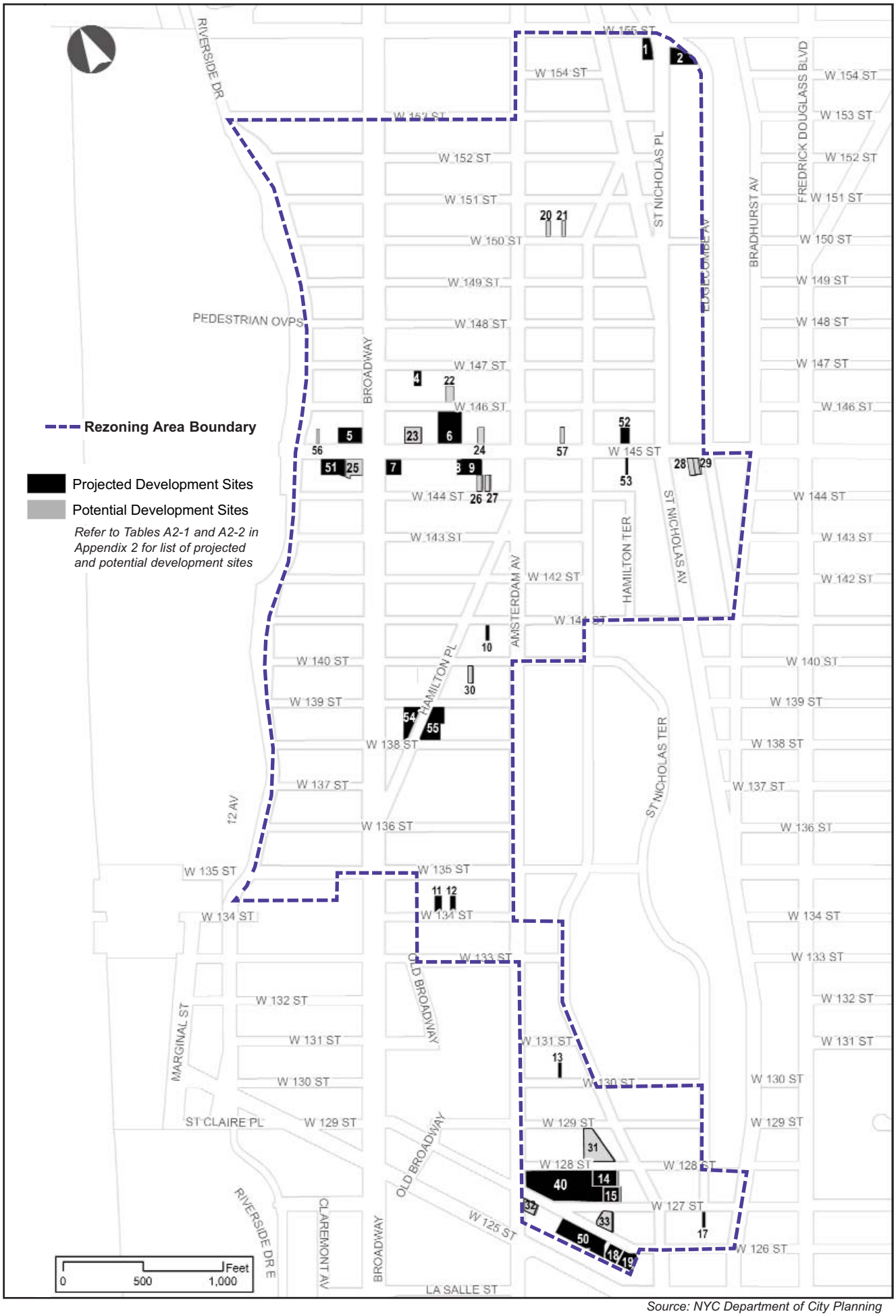
As discussed above, the RWCDS projects that sites currently zones to permit residential use would develop pursuant to current zoning in the No-Action condition, while existing conditions would remain for sites zoned M1-1. Given the limited amount of density allowed. As shown in Table 2 below, it is anticipated that, in the future without the Proposed Action, there would be a total of approximately 567 residential units, 399,655 sf of office space, 319,804 sf of community facility space, and 45,888 sf of retail space on the 24 projected development sites.

The Future With the Proposed Action (With-Action Condition)

Defining the Reasonable Worst Case Development Scenario for Environmental Analysis

The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. Under the proposed zoning changes and other controls, a range of new development could occur within projected development sites 6 and 40. For analysis purposes, two reasonable worst-case development scenarios have been identified for these two sites - a With-Deed Restriction scenario and a No-Deed Restriction scenario for projected development site 6, as well as a Conversion scenario and a New Development scenario for projected development site 40 (refer to Table A2-1c in Appendix 2 at the end of this document).

RWCDS Projected and Potential Development Sites



Source: NYC Department of City Planning

The With-Deed Restriction scenario for projected development site 6 (the former P.S. 186 site) refers to an existing deed restriction on the property that requires any new development on the site to contain 85% community facility use. The deed restriction would expire upon a sale to an unrelated third party. However, prior to such a sale, completion of the development of the property in accordance with the deed restriction is required. This scenario would include 7,421 gsf of retail and 141,724 gsf of community facility uses. The No-Deed Restriction scenario for projected development site 6 would include 155 dwelling units (21 affordable units), 7,421 gsf of retail uses, 22,261 gsf of community facilities uses and a 46-space accessory parking garage.

The Conversion scenario for projected development site 40 (the Mink Building complex) exists because the site contains existing buildings of various height, density and character and lend themselves to wide range of redevelopment options including alteration, conversion and partial demolition. In this scenario, existing buildings would be converted to multiple uses including 158 dwelling units (0 affordable units), 33,182 gsf of retail, 235,754 gsf of commercial uses, 170,510 gsf of community facility uses and a 79-space accessory parking garage. Under the New Development scenario, projected development site 40 would be developed with 228 dwelling units (0 affordable units), 57,665 gsf of retail, 170,786 gsf of commercial uses, 140,485 gsf of community facility uses and a 114-space accessory parking garage.

Table 2 below provides a summary of each of the four RWCDSs for projected development sites, as well as the development increment compared to the No-Action condition for each scenario. Detailed information on the RWCDS for each of the 24 projected development sites, as well as the 16 potential development sites, is provided in Tables 1 and 2 included in Appendix 2.

TABLE 2
RWCDS and Population Summary for Projected Development Scenarios 1 to 4, Compared to No-Action Conditions

USE	Existing Condition (GSF)	No-Action Condition (GSF)	RWCDS 1 (Deed Restriction + Conversion)	RWCDS 2 (Deed Restriction + New Development)	RWCDS 3 (No Deed Restriction + Conversion)	RWCDS 4 (No Deed Restriction + New Development)
Residential	215 units (195,907 GSF)	567 units (521,594 GSF)	911 units incl. 61 affordable (839,621 GSF)	981 units incl. 61 affordable (904,591 GSF)	1,066 units incl. 82 affordable (983,328 GSF)	1,136 units incl. 82 affordable (1,048,298 GSF)
Retail	58,129 GSF	45,888 GSF	170,238 GSF	194,722 GSF	170,238 GSF	194,722 GSF
Other Commercial (Office)	344,091 GSF	399,655 GSF	480,509 GSF	415,540 GSF	480,509 GSF	415,540 GSF
Community Facility (CF)	95,605 GSF	319,804 GSF	596,650 GSF	566,625 GSF	477,187 GSF	447,162 GSF
Parking	-	-	129 spaces (35,800 SF)	164 spaces (42,800 SF)	45,000 SF (175 spaces)	52,000 SF (210 spaces)
No-Action to With-Action Increment for Projected Development Sites			**344 Units (incl. 61 affordable) 124,350 gsf Retail 80,854 gsf Office 276,846 gsf CF 129 parking spc.**	**414 Units (incl. 61 affordable) 148,834 gsf Retail 15,885 gsf Office 246,821 gsf CF 164 parking spc.**	**499 Units (incl. 82 affordable) 124,350 gsf Retail 80,854 gsf Office 157,383 gsf CF 175 parking spc.**	**569 Units (incl. 82 affordable) 148,834 gsf Retail 15,885 gsf Office 127,383 gsf CF 210 parking spc.**
POPULATION/ EMPLOYMENT (1)	**Existing Condition**	**No-Action Condition**	**RWCDS 1 (Deed Restriction + Conversion)**	**RWCDS 2 (Deed Restriction + New Development)**	**RWCDS 3 (No Deed Restriction + Conversion)**	**RWCDS 4 (No Deed Restriction + New Development)**
Residents	553 residents	1,457 residents	2,341 residents	2,521 residents	2,740 residents	2,920 residents
Workers	1,878 workers	2,825 workers	4,462 workers	4,179 workers	4,071 workers	3,788 workers
No-Action to With-Action Increment			**884 Residents 1,637 Workers**	**1,064 Residents 1,354 Workers**	**1,283 Residents 1,246 Workers**	**1,463 Residents 963 Workers**

NOTE: Two reasonable worst-case development scenarios (RWCDSs) have been identified for projected development sites 6 and 40. The With-Deed Restriction scenario for projected development site 6 (the former P.S. 186 site) refers to an existing deed restriction on the property that requires any new development on the site to contain 85% community facility use. The deed restriction would expire upon a sale to an unrelated third party. However, prior to such a sale, completion of the development of the property in accordance with the deed restriction is required. The Conversion scenario for projected development site 40 (the Mink Building complex) exists because the site contains existing buildings of various height, density and character and lend themselves to wide range of redevelopment options including alteration, conversion and partial demolition.

(1) Assume 2.57 persons per DU (based on census data for 1/4-mile), 1 employee per 250 SF of office, 3 employees per 1000 SF of retail, as well as 1 employee per 25 DUs. For community facility uses, assume 1 employee per 300 sf of community facility/institutional space and for parking assume 1 employee per 10,000 sf of parking floor area.

The reasonable worst-case development scenarios defined above (and identified as scenarios 1 through 4) represent the upper bounds of residential, retail commercial and/or community facility and parking uses for the purposes of impact analysis. The proportional requirements for affordable housing would be the same in all scenarios. The analyses in the EIS will examine the scenario with the greater potential environmental impact for each impact area.

Based on 2010 Census data, the census tracts comprising an approximate ¼-mile radius from the proposed rezoning area have an average of 2.57 persons per household. Based on this ratio, and other standard ratios for estimating employment for commercial and community facility uses, Table 2 also provides an estimate of the number of residents and workers generated by each of the four RWCDSs.
A total of 16 sites were considered less likely to be developed within the foreseeable future, and were thus considered potential development sites (Table A2-2 in Appendix 2 lists all 16 potential development sites). 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 sites could be developed under the Proposed Action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDS. The potential sites are therefore also addressed in the EAS for site-specific effects.

As such, the environmental impact statement document will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise.

E. PROPOSED SCOPE OF WORK FOR THE EIS

As the RWCDSs associated with the Proposed Action would affect various areas of environmental concern and were found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement (EIS) will be prepared for the Proposed Action. The EIS will analyze the RWCDS associated with the Proposed Action for all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the *CEQR Technical Manual*, dated May 2010, and will contain:

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

The EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise. Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and detailed in the EAS document, the following environmental areas would not require detailed analysis in the EIS: natural resources, solid waste and sanitation services, and energy. It should be noted however that as a GHG emissions analysis will be provided in the EIS, pursuant to *CEQR Technical Manual* guidelines the Proposed Action and associated RWCDS's energy consumption will be calculated and provided in the EIS.

The specific technical areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Action and sets the context in which to assess impacts. The chapter contains a description of the Proposed Action: its 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 Action; 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 Action and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Action.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the reasonable worst-case development scenario for analysis in the EIS. The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Borough President's Office, the New York City Planning Commission (CPC), and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the Proposed Action on land use, zoning, and public policy, pursuant to the methodologies presented in the *2010 CEQR Technical Manual*. The primary land use study area will consist of the rezoning area, where the potential effects of the Proposed Action will be directly experienced (reflecting the proposed rezoning and resultant RWCDS). The secondary land use study area would include the neighboring areas within a ¼-mile boundary from the rezoning area, as shown in Figure 5, which could experience indirect impacts. Subtasks will include the following:

- Provide a brief development history of the rezoning area and surrounding study area.
- 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). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted. Other public policies that apply to the study area will also be described, including: *Community District 9 Manhattan 197-a Plan: Hamilton Heights,*

Figure 5
Land Use Study Area



Manhattanville, Washington Heights; Hamilton Heights/Sugar Hill Historic District; Upper Manhattan Empowerment Zone; Bradhurst Urban Renewal Area, and the Local Waterfront Revitalization Program. The City's sustainability/PlaNYC policies will also be discussed.

- 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 2021 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 without the Proposed Action (No-Action condition).
- Describe proposed zoning changes, and the potential land use changes based on the Proposed Action's RWCDS (With-Action condition).
- Discuss the Proposed Action's 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 Action on ongoing development trends and conditions in the study areas.
- The project is located in the New York City Coastal Zone, and therefore, it will be assessed for its consistency with the city's Waterfront Revitalization Program (WRP). The analysis will assess, for those relevant policies identified on the project's Consistency Assessment Form (provided as Appendix E to the EAS), the consistency of the Proposed Action and resultant projected development with the WRP policies.
- 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 Action's potential effects on the socioeconomic character of the study area, which is expected to conform to the ¼-mile land use study area described in Task 3.

Pursuant to Section 310 of Chapter 5 of the *2010 CEQR Technical Manual,* 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 Action. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The proposed action is expected to generate a net change of 569 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, consistent with the *2010 CEQR Technical Manual,* the socioeconomic study area would be expanded to a 0.5 mile radius, if

the RWCDS associated with the Proposed Action would increase the population by 5 percent compared to the expected No-Action population in a quarter-mile (0.25 mile) study area.

As the Proposed Action would affect a large area comprising 90-blocks in West Harlem, it may be appropriate to create subareas for analysis if the action affects different portions of the study area in different ways. For example, if an action concentrates development opportunities in one portion of the study area, and would result in higher increases in population in that portion, it may be appropriate to analyze the subarea most likely to be affected by the concentrated development. Distinct sub-areas will be based on recognizable neighborhoods or communities in an effort to disclose whether the Proposed Action may have disparate effects on distinct populations that would otherwise be masked or overlooked within the larger study area.

Pursuant to the *2010 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 Action warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. According to the *2010 CEQR Technical Manual*, direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. No direct residential displacement would occur under the Proposed Action, and, therefore, the Proposed Action would not result in significant adverse impacts due to direct residential displacement.

In conformance with the *2010 CEQR Technical Manual guidelines*, the assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary. 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 and With-Action conditions in 2021, including any population and employment changes anticipated to take place by the analysis year of the Proposed Action.

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 Action will be disclosed. The Proposed Action is expected to result in direct business displacement on four of the 24 projected development sites. According to the *CEQR Technical Manual*, if a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. It is expected that the Proposed Action would exceed the *2010 CEQR Technical Manual* analysis threshold of 100 displaced employees, and therefore, a preliminary assessment pursuant to CEQR guidelines 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 Action, 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. According to the *CEQR Technical Manual*, 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 *CEQR Technical Manual* seeks to answer 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, and median household income. Pursuant to *2010 CEQR Technical Manual* guidelines, the preliminary assessment will carry out the following the step-by-step evaluation:

- Step 1: Determine if the Proposed Action 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 Action's 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 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.

If the preliminary assessment finds that there is a substantial population potentially at risk of indirect displacement, a detailed analysis will be conducted. The detailed analysis would utilize more in depth demographic analysis and field survey 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 Action on prevailing socioeconomic trends and, thus, impacts on the identified population at risk.

Indirect Business Displacement

The indirect business displacement analysis will consider the potential for significant adverse impacts resulting from the reasonable worst-case development scenario which maximizes commercial and community facility uses (RWCDS 1), thereby maximizing the potential for indirect business and institutional displacement impacts. The assessment will entail the following steps:

- 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 Action and projected RWCDS would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Action and projected RWCDS 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 Action and projected RWCDS 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 Action and projected RWCDS would directly or indirect displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Action and projected RWCDS 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 follow the *2010 CEQR Technical Manual* guidelines to determine whether the Proposed Action and projected RWCDS would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Action 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 Action and associated RWCDS are expected to introduce up to approximately 148,834 gsf of retail uses as compared to the No-Action condition. This retail space would not be concentrated on a single site, but would be distributed among several projected development sites in a 90-block rezoning area, and is expected to largely consist of local-serving retail. According to the guidelines established in the *CEQR Technical Manual*, projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site would not typically result in socioeconomic impacts. As the Proposed Action and associated RWCDS would not exceed the CEQR threshold, no further analysis is warranted.

Adverse Effects on Specific Industries

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

- Whether the Proposed Action would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Action would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES

The Proposed Action would not result in the direct displacement of any existing community facilities or services, nor would it affect the physical operations or access to and from any police or fire stations. The existing publicly funded day care center on projected development site 9 would be directly displaced with or without the Proposed Action. As shown in Tables A2-1 and A2-2 in Appendix 2, projected development site 9 would undergo redevelopment in the No-Action to accommodate a predominantly residential building with local retail. Therefore, the Proposed Action would not have any significant adverse direct impacts on existing community facilities or services.

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the Proposed Action. The analysis of community facilities will consider the potential for significant adverse impacts resulting from the reasonable worst-case development scenario which maximizes residential uses (RWCDS 4), thereby maximizing the potential for community facilities impacts. As summarized Table 2 above, RWCDS 4 would result in a net increment of 569 residential units compared to No-Action conditions, of which 82 units would be affordable. According to *CEQR Technical Manual* guidelines and as presented in the EAS document, this level of development would trigger a detailed analysis of elementary and intermediate level schools, but not high schools. This RWCDS would not trigger detailed analyses of potential impacts on libraries, publicly funded day care centers, or police/fire services and health care facilities.

Public Elementary and Intermediate Schools

- According to the *CEQR Technical Manual*, 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, and a secondary study area is defined as a 0.5-mile radius for elementary schools and approximately 1-mile for intermediate schools. The EIS analysis will assess the potential effects of the RWCDS on schools located within a primary study area, which is comprised of portions of two districts, including sub-district 2 of Community School District 6 (CSD 6) and sub-district 1 of CSD 5. In addition, in accordance with the guidelines of the *2010 CEQR Technical Manual*, a secondary study area will also be considered for elementary and intermediate schools; defined as a ½-mile radius from the rezoning area for elementary schools and an approximate 1-mile radius for intermediate schools. Children residing within the proposed rezoning area would most likely attend the elementary and intermediate schools in these defined study areas.
- Identify and locate the public elementary and intermediate schools serving the primary and secondary study areas defined above. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the respective primary and secondary study areas will be provided for the current or most recent school year, noting any specific shortages of school capacity.
- Identify conditions that would exist in the future without the Proposed Action (No-Action condition), taking into consideration projected changes in future enrollment, including those associated with other developments in the vicinity of the rezoning area, and plans to alter school capacity either through administrative actions on the part of the New York City Department of Education or as a result of the construction of new school space. 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.

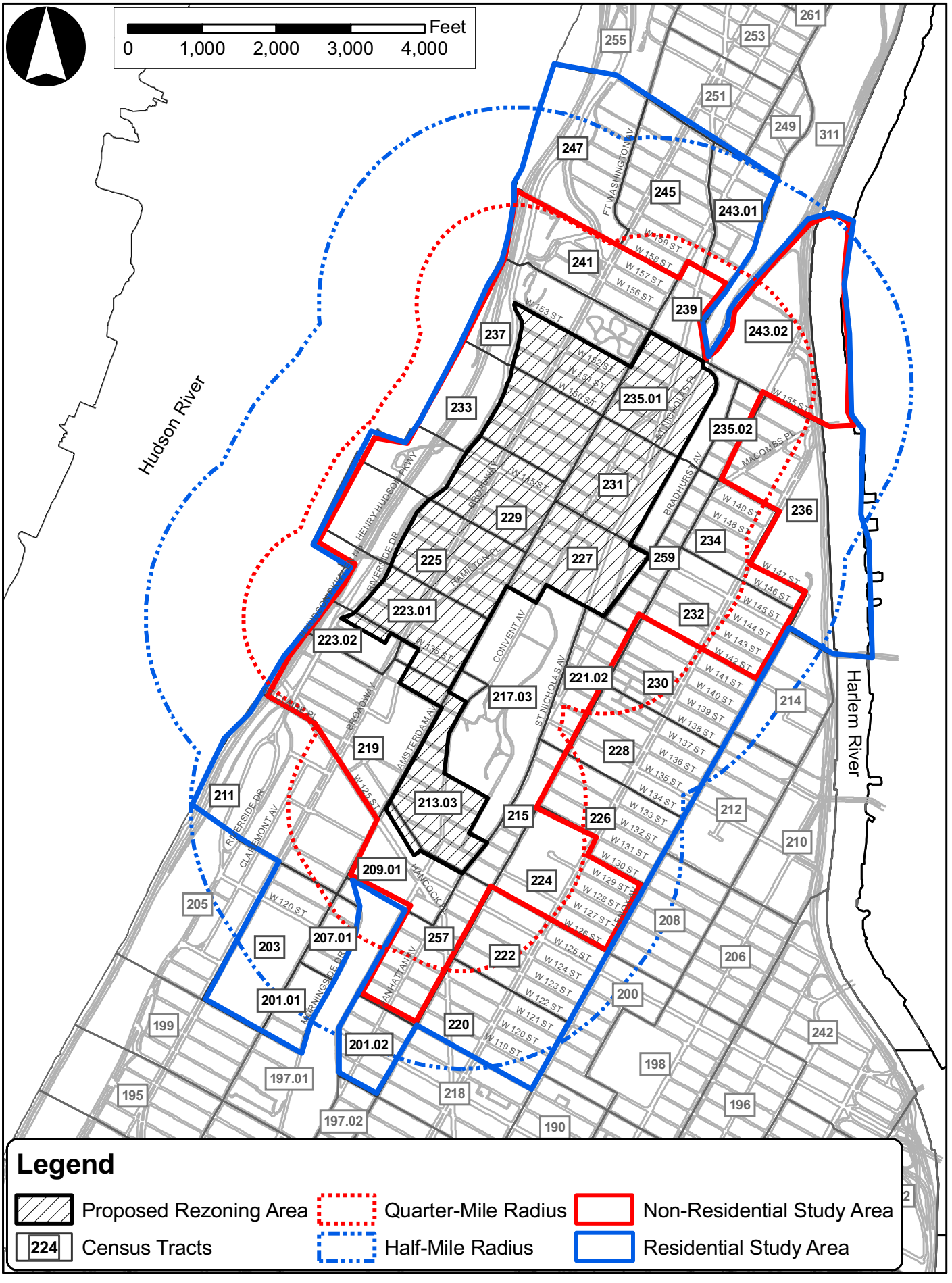
- Analyze future conditions with the Proposed Action, adding students likely to be generated by the RWCDS to the projections for the future No-Action condition. Project impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the school sub-district level for elementary and intermediate schools) for enrollment, capacity and utilization in 2021.
- Determine whether the Proposed Action would result in a significant impact. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Action would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 105 percent in the With-Action Condition; and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions.
- If the assessment reveals the potential for a significant adverse schools impact, appropriate mitigation measures will be devised in coordination with the School Construction Authority.

TASK 5. OPEN SPACE

A detailed assessment of the Proposed Action's effect on open space will be provided in the EIS. As the Proposed Action would introduce residents and workers in excess of the CEQR thresholds for a detailed analysis, the open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a non-residential (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. As recommended in the *CEQR Technical Manual*, both study areas comprise all census tracts that have 50 percent of their area located within ¼- mile radius and ½-mile radius of the project site (see Figure 6). Two RWCDSs will be assumed for the open space analysis: the analysis for the non-residential study area is based on RWCDS 1, which maximizes the amount of commercial and community facility space and therefore maximizes the Action-generated worker population; the analysis for the residential study area uses RWCDS 4, which introduces the maximum amount of residential use and therefore maximizes the residential population that could be introduced by the Proposed Action. The detailed open space analysis in the EIS will include the following sub-tasks.

- Determine characteristics of the two open space user groups: residents and workers/daytime users. To determine the number of residents in the study areas, 2010 census data will be compiled for census tracts comprising the non-residential and residential open space study areas. Because the study areas are characterized by 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. This information will be updated based on an annual growth rate derived from a comparison of New York State Department of Labor (NYSDOL) private sector employment data for zip codes comprising the approximately ½-mile area surrounding the rezoning area for the 3rd quarter of 2000 and the 3rd quarter of 2010. Additionally, the daytime population estimate will adjusted to include the student population of major colleges/universities in each study area.
- Inventory existing active and passive open spaces within the two open space study areas. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.

Figure 6
Open Space Study Areas



- Based on the inventory of facilities and study area populations, open space ratios will be calculated for the residential and daytime populations, and compared to City guidelines to assess adequacy. As per the *CEQR Technical Manual*, open space ratios are expressed as the amount of open space acreage per 1,000 user population, and will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the 2021 analysis year, 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 conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Assess the effects on open space supply and demand resulting from increased residential and worker populations added by the RWCDS. The assessment of the Proposed Action's impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the Proposed Action 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 area is sufficiently served by open spaces, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area population.
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

TASK 6. SHADOWS

This chapter will examine the Proposed Action's potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. The *CEQR Technical Manual* requires a shadow analysis for proposed actions that have the potential to cast new shadows on a publicly-accessible open space or historic resource with sun-sensitive features. 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. In addition, 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 Action would permit development of buildings of greater than 50 feet in height, and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments or enlargements at both the projected and potential development sites on light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Action, further identifying:[1]

- Projected and potential development sites adjacent to parks, publicly-accessible open space, important natural resources, and sunlight-sensitive historic resources.

[1] The EIS will analyze the RWCDS that combines the worst possible features, in terms of casting shadows for all possible configurations.

- Projected and potential development sites located in areas which are not susceptible to shadow impacts.
- The EIS will provide a preliminary shadows screening assessment to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
- Pursuant to CEQR, 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 any new structures including building enlargements (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 being analyzed. Shadow analyses will be conducted for four representative days of the year to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Action.
- 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 new construction or enlargement identified in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (future No-Action) which will be compared to the future condition resulting from the Proposed Action (future 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:
    - Document the analysis with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Action, with incremental shadow highlighted in a contrasting color.
    - Provide a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
    - Assess the significance of any shadow impacts on sunlight-sensitive resources.
    - If the results of the detailed analysis identify a potential for a significant impact, discuss potential mitigation measures.

TASK 7. HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the Proposed Action would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, it has the potential to result in impacts to archaeological and architectural resources.

The proposed rezoning area encompasses blocks located within several LPC-designated historic districts, namely: the Hamilton Heights Historic District and Extension, the Hamilton Heights/Sugar Hill Historic District and Extension, the Hamilton Heights/Sugar Hill Northeast Historic District, and the Hamilton Heights/Sugar Hill Northwest Historic District, as well as two State and National Register (S/NR) listed historic districts (Sugar Hill Historic District and the Hamilton Heights Historic District). In addition, the proposed rezoning area includes four historic districts, which are eligible for designation by LPC, including: the Convent Garden Historic District; the Upper Riverside Drive Historic District; Hamilton Place Historic District; and the Loth Building Area Historic District. There are also several individual landmarks located within and adjacent to the proposed rezoning area. Two of the projected development sites (sites 14 and 40) contain buildings with architectural significance. The Yuengling Brewery occupying projected development site 14 (Block 1967, Lot 85) has been heard by LPC and is eligible for listing on the S/NR, and the Mink Building on projected development site 40 (Block 1967, Lots 40, 45, 50, 60, and 89) is also eligible for listing on the S/NR. A table in Appendix 4 to this document provides a list of all individual historic resources within and adjacent to the proposed rezoning area, including: LPC designated landmarks; properties listed on the State/National Register of Historic Places (S/NR); and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

Impacts on historic resources are considered on the affected sites and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed in the rezoning area, and include projected as well as potential development sites that would entail additional in-ground disturbance compared to No-Action conditions. This chapter will include an overview of the study area's history and land development. Subtasks will include:

Architectural Resources

- Submit the Proposed Action and RWCDS to the LPC for its review and determination regarding architectural sensitivity.
- Research and describe history of land use and architecturally sensitive locations in the rezoning area and surrounding 400-foot study area.
- Identify, map and describe LPC-designated, S/NR-listed, and LPC- and S/NR-eligible architectural resources in the study area.

- Identify and assess the probable impacts of development resulting from the Proposed Action on architectural resources on or adjacent to the projected and potential development sites.
- If applicable, develop mitigation measures to avoid any adverse impacts on architectural resources in consultation with LPC.

Archaeological Resources

In a letter dated October 27, 2011, LPC determined that none of the projected and potential development sites where new in-ground disturbance is likely to occur are sensitive for potential archaeological resources. Therefore, there is no potential for significant adverse impacts to archaeological resources, and no further analysis is warranted. This will be stated in the EIS.

TASK 8. URBAN DESIGN/VISUAL RESOURCES

A preliminary analysis 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, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Action. CEQR stipulates a detailed analysis for projects that 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.

As the Proposed Action would rezone some areas to allow higher density and create new zoning districts to be mapped with the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

As defined in Chapter 10, Section 310 of the *CEQR Technical Manual*, 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). For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The assessment will be based on *CEQR Technical Manual* methodologies for a preliminary assessment, and include the following:

- Based on field visits, describe the project site and the urban design and visual resources of the rezoning area and adjacent study area, using text, photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale.
- Discuss specific relationships between the proposed rezoning area and adjacent areas regarding light, air, and views.
- In coordination with the land use task, describe the changes expected in the urban design and visual character of the study area due to planned development projects in the future without the Proposed Action (No-Action condition).
- Describe the potential changes that could occur in the urban design character of the study area as a result of the Proposed Action (With-Action condition). 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 street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the

potential effects on urban design and visual resources, including views of/to resources of visual or historic significance (landmark structures, historic districts, parks, etc.).

- A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the *CEQR Technical Manual*, 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. HAZARDOUS MATERIALS

The hazardous materials assessment will determine which, if any, of the projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. As per the *2010 CEQR Technical Manual*, for some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I, such as site inspections, may not be possible. The Proposed Action is an area-wide rezoning, and none of the identified projected and potential development sites are in City ownership. As such, pursuant to the *CEQR Technical Manual* and Chapter 24 of Title 15 of New York City Department of Environmental Protection (NYCDEP) rules governing the placement of (E)[3] designations, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an (E) designation. The hazardous materials assessment will include the following tasks:

- Review as needed of Sanborn Fire Insurance Maps and City directories for the projected and potential development sites, adjacent properties, and properties within 400 feet of each projected and potential development site, to develop a profile on the historical uses of properties.
- The research data will be evaluated to assess the potential for environmental concerns at the subject sites. A summary of findings and conclusions will be prepared for inclusion in the EIS to determine where (E) designations may be appropriate.[2] The (E) designation would require that the fee owner of an (E) designated site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of the Mayor's Office of Environmental Remediation (OER) before the issuance of a building permit by the Department of Buildings (pursuant to the Zoning Resolution of the City of New York [ZR] Section 11-15 [Environmental Requirements]). The (E) designation may also result in mandatory construction-related health and safety plans which must be approved by OER.

[2] As described in the *CEQR Technical Manual*, an (E) designation is used in connection with an environmental review pursuant to any zoning map amendment to identify potential significant contamination on one or more tax lots within the affected zoning area that is not under the control of the applicant. The (E) designation discloses the potential contamination associated with the site and the required mitigation needed to ensure the protection of public health and the environment prior to construction of the site.

TASK 10. WATER AND SEWER INFRASTRUCTURE

The *2010 CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. For the Proposed Action, an analysis of water supply is not warranted as the RWCDS associated with the Proposed Action would not result in a demand of more than 1 million gpd and the proposed rezoning area is not located in an area that experiences low water pressure. A preliminary assessment of the Proposed Action's effects on wastewater and stormwater infrastructure is warranted because the RWCDS for the Proposed Action would result in the development of more than 1,000 residential units and 250,000 sf of commercial space in Manhattan. Therefore, this chapter will analyze the Proposed Action's potential effects on wastewater and stormwater infrastructure. NYCDEP will be consulted during the preparation of the stormwater and wastewater infrastructure assessment.

The rezoning area is mostly located within the service area of the North River WWTP; however, the northeast corner of the rezoning area is partially located within the Wards Island WWTP service area. As such, the analysis will be conducted separately for each WWTP service area. Infrastructure analysis will consider the potential for significant adverse impacts resulting from the reasonable worst-case development scenario which maximizes commercial and community facility uses (RWCDS 4), thereby maximizing the water demand.

- 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. Drainage areas with direct discharges and overland flow will be presented.
- The existing sewer system serving the rezoning area will be described based on records obtained from NYCDEP. Records obtained will include sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other information as warranted. The existing flows to the North River and Wards Island water pollution control plants (WPCP) that serve the rezoning area will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage system and surface area expected in the future without the Proposed Action will be described. Any changes to the sewer system that are expected to occur in the future without the Proposed Action will be described based on information provided by NYCDEP.
- Assess future stormwater generation from the projected development sites and assess the Proposed Action's potential to create impacts. Changes to the projected development sites' proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the sites will be determined based on the NYCDEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDS will 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 two WPCPs.
- Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the combined sewer system and/or waterbodies due to the Proposed Action will be determined.
- If the assessment reveals the potential for a significant adverse impact, appropriate mitigation measures will be devised in coordination with the NYC Department of Environmental Protection.

TASK 11. TRANSPORTATION

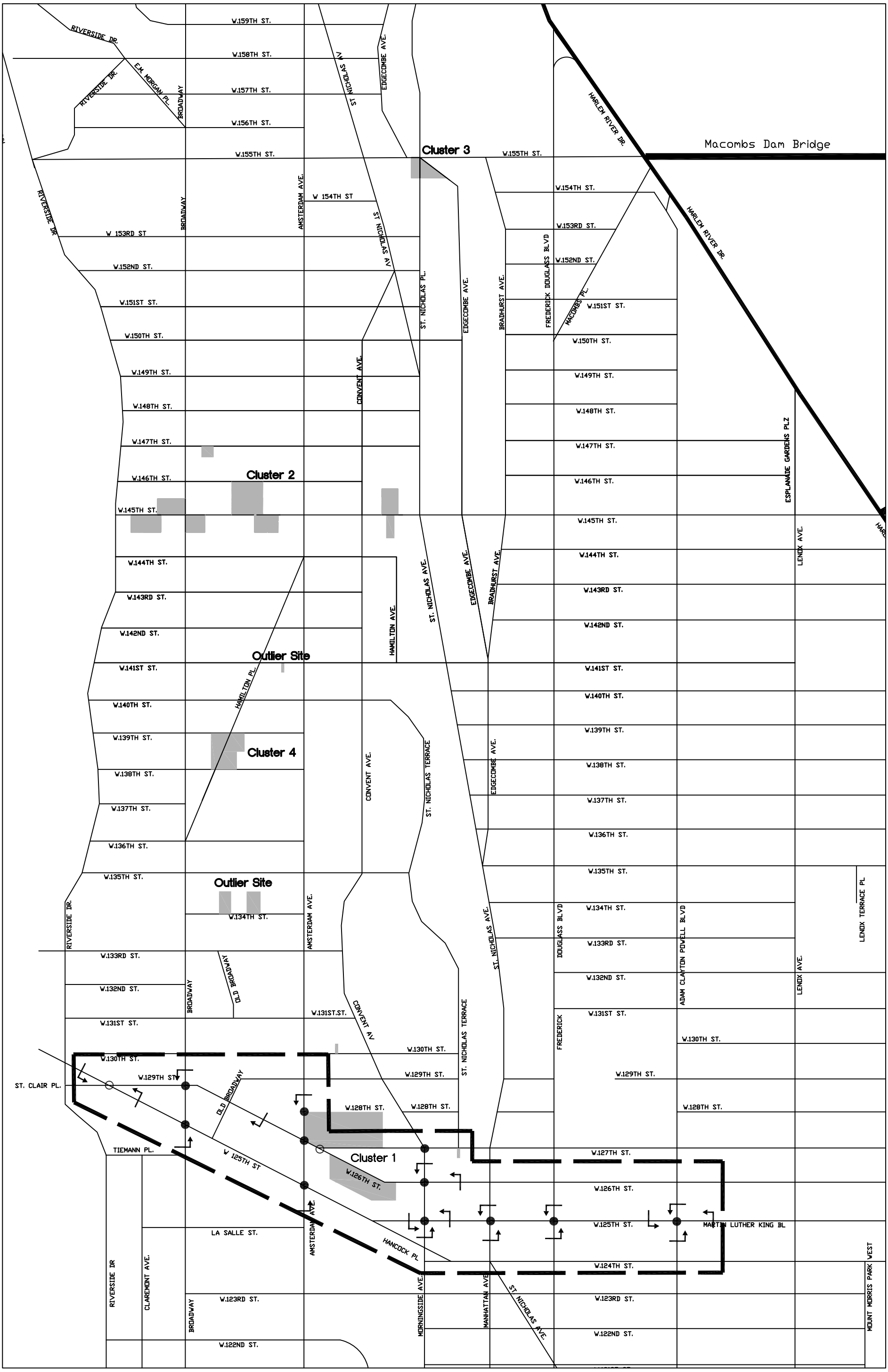
The Proposed Action is expected to induce new residential, commercial and community facility development which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a critical focus of the EIS, including four key issues: (1) the size of the traffic study area and the number of intersections to be analyzed both within the rezoning area and along major access routes; (2) the likelihood that the Proposed Action and the amount of projected development envisioned in the RWCDS would generate significant traffic impacts requiring mitigation; (3) the potential increase in the parking demand; and (4) an increased level of transit use and pedestrian demand, and the possible need for mitigation to accommodate transit passengers. As detailed in the Transportation Planning Factors (TPF) technical memorandum included in Appendix 3, there are a total of 24 projected development sites in the proposed rezoning area, generally concentrated in four specific geographic areas. Therefore, a majority of the sites have been aggregated into four "clusters" for transportation analysis purposes. As RWCDS 3 was determined to generate the highest numbers of new vehicle trips during the weekday peak hours, it will therefore be analyzed in the EIS.

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. 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 proposed traffic assignment patterns and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour.

The RWCDS exceeds the minimum development density screening thresholds specified in Table 16-1 of the *2010 CEQR Technical Manual*. Therefore, a trip generation forecast is required to determine if the Proposed Action would generate 50 or more vehicle trips in any peak hour. As detailed in the TPF technical memorandum included in Appendix 3, based on a preliminary travel demand forecast and trip assignment for the RWCDS, the Proposed Action is expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour, and that approximately 13 intersections located in proximity to Cluster 1 would be analyzed in detail for potential traffic impacts (refer to Figure 7). The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Action's RWCDS:

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within the rezoning area and along major routes leading to and from the area. As indicated in the TPF technical memorandum in Appendix 3, based on the trip generation estimates for the RWCDS, the EIS will analyze the weekday AM, midday, and PM and Saturday midday peak hours. A total of 13 intersections (11 signalized and two unsignalized) intersections would be analyzed, as listed below and shown in Figure 7.
    1. West 125th Street @ Adam Clayton Powell Boulevard
    2. West 125th Street @ Frederick Douglass Boulevard
    3. West 125th Street @ St. Nicholas Avenue
    4. West 125th Street @ Morningside Avenue
    5. West 125th Street @ Amsterdam Avenue
    6. West 125th Street @ Broadway
    7. West 125th Street @ St. Clair Place (unsignalized)



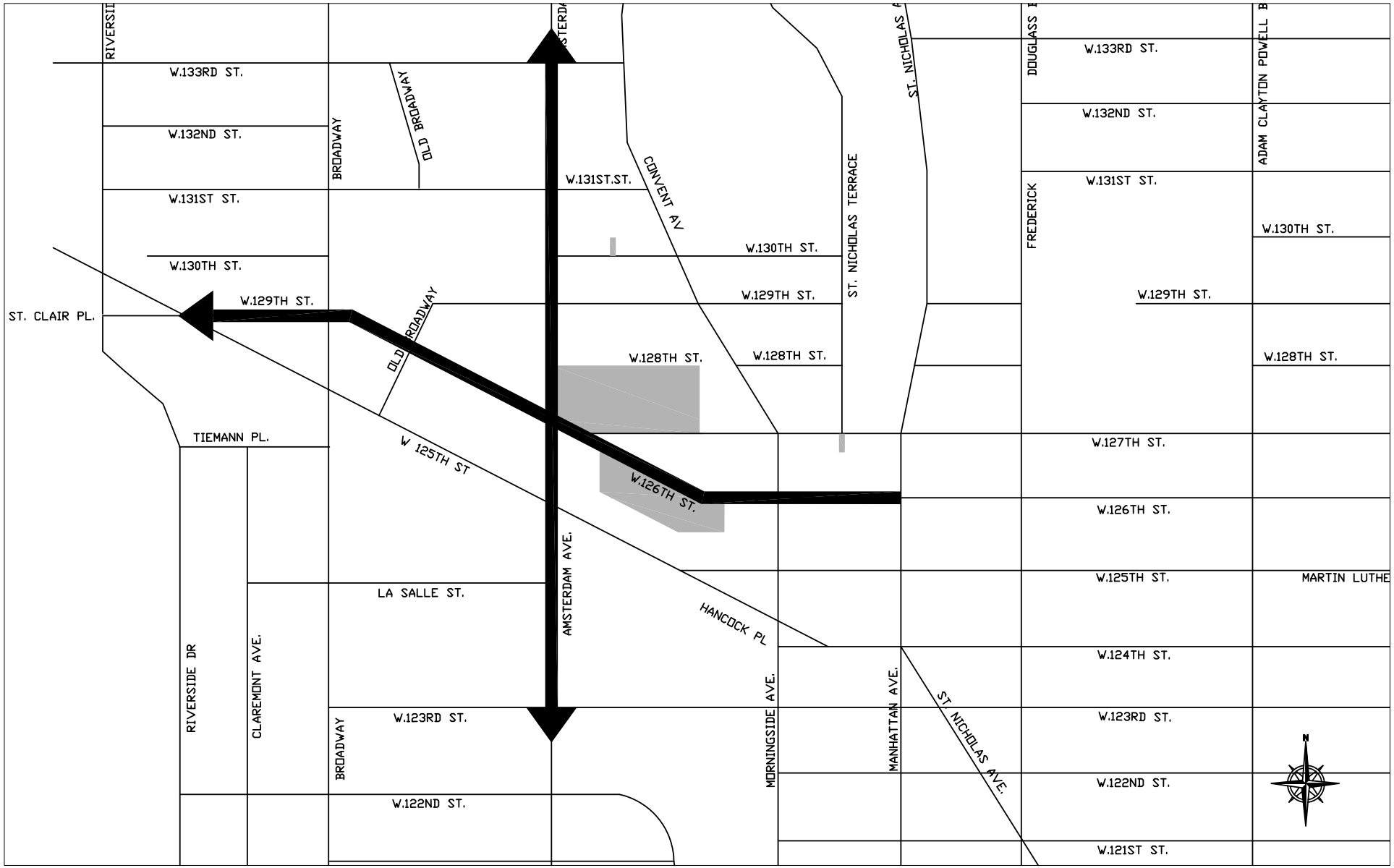
West Harlem Rezoning

Figure 7

Traffic Study Area and Proposed Traffic Count Locations

8. West 126th Street @ Morningside Avenue
9. West 126th Street @ West 127th Street (unsignalized)
10. West 126th Street @ Amsterdam Avenue
11. West 127th Street @ Morningside Avenue
12. West 128th Street @ Amsterdam Avenue
13. West 129th Street @ Broadway

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses (see figures 7 and 8). The manual turning movement counts will be supplemented by nine days of automatic traffic recorder (ATR) counts at a total of 20 locations (as shown in Figure 7), and vehicle classification counts that will be conducted on one weekday and one Saturday along a total of ten corridors. The manual turning movement and vehicle classification counts 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 the New York City Department of Transportation (DOT) and the New York City Department of City Planning (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 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 analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCS+, Version 5.4) will be used for the analysis.
- Based on available sources, Census data and standard references including the *2010 CEQR Technical Manual*, estimate the travel demand for projected development sites in the future without the Proposed Action (the No-Action condition), as well as the demand from other significant development sites planned in the vicinity of the study area by the 2021 analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *2010 CEQR Technical Manual* and previous studies conducted in this area of Manhattan. Mitigation measures accepted for all No-Action projects and other NYCDOT initiatives will be included in the future No-Action network, as applicable.
- Compute the future 2021 No-Build traffic volumes based on an approved background traffic growth rate for the study area (0.5 percent per year for years one through five, and 0.25 percent per year for subsequent years) and demand from any other significant development projects expected to be completed in the future without the Proposed Action. Incorporate any planned changes to the roadway system anticipated by 2021, and determine the No-Action intersection v/c ratios, delays and levels of service.
- Based on available sources, Census data and standard references including the *2010 CEQR Technical Manual*, 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. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the 2021 future with the Proposed Action condition for each analyzed peak hour. Determine the resulting v/c ratios,



Legend:

Speed Run Route

Projected Development Site Cluster 1 - Sites 14, 15, 17, 18, 19, 40a and 50

West Harlem Rezoning

Figure 8
Speed Run Routes

delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with *2010 CEQR Technical Manual* criteria.

- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts, where practicable. Development of these measures will be coordinated with DOT and other agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Parking

Parking demand from commercial uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. The parking analyses will document changes in off-street parking utilization in the No-Action and With-Action conditions within ¼-mile of projected development sites during the weekday midday and overnight periods. On-street parking conditions (existing curbside regulations and parking utilization) in the vicinity of projected development sites will also be documented for these periods.

Parking demand generated by new residential development will be forecast based on the most recently available Census auto ownership data by income group for the proposed rezoning area. Parking demand from retail and other commercial uses will be derived from the forecasts of daily auto trips from these uses. The forecast of new parking supply will be based on the net change in parking spaces on projected sites, consistent with the RWCDS.

Based on the above assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in the study area to accommodate that excess demand.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *2010 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 trips. 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. As detailed in the TPF technical memorandum included in Appendix 3, the Proposed Action's reasonable worst case development scenario 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 *2010 CEQR Technical Manual* criteria.

Subway

There are a total of seven subway stations located in proximity to the rezoning area. As shown in Figure 3 in the draft TPF technical memorandum in Appendix 3, these include four IND stations along St. Nicholas Avenue including express stops at West 125th Street and West 145th Street (served by A, B, C and D trains), and local stops at West 135th Street (B, C) and West 155th Street (C); two IRT stations along Broadway at West 125th Street and West 137th Street-City College (both served by No. 1 trains); and an IND station at West 155th Street and Eighth Avenue (served by B and D trains).

Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest. As shown in the draft TPF technical memorandum in Appendix 3, the 125th Street IND station on St. Nicholas Avenue is the only subway station expected to experience more than 200 hourly project-generated trips, with approximately 244 trips in the AM peak hour and 330 in the PM peak hour. The analysis of conditions at subway stations serving the rezoning area will therefore focus on the 125th Street IND station at St. Nicholas Avenue. This analysis will focus on the key stairways and entrance control areas of the station, and will include the following subtasks:

- A detailed analysis of subway station stairways and entrance control areas will be conducted at the 125th Street IND station at St. Nicholas Avenue in the weekday AM and PM peak hours.
- The analysis will be based on counts conducted at those control areas and/or pedestrian circulation elements that would be traversed by significant concentrations of project-generated trips.
- Conditions and volumes in the future without the Proposed Action will be determined using background growth rates specified in the *2010 CEQR Technical Manual* and accounting for any trips expected to be generated by No-Build developments.
- Conditions and volumes in the future with the Proposed Action will be determined based on the assignment of project-generated subway trips.
- Any potential significant adverse impacts at station stairways and entrance control areas will be identified using *2010 CEQR Technical Manual* impact criteria. Mitigation measures will be identified in conjunction with the lead agency and NYC Transit, as appropriate.

As shown in the draft TPF technical memorandum in Appendix 3, the Proposed Action (including all projected development sites) would generate a net total of approximately 410 subway trips in the weekday AM peak hour and 566 in the PM peak hour. These trips would be distributed among a total of five subway routes (A, B, C, D and No. 1), and further divided between the inbound and outbound directions. Therefore, it is unlikely that the number of peak hour trips occurring on any one route in any one direction would exceed the 200-trip *CEQR Technical Manual* transit analysis threshold. An analysis of subway line haul conditions is therefore not warranted and will not be included in the EIS.

Bus

The proposed rezoning area is served by eight NYC Transit local bus routes that connect the proposed rezoning area with other parts of Manhattan. As shown in Figure 3 in the draft TPF technical memorandum in Appendix 3, these include the M3, M4, M5, M11, M60, M100, M101 and M104 routes. The rezoning area is also served by three NYC Transit local bus routes that connect Manhattan with the Bronx – the Bx6, Bx15 and Bx19.

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *2010 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 line (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in the TPF technical memorandum in Appendix 3, it is estimated that all of the projected development sites within the proposed rezoning area would generate a total of 156 and 316 new bus trips in the weekday AM and PM peak hours, respectively. As these trips would be widely disbursed throughout the study area and distributed among a total of 11 bus routes, it is highly unlikely that any one route would experience 50 or more trips in one direction in any peak hour. Therefore, the Proposed Action is not expected to result in any significant adverse impacts to bus transit

services based on *2010 CEQR Technical Manual* criteria, and a detailed bus analysis is not warranted. The EIS will, however, include a qualitative discussion of the bus services operating in proximity to the rezoning area.

Pedestrians

Pedestrian Level of Service Analyses

According to *2010 CEQR Technical Manual* criteria, projected pedestrian volume increases 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 that level of increase would not generally be noticeable and therefore would not require further analysis. Although the new pedestrian trips generated by the RWCDS would be dispersed throughout the rezoning area, some concentrations of new pedestrian trips are expected during peak periods along corridors connecting clusters of projected development sites to area subway stations. Based on the level of new pedestrian demand generated by the RWCDS, it is anticipated that project-generated pedestrian trips would potentially exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations along the West 126th Street, West 127th Street and West 128th Street corridors in one or more peak hours. It is therefore anticipated that the EIS will include a quantitative pedestrian impact analysis focusing on those sidewalks, corner areas and crosswalks along these corridors that would experience more than 200 additional pedestrian trips as well as exceed impact thresholds in the *2010 CEQR Technical Manual*. Pedestrian counts will be conducted at each of these locations, and levels of service determined for the existing, No-Action and With-Action conditions. The specific pedestrian facilities to be analyzed will be determined once the assignment of project-generated pedestrian trips has been finalized.

Vehicular and Pedestrian Safety

Traffic accidents involving pedestrians as well as bicycles at key study area intersections will be researched and documented. The potential for the Proposed Action to have significant pedestrian and/or bicycle impacts will be identified through a comparison of the future No-Action and future With-Action conditions.

TASK 12. AIR QUALITY

The proposed action, under the Reasonable Worst-Case Development Scenario (RWCDS), would affect 24 projected and 16 potential development sites, and include new buildings, building conversions, and assemblages. Air quality, which is a general term used to describe pollutant levels in the atmosphere, would be affected by these changes. Air quality analyses will be conducted, following the procedures outlined in the 2010 *New York City Environmental Quality Review (CEQR) Technical Manual*, to determine whether the proposed action under the RWCDS would result in exceedances of ambient air quality standards or health-related guideline values. The air quality studies for the Proposed Action will include both mobile and stationary source analyses. The methodologies and procedures utilized in these analyses are described below.

The key issues that would be addressed are:

- The potential for changes in vehicular travel associated with proposed development activities to result in significant mobile source (vehicular related) air quality impacts;
- The potential impact from the exhaust of parking garages associated with the proposed developments;

- The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of the proposed development buildings to significantly impact other proposed development buildings (project-on-project impacts);
- The potential for emissions from the HVAC systems of the proposed development buildings to significantly impact existing land uses (project-on-existing impacts);
- The potential combined impacts from clusters of HVAC emissions (i.e., HVAC emissions from proposed development buildings of approximately the same height that are located in close proximity to one another) to significantly impact existing land uses and other proposed development sites;
- The potential for significant air quality impacts from the HVAC systems of existing "major" emission sources with 20 or more millions Btu/hr heat input or any "large" combustion source (e.g., power plants) on the proposed developments; and
- The potential for significant air quality impacts on the proposed development sites from air toxic emissions generated by nearby existing industrial sources.

Mobile Source Analysis

The increased traffic associated with the RWCDS projected development sites as well as the diversion of traffic would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. The primary air quality issue related to the Proposed Action that will need to be addressed in the EIS is whether the traffic associated with the RWCDS during peak traffic periods will cause or exacerbate a violation of the 8-hour ambient air quality standard for carbon monoxide (CO) or exceed the NYCDEP de minimis criteria near any of these locations. A determination would also be made as to whether the number of project-generated vehicles exceeds the NYCDEP Interim PM2.5 Guidance criteria.

Screening Analysis

If the number of project-generated vehicle trips exceeds the *CEQR Technical Manual* screening thresholds, detailed analyses of mobile source emissions of CO and particulate matter (PM) on ambient pollutant levels in the study will be performed. For the project's study area, the threshold for conducting an analysis of CO emissions corresponds to 170 project-generated vehicles at a given intersection in the peak hour. The need for conducting an analysis of PM emissions is based on the number of project-generated peak hour heavy-duty diesel vehicles (or its equivalent in vehicular PM2.5 emissions) as determined using the worksheet provided on page 17-10 of the *2010 CEQR Technical Manual*.

Detailed Analysis

It is assumed that the CEQR volume threshold will be exceeded at one intersection and a detailed CO analysis will be conducted at this intersection as detailed below. It is also assumed that no detailed PM analysis will be required.

<u>CO Dispersion Analysis</u>

- A detailed microscale mobile source analysis using CEQR procedures will be conducted to estimate potential impacts near congested locations. This analysis will employ the USEPA

CAL3QHC (Version 2) dispersion model and the latest USEPA emission factor algorithm (currently MOBILE 6). Intersection geometries will be developed for each analysis site.

- Worst-case meteorological conditions, including wind speed, stability class, ambient temperature, and persistence factor, will be selected for the microscale CO analysis. Modeling inputs appropriate for the study area, as well as background levels, will be obtained from the New York State Department of Environmental Conservation (NYSDEC) and NYCDEP.
- The methodology and input parameters needed to compute emission source strength will be selected. Proper credits to account for the State's inspection and maintenance and anti-tampering programs, the recently revised vehicles registration data that includes SUVs, and other inputs will be incorporated.
- For the purpose of this proposal, it is assumed that two peak-hour time periods will be modeled at each location – weekday AM and PM peak periods. Approximately twenty (20) air quality receptor locations will be considered for each analysis site. While pollutant levels will be estimated at each of these receptor locations, only the highest levels predicted at any of these locations will be reported as being the maximum levels for the analysis site as a whole.
- CO levels will be estimated at each of the analysis sites. No Build and Build conditions will be considered for this future year. Maximum one- and eight-hour CO concentrations will be calculated for each condition.
- Estimated eight-hour CO levels will be compared with federal National Ambient Air Quality Standards (NAAQS) and project-generated impacts will be compared with the NYCDEP de minimis levels. The possibility of attaining ambient air quality standards at sites where exceedances are estimated by incorporating mitigation measures will be examined. Should this occur, the possibility of using the CAL3QHR program with actual, as opposed to worst-case, meteorological data will be considered. Analyses will be conducted, where necessary, using mitigation measures to identify the potential effectiveness of ameliorative measures designed to minimize any potential significant adverse impacts of the proposed project.

PM2.5 Dispersion Modeling Analysis

- Following NYCDEP's Interim PM2.5 Guidance, a PM2.5 equivalency analysis would be conducted at the affected intersections in the study area. It is assumed that the number of project-generated vehicles through any intersection would be less than the NYCDEP threshold number of trucks (or equivalent vehicles), and that no detailed PM analysis will be required.

Garage Analysis

Analyses will be conducted to estimate potential air quality impacts of proposed or expanded garages if the incremental increase in the number of spaces (i.e., the difference in the number of spaces between With-Action and No-Action conditions) in a garage is more than 60. The RWCDS includes development sites with new relatively small (only one will have more than 100 spaces) accessory parking garages. It is assumed that an air quality analysis will be conducted to estimate the potential impacts of up to one proposed parking garage.

Because the garages would be used almost exclusively by gasoline-powered automobiles and not diesel-fueled trucks, CO will be the only pollutant considered for this analysis. The analysis will follow CEQR guidelines for a mechanically ventilated, enclosed garage. CO concentrations will be estimated near the exhaust vents of the facilities at receptors located at 5 and 50 feet from the exhaust vents as well as at nearby windows, if applicable. Contributions from emissions generated by street traffic will be added

to project-generated impacts and appropriate background levels to estimate the total concentration. The maximum total 8-hour CO concentration (i.e., including garage impact, street traffic contributions, and background concentration) will be estimated and compared to the CO NAAQS of 9.0 ppm.

Stationary Source Analysis

HVAC Analysis

Emissions from the HVAC systems of the projected and potential developments may affect air quality levels at nearby existing land uses as well as the other affected developments. The impacts of these emissions would be a function of fuel type, stack height, building size (gross floor area), and location of each emission source relative to a nearby sensitive receptor site. The *2010 CEQR Technical Manual* includes a screening methodology to estimate the potential impacts of HVAC system emissions from a single building that is at least 30 feet from the nearest building of similar or greater height. A detailed dispersion analysis is required for buildings that are less than 30 feet from a taller building. However, when a building-on-building analysis involves multiple buildings, situations may occur where one (or more) of the buildings is located less than 30 feet from a nearby building but more than 30 feet from another nearby building. In these cases, each building's impact on each nearby building was estimated individually—using either screening level or detailed analysis, as appropriate. As such, each RWCDS building will be placed in one or both of the following groups:

- Group 1 Development Sites – projected and potential sites that are more than 30 feet apart from a taller building. The 2010 CEQR screening methodology will be used to estimate the potential impacts of these buildings.
- Group 2 Development Sites – projected and potential sites that are closer than 30 feet from a taller building. A detailed dispersion analysis will be used to estimate the potential impacts of these buildings.

Screening-Level Analysis of Development Sites

Building-on-Building Impact Analysis

- A screening analysis will be conducted for Group 1 development sites, using 2010 *CEQR Technical Manual* nomographs, to determine whether the HVAC emissions of any of the projected and potential development sites would have the potential to significantly affect air quality levels at any of the other nearby projected and potential development sites (i.e., project-on-project impacts).
- Each projected and potential development site will be evaluated and all nearby projected or potential developments of similar or greater height were considered as potential sensitive receptor sites. If more than one taller building is located near a shorter building, the potential impacts from the HVAC emissions of the shorter building on the closest taller building will be considered. If the distance from a projected and/or potential development to the nearest development of similar or greater height is less than the threshold distance provided in the 2010 CEQR nomographs, the potential exists for significant air quality impacts, and a detailed dispersion modeling analysis will be conducted. Otherwise, the development site passes the screening, and no further analysis is required.
- The maximum floor area of each projected and/or potential development site will be used as input for the screening. It would be conservatively assumed that the HVAC system of each development site would utilize a single stack with a height 3 feet above roof height (as per 2010

CEQR Technical Manual guidance). If a development site did not pass this screening-level procedure, detailed atmospheric dispersion analyses, using the USEPA's AERMOD model, will be conducted.

- The fuel used in the HVAC analyses directly affects pollutant emission rates. Two fuel types would be considered for this analysis – Number 2 fuel oil and natural gas. *CEQR Technical Manual* and Air Quality Appendix nomographs will initially be used to determine potential for significant SO2 (i.e., the critical pollutant for fuel oil) and NO2 (i.e., the critical pollutant for natural gas) impacts.

Impacts on Existing Land Uses

- The same screening-level analysis will be conducted, using CEQR nomographs, to determine the potential impacts of the HVAC emissions of any of the projected and potential development sites on existing sensitive land uses.
- A survey of existing land uses within 400 feet of the proposed development sites will be conducted using the New York City Open Accessible Space Information System (OASIS) and GIS shape files to identify residential land uses and other sensitive receptor sites and determine the heights of the existing buildings.

Detailed Dispersion Analyses

Analysis Procedures

Detailed analysis will be conducted as follows:

- If the actual distance between buildings is less than CEQR threshold (nomograph) values, a detailed analysis would be conducted using the latest version of the EPA's AERMOD dispersion model (version 11103). SO2 and NO2 pollutants would be considered for all detailed stationary source analyses. Potential SO2 impacts (for fuel oil) and NO2 impacts (for natural gas) would represent the critical pollutants and time periods for determining potential project impacts.
- Regulatory default options of the AERMOD model would be used for all analyses. Following CEQR guidelines, analyses would be conducted assuming stack tip downwash, urban dispersion and surface roughness length, with and without building downwash, and the elimination of calms. The AERMOD downwash algorithm would be utilized to estimate the proposed affects of the multiple building structures on the plume dispersion. Analyses would be conducted with and without the consideration of downwash effects on plume dispersion (i.e., affects caused by wind flow obstructions around buildings) and the highest results will be reported.
- Analyses would be conducted using the latest five consecutive years of meteorological data (2006-2010). Surface data would be obtained from La Guardia Airport and upper air data would be obtained from Brookhaven station, New York. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period. Data would be developed using the latest EPA AERMET processor. The land use around the site would be classified using defined categories to determine surface parameters used by the AERMET program.

Emission Rates and Stack Parameters

Pollutants emission rates would be estimated as follows:

- A fuel consumption rate for each site will be estimated using fuel factors presented in the 2010 CEQR Air Quality Appendix. These fuel factors, which are 0.38 gallons per square feet for fuel oil and 52.8 cubic feet per square feet for natural gas for the New York City, would be multiplied by the square footage of each building to estimate the total number of gallons (or cubic feet) of fuel consumed annually.

- It will be assumed that all fuel will be consumed in a 100 day (2,400 hour) heating season. Average annual peak period pollutant emission rates would be estimated, as recommended in the *CEQR Technical Manual*, by dividing the total amount of pollution estimated to be emitted in a year by 8760 hours.
- Emission factors for pollutants of concern would be obtained from USEPA's "Compilation of Air Pollutant Emission Factors" (AP-42) for Number 2 fuel oil and natural gas (AP-42, Tables 1.3-1 and 1.4-1).
- Stack heights, building sizes (square footages and heights) would be obtained from the RWCDS. For the conservative purposes of this analysis, it would be assumed that emissions from each building would be released through a single stack located at the edge of the roof closest to the nearest taller building. The minimum distance between buildings would be measured from lot line to lot line.
- Stack parameters (diameter, exit velocity, and temperature) would be developed using the NYCDEP "Combustion Application (CA) Permit" database and the rated heat input (in million BTU [MMBtu] per hour) of the heating systems, as following:
  - Boilers from 1 to 5 MMBtu/hour = 0.5 foot diameter, exit velocity 3.9 m/sec
  - Boilers from 5.1 to 10 MMBtu/hour = 1.0 foot diameter, exit velocity 5.8 m/sec
  - Boilers from 10.1 to 15 MMBtu/hour = 2.0 foot diameter, exit velocity 10.2 m/sec

  All stack exit temperatures were assumed to be 300°F (423°K).

Receptor Locations

- Source-receptor configurations (stack diameters, plume rise and dispersion, and stack proximity to the receptors) would be considered in selecting receptor sites. In order to ensure that maximum impacts would be estimated, multiple receptor sites would be considered on the facades of the nearby buildings near each exhaust stack near the level of the plume centerline. Receptor elevations will be selected based on stack heights and the plume rise of the exhaust releases.
- For the analysis of existing land uses, receptors would be placed on the nearby existing buildings at the heights of the stacks of the proposed buildings (i.e., where the highest impacts are likely to occur).

Background Values

- Background concentrations (i.e., pollutant levels from other sources in the study area) for the pollutants of concern would be obtained from recent monitoring data collected by the NYSDEC. Background concentration of each pollutant would be added to the highest AERMOD-predicted impact and resulting total pollutant concentration would be compared with appropriate SO2 and NO2 NAAQS.

Set-Back Distances

- The set-back distance that would not cause exceedances of the NAAQS at a nearby taller building (or a building of approximately the same height) would be estimated for all adjacent buildings and those non-adjacent buildings that failed the screening-level analysis, if necessary. If a building does not pass the analysis with a 10-foot set-back distance (based on New York City Building Code requirements), an additional stack setback would be required to comply with air quality standards. "E" designations, which would be required on these development sites to ensure that there would be no significant air quality impacts, would specify the distance that the stack on the

building roof must be from the edge of an adjacent development site or type of fuel to be used for the HVAC system.

- An attachment specifying required E-Designations and appropriate HVAC restrictions for each of the development sites will also be provided, if these restrictions are necessary.

Cluster Analysis

- The proposed action may result in developments that are located in close proximity (with no streets in between) to one another and have the same (or approximately the same) heights. Therefore, in addition to estimating the potential impacts of the HVAC emissions of these development sites individually, detailed dispersion analyses of the HVAC emissions from the identified clusters would be conducted to estimate the potential impacts of these emissions on the other development sites as well as on nearby existing land uses.
- Clusters will be selected based on the sizes of the buildings that comprise the cluster, proximity of the cluster buildings to each other, and the difference in stack heights no more than 10 to 15 feet with no city street in between.
- To estimate maximum concentrations, receptors would be located on all facades of each nearby affected building -- at heights that would most likely to be impacted by the HVAC emissions. For conservative purposes, it would be assumed that all buildings would be heated with Number 2 fuel oil. This analysis would be performed in the same manner described above for estimating the potential impacts of each individual building, except that analysis will be conducted using a single representative stack located in the approximate geographic center of each cluster as the emission source.

Impacts from "Major" Existing Emission Sources

Following *CEQR Technical Manual* guidelines, a survey of land uses and building heights will be conducted to determine whether there are any existing "major" sources of boiler emissions (i.e., emissions from boiler facilities with heat inputs 20 million Btu per hour or greater) located within 400 feet of the proposed development sites or any "large" combustion emission source (e.g., power plant, co-generation facility, etc) located within 1,000 feet of the proposed residential development sites. Potential cumulative impacts of emissions from these emission sources would be estimated if needed. A detailed analysis would be conducted using EPA's AERMOD dispersion model using methodology described above.

Industrial Source (Air Toxics) Analysis

The Proposed Action would allow development of residential uses within existing manufacturing and industrial zones. As such, emissions of toxic pollutants from the operation of existing industrial emission sources might affect proposed residential uses.

Toxic pollutants can be grouped into two categories: carcinogenic air pollutants and non-carcinogenic air pollutants. While no federal standards have been promulgated for toxic air pollutants, the EPA and NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure criteria. The procedures to estimate inhalation exposure concentration, hazard index, and cancer risk of toxic pollutants that will be used in the analysis are outlined in the EPA Human Health Risk Assessment Protocol (HHRAP) (EPA 520-R-05-006).

An analysis will be conducted to determine whether the impacts of these emissions would be significant. Data necessary to perform this analysis, which include facility type, source identification

and location, pollutant emission rates, and exhaust stack parameters, will be obtained from regulatory agencies (e.g., from existing air permits). All existing industrial facilities located within 400 feet of the rezoning area that are permitted to exhaust toxic pollutants will be considered in this analysis.

Data Sources

Information regarding emissions of toxic air pollutants from existing industrial sources will be obtained from New York State and New York City databases using the following procedure:

- The boundaries of the rezoning area will be used to identify the extent of the study area for determining air quality impacts associated with the Proposed Action. All permitted industrial toxic air pollutant emission sources located within 400-feet radius of each development site will be included in this analysis.
- A search will be performed to identify NYSDEC Title V permits and permits listed in the USEPA Envirofacts database.
- Air permits for active (currently permitted) industrial facilities within the analysis area that are included in the New York City Department of Environmental Protection (NYCDEP) Clean Air Tracking System database will be acquired and reviewed to obtain pollutant emission rates and stack parameters. When emission data are not included in a permit listed in the database, the necessary data will be obtained from the permit application for this facility that is on file at NYCDEP. The data on these permits or permit applications, which include source locations, stack parameters, pollutant emission rates, etc., will be considered to be the most current and will serve as the primary basis of data for this analysis.

Field observations will be conducted within 400 feet of the development sites to identify and validate the existence of the permitted facilities. In addition, non-permitted facilities, if they exist, will be identified and included in the analysis.

Emission Data and Stack Parameters

- Air permits for active (currently permitted) industrial facilities within the analysis area that are included in the New York City Department of Environmental Protection (NYCDEP) Clean Air Tracking System database would be acquired and reviewed to obtain pollutant emission rates and stack parameters. The data on these permits, which include source locations, stack parameters, pollutant emission rates, etc., would be considered to be the most current and will serve as the primary basis of data for this analysis.
- Emission data and stack parameters for the facilities will be obtained and/or developed as follows:
  - Directly from the permit for each facility;
  - When emission data were not included in a permit listed in the NYCDEP/Bureau of Environmental Compliance database, the necessary data will be obtained from the permit application for this facility that is on file at NYCDEP; and
  - When data were not available from either the permit itself or the permit application, emission rates for each type of facility will be conservatively estimated using EPA's "Compilation of Air Pollutant Emission Factors (AP-42)."
- Methodology to evaluate the non-permitted facilities would be developed based on the type of the facility operations. Emission sources for the dispersion analysis would be located using geographical information system (GIS) software (shapefiles) and the Universal Transverse

Mercator coordinate system with appropriate projection information (Datum NAD83, UTM Zone 18).

Health Risk Assessment Methodology

The EPA HHRAP protocol will be used to perform health risk assessment for individual compounds with known health effects to estimate the level of health risk posed by an increased ambient concentration of that compound at a potentially sensitive receptor and determine the total risk posed by the release of multiple air toxic contaminants.

The EPA-developed guideline values will be used for the analysis as following:

- Cancer risk thresholds based on compound-specific inhalation unit risk factors (URFs) for carcinogenic pollutants;
- Long-term (annual) inhalation exposure that are defined as RfCs (reference dose concentrations) for the non-carcinogenic pollutants; and
- Short-term acute (1-hour) guideline values that are defined as AIECs (acute inhalation exposure concentrations);

These data will be obtained from EPA IRIS (Integrated Risk Information System) database, Prioritized Chronic Dose-Response or Acute Dose-Response Values for Screening Risk Assessments (EPA, Tables 1 and 2, June 2007), and/or NYSDEC DAR-1 Tables for toxic pollutants.

A dispersion modeling analysis of toxic pollutants will be conducted with the current version of the EPA AERMOD dispersion model and five consecutive years of meteorological data from the LaGuardia Airport employing the same methodology as those used for the detailed HVAC building analysis. Input data for AERMOD (stack parameters, pollutant emission rates, source location and elevation) will be obtained from the NYCDEP permits or permit applications.

A receptor grid that includes both elevated and ground level receptors will be developed where elevated receptors would be placed on the affected development sites located near each emission source at multiple elevations depending on the location and height of the emission sources. Preliminary tests will be conducted for each source-receptor configuration, with receptors placed at multiple elevations on the faces of the proposed buildings, to evaluate the locations and elevations where the highest impacts would occur.

The exposure concentrations produced by the AERMOD model will then be used to estimate inhalation non-cancer chronic and acute indexes and cancer risk for each pollutant utilizing guideline values. Once the hazard index of each non-carcinogenic compound is established, the results for all of applicable toxic pollutants are summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered to be insignificant. Once the incremental risk of each carcinogenic compound is estimated, they are summed together. If the total risk is less than or equal to one in one million (1.0 E-06), the carcinogenic risk due to all pollutant releases is considered to be insignificant.

Dispersion Analysis

A dispersion modeling analysis of toxic pollutants that may affect the proposed developments will be conducted using the current version of the EPA AERMOD dispersion model. The exposure concentrations produced from the AERMOD model will then be used to estimate inhalation non-cancer

chronic and acute indexes and cancer risk for each pollutant utilizing guideline values (thresholds) as follows:

- Once the hazard index of each non-carcinogenic compound is established, the results will be summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered to be insignificant.
- Once the incremental risk of each carcinogenic compound is established, they will be summed together. If the total risk is less than or equal to one in one million (1.0 E-06), the carcinogenic risk is considered to be insignificant.
- The methodology to conduct toxic analysis would be similar to those used for the detailed building analysis with the AERMOD. Input data for the AERMOD (stack parameters, pollutant emission rates, and source location and elevation) would be obtained from the permits. The comprehensive receptor grid included both elevated and ground level receptors would be developed. Elevated receptors would be placed on the proposed development sites at different elevation depending on source elevation to estimate the maximum impacts. All toxic emission sources would be modeled in one modeling run to estimate cumulative effect of the all toxic pollutants combined.
- It is assumed that both the HVAC and air toxics assessments will be performed for one development scenario.

TASK 13. Greenhouse Gas Analysis (GHG)

As the proposed project would exceed 350,000 sf of development, the analysis of GHG emissions will be included as a separate chapter in the EIS.

- Sources of GHG from the proposed development will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the proposed buildings based on the calculations of energy use estimated for the project in the "Energy" screening analysis conducted as part of the EAS document.
- GHG emissions associated with project-related traffic will be estimated for the Proposed Action using data from the project's "Transportation" analysis. 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 project is consistent with GHG reduction goals, including building efficient buildings, use of clean power, transit-oriented development and sustainable transportation, reduction of construction operations emissions, and use of building materials with low carbon intensity.

TASK 14. NOISE

The Proposed Action would result in new residential, commercial, and community facility uses, and also alter traffic conditions and land uses in the study area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes. The key issues that would be addressed in the noise study evaluation are:

- The potential for noise generated from new vehicle trips to impact proposed development buildings;
- The potential for noise from new vehicle trips to impact existing land uses (project-on-existing impacts); and
- The potential for noise from heavily trafficked roadways to impact proposed development buildings.

The West Harlem Rezoning project study area is bounded by the Hudson River on the west, West 155th Street to the north, Fredrick Douglas Blvd to the East, and West 125th Street to the south. Because the Proposed Action induced traffic trip generation is projected to be too small [maximum of 204 trips at any given intersection] to double the number of passenger car equivalents (PCEs) on any of the area's roadways between the no action and action scenarios, the noise analysis will focus on quantifying in as much detail as possible, the existing ambient noise environment and then use those noise measurements as the principle means for establishing window wall attenuation requirements at each of the projected and potential development sites. The standard CEQR process of determining and establishing future noise levels via the PCE screening method will be employed but future Proposed Action noise levels are not expected to change significantly from measured levels. The noise analysis for the Proposed West Harlem Rezoning project in will consist of the following tasks:

- Noise measurement sites will be selected at up to a maximum of 10 representative noise locations.
- Sites for attenuation analysis would be those where new sensitive uses will be introduced by the Proposed Action (e.g., where residential uses would be allowed under the RWCDS but not under the no action scenario).
- Sites will be selected to provide adequate geographic coverage within the rezoning area and to ensure enough locations are selected to determine ambient noise levels over the large and diverse study area.
- Prior to the noise monitoring survey, selected measurement locations will be placed on a project study area map figure and send to DCP for review and concurrence.
- Upon agreement of the noise monitoring locations, noise measurements will coincide with weekday peak traffic hour AM (8 to 9 AM), Midday (12 to 1 PM), and PM (5 to 6 PM) time periods.
- Noise measurements will be recorded in conformance with procedures contained in the 2010 NYC *CEQR Technical Manual*.
- The noise meter instrument used for the collection of ambient noise readings will be a calibrated Type I noise level meter conforming to the ANSI 1.4 Standard.
- A porous windscreen will be used during all measurement periods. All of the noise measurements will be taken by mounting the meter approximately five feet above the ground surface at that location. This height is generally considered representative of the ear level of an average person.

- Noise monitoring will be conducted under dry weather conditions with wind speeds below 15 mph and limited to non-holiday weekday Tuesdays, Wednesday and Thursdays.
- At each noise measurement site, noise levels will be measured in units of "A" weighted decibel scale (dBA), for duration of 20 minutes per time period and include noise descriptors such as equivalent noise level (Leq) and statistical percentile levels Lmax, Lmin, L1, L10, L50, L90.
- A summary table of existing measured noise levels for all time periods will be provided as part of the noise study documentation.
- At each of the noise measurement sites a PCE noise analysis, in accordance with CEQR requirements, will be completed to determine noise levels under future No Action and Proposed Action conditions. All projections will be made with Leq noise descriptor.
- Estimated window-wall attenuation requirements under future Proposed Action conditions will be determined based on the highest L10 noise level estimated at each monitoring site.
- Window wall attenuation requirements will be based on the proposed land use of each of the potential and projected development site based on CEQR interior noise exposure level limits.
- A summary of the noise measurement findings and window wall attenuation requirements will be summarized in a table format acceptable to DCP for inclusion in the environmental documentation prepared for the West Harlem Rezoning project effort.

TASK 15. PUBLIC HEALTH

According to the *CEQR Technical Manual*, 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.

According to the guidelines of the *CEQR Technical Manual*, 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 in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 16. 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 area surrounding the project site is composed of residential development to the south and east, transportation uses and commercial/warehouse uses. Vacant, undeveloped land and parking lots are also prevalent throughout the area.

The proposed development has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels,

and therefore an analysis will be provided in the EIS. As suggested by the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the ¼-mile land use study area. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Action (No-Build condition) as well as describing the Proposed Action's impacts on neighborhood character. Subtasks will include:

- Based on the other EIS chapters, describe the predominant factors that contribute to defining the character of the neighborhood, including land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise.
- Summarize changes in the character of the neighborhood that can be expected in the future No-Build condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.
- Summarize changes in the character of the neighborhood that can be expected in the future Build condition, based on the RWCDS, and compare to the future No-Build condition. A qualitative assessment will be presented, which will include a description of the potential effects of the Proposed Action on neighborhood character.

TASK 17. CONSTRUCTION IMPACTS

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. According to the *CEQR Technical Manual*, multi-sited projects with overall construction periods lasting longer than two years and which 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*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate 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 contained in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- Transportation Systems. This 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. If warranted under CEQR guidelines, a travel demand forecast for the RWCDS' construction period will be prepared.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.
- Noise Impacts. The construction noise impact section will contain a qualitative discussion of noise from construction activity.
- Hazardous Materials. In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.

- Socioeconomic Conditions. The EIS will consider whether construction conditions as a result of the Proposed Action and associated RWCDS would affect access to existing businesses, the potential consequences concerning their continued viability, and the potential effects of their loss, if any, on the character of the area.
- Historic and Cultural Resources: In coordination with the work performed for historic resources above, identify the potential for construction-period impacts, and summarize actions to be taken during project construction to protect adjacent historic resources from potential construction impacts.
- Neighborhood Character. This assessment will consider potential impacts during the construction period to the character of the surrounding neighborhood.
- Other Technical Areas. As appropriate, discuss the other areas of environmental assessment, including Land Use, Zoning and Public Policy, Open Space, Socioeconomic Conditions, Community Facilities, and Infrastructure, for potential construction-related impacts.

TASK 18. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 16, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agencies as necessary, including LPC, NYCDOT, and NYCDEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 19. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. The alternatives will be defined once the full extent of the Proposed Action's impacts has been identified. The alternatives will include the No Build Alternative and an alternative that reduces any identified significant adverse impacts. The alternatives analysis will be qualitative, except where significant adverse impacts of the Proposed Action 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.

TASK 20. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, 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 Action is 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 a Proposed Action that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources** - which summarizes the Proposed Action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 21. EXECUTIVE SUMMARY

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

APPENDIX 1

List of Blocks and Lots Included in Proposed Rezoning Area

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
1953	1	161 MORNINGSIDE AVENUE
1953	2	163 MORNINGSIDE AVENUE
1953	3	165 MORNINGSIDE AVENUE
1953	4	167 MORNINGSIDE AVENUE
1953	5	371 WEST 126 STREET
1953	7	367 WEST 126 STREET
1953	8	365 WEST 126 STREET
1953	9	363 WEST 126 STREET
1953	10	361 WEST 126 STREET
1953	11	359 WEST 126 STREET
1953	12	327 ST NICHOLAS AVENUE
1953	52	358 WEST 127 STREET
1953	53	360 WEST 127 STREET
1953	54	362 WEST 127 STREET
1953	55	364 WEST 127 STREET
1953	56	366 WEST 127 STREET
1953	57	368 WEST 127 STREET
1953	58	370 WEST 127 STREET
1953	59	372 WEST 127 STREET
1953	60	374 WEST 127 STREET
1953	61	175 MORNINGSIDE AVENUE
1953	62	173 MORNINGSIDE AVENUE
1953	63	171 MORNINGSIDE AVENUE
1953	64	169 MORNINGSIDE AVENUE
1953	104	373 WEST 126 STREET
1953	7502	369 WEST 126 STREET
1954	1	1 CONVENT AVENUE
1954	3	379 WEST 127 STREET
1954	5	375 WEST 127 STREET
1954	7	1 ST NICHOLAS TERRACE
1954	9	5 ST NICHOLAS TERRACE
1954	11	400 WEST 128 STREET
1954	12	2 ST NICHOLAS TERRACE
1954	13	4 ST NICHOLAS TERRACE
1954	14	6 ST NICHOLAS TERRACE
1954	15	8 ST NICHOLAS TERRACE
1954	16	10 ST NICHOLAS TERRACE
1954	18	ST NICHOLAS TERRACE
1954	46	351 ST NICHOLAS AVENUE
1954	50	343 ST NICHOLAS AVENUE
1954	55	410 WEST 128 STREET
1954	60	CONVENT AVENUE
1966	33	1345 AMSTERDAM AVENUE
1966	41	461 WEST 125 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
1966	66	409 WEST 125 STREET
1966	77	402 WEST 126 STREET
1966	78	412 WEST 126 STREET
1966	80	416 WEST 126 STREET
1966	81	418 WEST 126 STREET
1966	82	420 WEST 126 STREET
1966	83	422 WEST 126 STREET
1966	84	424 WEST 126 STREET
1966	95	426 WEST 126 STREET
1966	102	460 WEST 126 STREET
1966	104	464 WEST 126 STREET
1966	106	468 WEST 126 STREET
1966	107	1355 AMSTERDAM AVENUE
1966	108	1351 AMSTERDAM AVENUE
1967	1	439 WEST 126 STREET
1967	6	435 WEST 126 STREET
1967	8	431 WEST 126 STREET
1967	9	429 WEST 126 STREET
1967	10	427 WEST 126 STREET
1967	12	423 WEST 126 STREET
1967	13	421 WEST 126 STREET
1967	14	419 WEST 126 STREET
1967	15	417 WEST 126 STREET
1967	16	411 WEST 126 STREET
1967	20	160 MORNINGSIDE AVENUE
1967	24	168 MORNINGSIDE AVENUE
1967	30	410 WEST 127 STREET
1967	40	1361 AMSTERDAM AVENUE
1967	45	461 WEST 126 STREET
1967	50	439 WEST 127 STREET
1967	60	423 WEST 127 STREET
1967	66	415 WEST 127 STREET
1967	67	409 WEST 127 STREET
1967	69	405 WEST 127 STREET
1967	72	2 CONVENT AVENUE
1967	73	6 CONVENT AVENUE
1967	74	10 CONVENT AVENUE
1967	75	12 CONVENT AVENUE
1967	76	14 CONVENT AVENUE
1967	78	16 CONVENT AVENUE
1967	85	454 WEST 128 STREET
1967	89	460 WEST 128 STREET
1967	172	4 CONVENT AVENUE
1967	173	8 CONVENT AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
1968	1	1381 AMSTERDAM AVENUE
1968	16	451 WEST 128 STREET
1968	23	22 CONVENT AVENUE
1968	24	24 CONVENT AVENUE
1968	25	30 CONVENT AVENUE
1968	26	34 CONVENT AVENUE
1968	27	36 CONVENT AVENUE
1968	29	21 CONVENT AVENUE
1968	31	25 CONVENT AVENUE
1968	33	419 WEST 128 STREET
1968	35	415 WEST 128 STREET
1968	37	411 WEST 128 STREET
1968	39	25 ST NICHOLAS TERRACE
1968	44	35 ST NICHOLAS TERRACE
1968	46	408 WEST 129 STREET
1968	49	412 WEST 129 STREET
1968	52	416 WEST 129 STREET
1968	54	418 WEST 129 STREET
1968	56	33 CONVENT AVENUE
1968	58	29 CONVENT AVENUE
1969	1	1403 AMSTERDAM AVENUE
1969	5	497 WEST 129 STREET
1969	6	487 WEST 129 STREET
1969	12	38 CONVENT AVENUE
1969	19	44 CONVENT AVENUE
1969	25	41 CONVENT AVENUE
1969	29	419 WEST 129 STREET
1969	34	409 WEST 129 STREET
1969	40	41 ST NICHOLAS TERRACE
1969	48	49 ST NICHOLAS TERRACE
1969	50	408 WEST 130 STREET
1969	55	418 WEST 130 STREET
1969	65	48 CONVENT AVENUE
1969	66	50 CONVENT AVENUE
1969	68	CONVENT AVENUE
1969	78	498 WEST 130 STREET
1969	79	1417 AMSTERDAM AVENUE
1969	80	1415 AMSTERDAM AVENUE
1969	81	1413 AMSTERDAM AVENUE
1969	104	AMSTERDAM AVENUE
1970	1	499 WEST 130 STREET
1970	2	1423 AMSTERDAM AVENUE
1970	9	489 WEST 130 STREET
1970	16	70 CONVENT AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
1970	34	1437 AMSTERDAM AVENUE
1970	35	1439 AMSTERDAM AVENUE
1970	36	1445 AMSTERDAM AVENUE
1970	42	80 CONVENT AVENUE
1970	48	90 CONVENT AVENUE
1970	51	100 CONVENT AVENUE
1970	55	102 CONVENT AVENUE
1970	58	106 CONVENT AVENUE
1970	60	110 CONVENT AVENUE
1970	61	1477 AMSTERDAM AVENUE
1970	62	1475 AMSTERDAM AVENUE
1970	63	1473 AMSTERDAM AVENUE
1970	64	1471 AMSTERDAM AVENUE
1970	65	1467 AMSTERDAM AVENUE
1970	67	1465 AMSTERDAM AVENUE
1970	68	1463 AMSTERDAM AVENUE
1970	69	1461 AMSTERDAM AVENUE
1970	70	1459 AMSTERDAM AVENUE
1970	71	1457 AMSTERDAM AVENUE
1970	72	1455 AMSTERDAM AVENUE
1970	73	1453 AMSTERDAM AVENUE
1970	160	496 WEST 133 STREET
1971	1	499 WEST 133 STREET
1987	7	553 WEST 133 STREET
1987	9	547 WEST 133 STREET
1987	12	545 WEST 133 STREET
1987	13	541 WEST 133 STREET
1987	15	537 WEST 133 STREET
1987	17	535 WEST 133 STREET
1987	21	525 WEST 133 STREET
1987	24	519 WEST 133 STREET
1987	29	1480 AMSTERDAM AVENUE
1987	31	1484 AMSTERDAM AVENUE
1987	33	1488 AMSTERDAM AVENUE
1987	34	1492 AMSTERDAM AVENUE
1987	36	1496 AMSTERDAM AVENUE
1987	37	502 WEST 134 STREET
1987	41	508 WEST 134 STREET
1987	43	510 WEST 134 STREET
1987	46	516 WEST 134 STREET
1987	48	518 WEST 134 STREET
1987	50	520 WEST 134 STREET
1987	51	522 WEST 134 STREET
1987	53	524 WEST 134 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
1988	10	525 WEST 134 STREET
1988	12	523 WEST 134 STREET
1988	14	521 WEST 134 STREET
1988	16	519 WEST 134 STREET
1988	18	517 WEST 134 STREET
1988	20	515 WEST 134 STREET
1988	21	513 WEST 134 STREET
1988	22	511 WEST 134 STREET
1988	24	509 WEST 134 STREET
1988	25	507 WEST 134 STREET
1988	27	505 WEST 134 STREET
1988	29	1500 AMSTERDAM AVENUE
1988	31	1504 AMSTERDAM AVENUE
1988	33	1508 AMSTERDAM AVENUE
1988	34	1512 AMSTERDAM AVENUE
1988	36	1516 AMSTERDAM AVENUE
1988	37	502 WEST 135 STREET
1988	39	504 WEST 135 STREET
1988	40	506 WEST 135 STREET
1988	42	508 WEST 135 STREET
1988	44	510 WEST 135 STREET
1988	46	512 WEST 135 STREET
1988	48	514 WEST 135 STREET
1988	50	516 WEST 135 STREET
1988	52	518 WEST 135 STREET
1988	53	520 WEST 135 STREET
1988	74	3340 BROADWAY
1988	80	531 WEST 135 STREET
1988	81	529 WEST 135 STREET
1988	83	527 WEST 135 STREET
1988	85	525 WEST 135 STREET
1988	86	523 WEST 135 STREET
1988	88	521 WEST 135 STREET
1988	91	517 WEST 135 STREET
1988	93	515 WEST 135 STREET
1988	94	513 WEST 135 STREET
1988	96	511 WEST 135 STREET
1988	98	509 WEST 135 STREET
1988	99	507 WEST 135 STREET
1988	101	505 WEST 135 STREET
1988	103	1520 AMSTERDAM AVENUE
1988	105	1524 AMSTERDAM AVENUE
1988	106	1528 AMSTERDAM AVENUE
1988	107	1532 AMSTERDAM AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
1988	109	1536 AMSTERDAM AVENUE
1988	114	508 WEST 136 STREET
1988	115	510 WEST 136 STREET
1988	117	512 WEST 136 STREET
1988	118	514 WEST 136 STREET
1988	120	516 WEST 136 STREET
1988	121	518 WEST 136 STREET
1988	123	520 WEST 136 STREET
1988	127	528 WEST 136 STREET
1988	131	536 WEST 136 STREET
1988	134	3350 BROADWAY
1988	147	1 HAMILTON PLACE
1988	148	3 HAMILTON PLACE
1988	150	7 HAMILTON PLACE
1988	155	17 HAMILTON PLACE
1988	165	BROADWAY
1988	166	500 WEST 138 STREET
1988	200	1540 AMSTERDAM AVENUE
1988	7501	519 WEST 135 STREET
1988	7502	504 WEST 136 STREET
2001	38	614 WEST 135 STREET
2001	50	622 WEST 135 STREET
2001	55	626 WEST 135 STREET
2001	58	634 WEST 135 STREET
2001	60	575 RIVERSIDE DRIVE
2002	2	583 RIVERSIDE DRIVE
2002	11	629 WEST 135 STREET
2002	14	625 WEST 135 STREET
2002	17	621 WEST 135 STREET
2002	19	619 WEST 135 STREET
2002	21	617 WEST 135 STREET
2002	22	615 WEST 135 STREET
2002	24	611 WEST 135 STREET
2002	26	609 WEST 135 STREET
2002	33	3341 BROADWAY
2002	34	3351 BROADWAY
2002	39	610 WEST 136 STREET
2002	40	611 WEST 136 STREET
2002	41	607 WEST 136 STREET
2002	42	601 WEST 136 STREET
2002	50	602 WEST 137 STREET
2002	52	606 WEST 137 STREET
2002	55	612 WEST 137 STREET
2002	57	616 WEST 137 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2002	61	622 WEST 137 STREET
2002	67	594 RIVERSIDE DRIVE
2002	69	590 RIVERSIDE DRIVE
2002	73	627 WEST 136 STREET
2002	75	623 WEST 136 STREET
2002	77	619 WEST 136 STREET
2002	79	615 WEST 136 STREET
2002	89	614 WEST 136 STREET
2002	91	618 WEST 136 STREET
2002	93	622 WEST 136 STREET
2002	95	626 WEST 136 STREET
2002	97	630 WEST 136 STREET
2002	101	589 RIVERSIDE DRIVE
2050	1	281 CONVENT AVENUE
2050	4	287 CONVENT AVENUE
2050	7	289 CONVENT AVENUE
2050	11	295 CONVENT AVENUE
2050	15	305 CONVENT AVENUE
2050	19	311 CONVENT AVENUE
2050	20	313 CONVENT AVENUE
2050	21	315 CONVENT AVENUE
2050	22	317 CONVENT AVENUE
2050	23	319 CONVENT AVENUE
2050	24	321 CONVENT AVENUE
2050	25	323 CONVENT AVENUE
2050	26	325 CONVENT AVENUE
2050	27	327 CONVENT AVENUE
2050	28	329 CONVENT AVENUE
2050	29	331 CONVENT AVENUE
2050	30	333 CONVENT AVENUE
2050	31	335 CONVENT AVENUE
2050	32	337 CONVENT AVENUE
2050	33	339 CONVENT AVENUE
2050	37	341 CONVENT AVENUE
2050	39	345 CONVENT AVENUE
2050	40	347 CONVENT AVENUE
2050	41	349 CONVENT AVENUE
2050	42	351 CONVENT AVENUE
2050	47	418 WEST 145 STREET
2050	48	414 WEST 145 STREET
2050	49	412 WEST 145 STREET
2050	50	408 WEST 145 STREET
2050	51	404 WEST 145 STREET
2050	52	413 WEST 144 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2050	53	417 WEST 144 STREET
2050	54	419 WEST 144 STREET
2050	55	421 WEST 144 STREET
2050	61	426 WEST 144 STREET
2050	62	422 WEST 144 STREET
2050	64	62 HAMILTON TERRACE
2050	65	60 HAMILTON TERRACE
2050	66	58 HAMILTON TERRACE
2050	67	54 HAMILTON TERRACE
2050	68	52 HAMILTON TERRACE
2050	69	48 HAMILTON TERRACE
2050	70	46 HAMILTON TERRACE
2050	71	44 HAMILTON TERRACE
2050	72	40 HAMILTON TERRACE
2050	73	38 HAMILTON TERRACE
2050	74	34 HAMILTON TERRACE
2050	75	32 HAMILTON TERRACE
2050	76	30 HAMILTON TERRACE
2050	77	26 HAMILTON TERRACE
2050	78	24 HAMILTON TERRACE
2050	79	20 HAMILTON TERRACE
2050	80	18 HAMILTON TERRACE
2050	81	14 HAMILTON TERRACE
2050	82	10 HAMILTON TERRACE
2050	83	8 HAMILTON TERRACE
2050	84	4 HAMILTON TERRACE
2050	93	423 WEST 141 STREET
2050	94	3 HAMILTON TERRACE
2050	95	5 HAMILTON TERRACE
2050	96	9 HAMILTON TERRACE
2050	97	11 HAMILTON TERRACE
2050	100	13 HAMILTON TERRACE
2050	101	21 HAMILTON TERRACE
2050	102	25 HAMILTON TERRACE
2050	103	27 HAMILTON TERRACE
2050	104	31 HAMILTON TERRACE
2050	105	33 HAMILTON TERRACE
2050	106	35 HAMILTON TERRACE
2050	107	39 HAMILTON TERRACE
2050	108	41 HAMILTON TERRACE
2050	109	45 HAMILTON TERRACE
2050	110	47 HAMILTON TERRACE
2050	111	49 HAMILTON TERRACE
2050	112	51 HAMILTON TERRACE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2050	113	53 HAMILTON TERRACE
2050	118	63 HAMILTON TERRACE
2050	131	695 ST NICHOLAS AVENUE
2050	136	691 ST NICHOLAS AVENUE
2050	140	673 ST NICHOLAS AVENUE
2050	147	416 WEST 145 STREET
2050	148	410 WEST 145 STREET
2050	149	655 ST NICHOLAS AVENUE
2050	150	406 WEST 145 STREET
2050	151	402 WEST 145 STREET
2050	152	400 WEST 145 STREET
2050	153	415 WEST 144 STREET
2050	155	423 WEST 144 STREET
2050	156	ST NICHOLAS AVENUE
2050	157	649 ST NICHOLAS AVENUE
2050	158	ST NICHOLAS AVENUE
2050	160	641 ST NICHOLAS AVENUE
2050	161	424 WEST 144 STREET
2050	162	420 WEST 144 STREET
2050	163	416 WEST 144 STREET
2050	164	ST NICHOLAS AVENUE
2050	166	56 HAMILTON TERRACE
2050	168	50 HAMILTON TERRACE
2050	171	42 HAMILTON TERRACE
2050	173	36 HAMILTON TERRACE
2050	175	28 HAMILTON TERRACE
2050	178	22 HAMILTON TERRACE
2050	180	16 HAMILTON TERRACE
2050	181	12 HAMILTON TERRACE
2050	183	409 WEST 141 STREET
2050	184	6 HAMILTON TERRACE
2050	187	415 WEST 141 STREET
2050	188	417 WEST 141 STREET
2050	189	419 WEST 141 STREET
2050	190	421 WEST 141 STREET
2050	193	1 HAMILTON TERRACE
2050	195	7 HAMILTON TERRACE
2050	201	23 HAMILTON TERRACE
2050	203	29 HAMILTON TERRACE
2050	206	37 HAMILTON TERRACE
2050	208	43 HAMILTON TERRACE
2050	7501	413 WEST 141 STREET
2050	7502	418 WEST 144 STREET
2051	1	353 WEST 141 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2051	4	351 WEST 141 STREET
2051	6	WEST 141 STREET
2051	7	347 WEST 141 STREET
2051	8	345 WEST 141 STREET
2051	11	133 EDGECOMBE AVENUE
2051	12	135 EDGECOMBE AVENUE
2051	13	137 EDGECOMBE AVENUE
2051	14	139 EDGECOMBE AVENUE
2051	15	141 EDGECOMBE AVENUE
2051	20	634 ST NICHOLAS AVENUE
2051	25	642 ST NICHOLAS AVENUE
2051	31	656 ST NICHOLAS AVENUE
2051	33	660 ST NICHOLAS AVENUE
2051	35	666 ST NICHOLAS AVENUE
2051	39	672 ST NICHOLAS AVENUE
2051	43	676 ST NICHOLAS AVENUE
2051	45	678 ST NICHOLAS AVENUE
2051	54	680 ST NICHOLAS AVENUE
2051	55	350 WEST 145 STREET
2051	56	348 WEST 145 STREET
2051	57	346 WEST 145 STREET
2051	58	344 WEST 145 STREET
2051	59	342 WEST 145 STREET
2051	60	340 WEST 145 STREET
2051	61	229 EDGECOMBE AVENUE
2051	62	227 EDGECOMBE AVENUE
2051	63	225 EDGECOMBE AVENUE
2051	64	219 EDGECOMBE AVENUE
2051	66	211 EDGECOMBE AVENUE
2051	69	209 EDGECOMBE AVENUE
2051	70	207 EDGECOMBE AVENUE
2051	71	205 EDGECOMBE AVENUE
2051	72	203 EDGECOMBE AVENUE
2051	73	201 EDGECOMBE AVENUE
2051	74	199 EDGECOMBE AVENUE
2051	75	197 EDGECOMBE AVENUE
2051	76	195 EDGECOMBE AVENUE
2051	77	193 EDGECOMBE AVENUE
2051	78	191 EDGECOMBE AVENUE
2051	79	189 EDGECOMBE AVENUE
2051	80	187 EDGECOMBE AVENUE
2051	81	169 EDGECOMBE AVENUE
2051	83	165 EDGECOMBE AVENUE
2051	85	161 EDGECOMBE AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2051	87	157 EDGECOMBE AVENUE
2051	89	153 EDGECOMBE AVENUE
2051	91	149 EDGECOMBE AVENUE
2051	93	145 EDGECOMBE AVENUE
2051	98	180 EDGECOMBE AVENUE
2051	103	188 EDGECOMBE AVENUE
2051	104	190 EDGECOMBE AVENUE
2051	105	192 EDGECOMBE AVENUE
2051	106	194 EDGECOMBE AVENUE
2051	107	196 EDGECOMBE AVENUE
2051	108	198 EDGECOMBE AVENUE
2051	110	200 EDGECOMBE AVENUE
2051	111	202 EDGECOMBE AVENUE
2051	113	206 EDGECOMBE AVENUE
2051	114	208 EDGECOMBE AVENUE
2051	115	210 EDGECOMBE AVENUE
2051	116	212 EDGECOMBE AVENUE
2051	117	214 EDGECOMBE AVENUE
2051	118	216 EDGECOMBE AVENUE
2051	119	218 EDGECOMBE AVENUE
2051	120	220 EDGECOMBE AVENUE
2051	121	222 EDGECOMBE AVENUE
2051	122	224 EDGECOMBE AVENUE
2051	123	226 EDGECOMBE AVENUE
2051	124	228 EDGECOMBE AVENUE
2051	135	51 BRADHURST AVENUE
2051	136	49 BRADHURST AVENUE
2051	137	47 BRADHURST AVENUE
2051	138	45 BRADHURST AVENUE
2051	139	43 BRADHURST AVENUE
2051	140	41 BRADHURST AVENUE
2051	141	39 BRADHURST AVENUE
2051	142	37 BRADHURST AVENUE
2051	143	35 BRADHURST AVENUE
2051	144	33 BRADHURST AVENUE
2051	145	31 BRADHURST AVENUE
2051	146	29 BRADHURST AVENUE
2051	147	27 BRADHURST AVENUE
2051	149	25 BRADHURST AVENUE
2051	7501	330 WEST 145 STREET
2053	1	385 WEST 145 STREET
2053	9	267 EDGECOMBE AVENUE
2053	14	281 EDGECOMBE AVENUE
2053	20	287 EDGECOMBE AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2053	24	291 EDGECOMBE AVENUE
2053	26	313 EDGECOMBE AVENUE
2053	33	317 EDGECOMBE AVENUE
2053	44	750 ST NICHOLAS AVENUE
2053	52	748 ST NICHOLAS AVENUE
2053	58	742 ST NICHOLAS AVENUE
2053	59	740 ST NICHOLAS AVENUE
2053	60	738 ST NICHOLAS AVENUE
2053	61	736 ST NICHOLAS AVENUE
2053	62	734 ST NICHOLAS AVENUE
2053	63	732 ST NICHOLAS AVENUE
2053	65	730 ST NICHOLAS AVENUE
2053	67	728 ST NICHOLAS AVENUE
2053	68	726 ST NICHOLAS AVENUE
2053	69	724 ST NICHOLAS AVENUE
2053	70	722 ST NICHOLAS AVENUE
2053	71	720 ST NICHOLAS AVENUE
2053	72	718 ST NICHOLAS AVENUE
2053	74	716 ST NICHOLAS AVENUE
2053	76	712 ST NICHOLAS AVENUE
2053	77	710 ST NICHOLAS AVENUE
2053	85	323 EDGECOMBE AVENUE
2053	86	327 EDGECOMBE AVENUE
2053	90	331 EDGECOMBE AVENUE
2053	94	EDGECOMBE AVENUE
2053	96	335 EDGECOMBE AVENUE
2053	99	EDGECOMBE AVENUE
2053	101	400 WEST 150 STREET
2053	106	6 ST NICHOLAS PLACE
2053	111	2 ST NICHOLAS PLACE
2053	114	772 ST NICHOLAS AVENUE
2053	122	766 ST NICHOLAS AVENUE
2053	123	764 ST NICHOLAS AVENUE
2053	124	762 ST NICHOLAS AVENUE
2053	125	756 ST NICHOLAS AVENUE
2053	224	760 ST NICHOLAS AVENUE
2053	7501	714 ST NICHOLAS AVENUE
2054	1	345 EDGECOMBE AVENUE
2054	6	353 EDGECOMBE AVENUE
2054	12	363 EDGECOMBE AVENUE
2054	14	365 EDGECOMBE AVENUE
2054	15	367 EDGECOMBE AVENUE
2054	16	369 EDGECOMBE AVENUE
2054	18	371 EDGECOMBE AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2054	20	375 EDGECOMBE AVENUE
2054	22	377 EDGECOMBE AVENUE
2054	25	36 ST NICHOLAS PLACE
2054	27	34 ST NICHOLAS PLACE
2054	28	32 ST NICHOLAS PLACE
2054	30	28 ST NICHOLAS PLACE
2054	32	26 ST NICHOLAS PLACE
2054	33	24 ST NICHOLAS PLACE
2054	35	22 ST NICHOLAS PLACE
2054	36	18 ST NICHOLAS PLACE
2054	40	16 ST NICHOLAS PLACE
2054	42	14 ST NICHOLAS PLACE
2054	44	10 ST NICHOLAS PLACE
2054	46	379 EDGECOMBE AVENUE
2054	49	385 EDGECOMBE AVENUE
2054	53	393 EDGECOMBE AVENUE
2054	56	401 EDGECOMBE AVENUE
2054	62	409 EDGECOMBE AVENUE
2054	69	425 EDGECOMBE AVENUE
2054	75	80 ST NICHOLAS PLACE
2054	79	76 ST NICHOLAS PLACE
2054	82	66 ST NICHOLAS PLACE
2054	89	52 ST NICHOLAS PLACE
2054	92	48 ST NICHOLAS PLACE
2054	96	38 ST NICHOLAS PLACE
2057	29	1619 AMSTERDAM AVENUE
2057	30	475 WEST 140 STREET
2057	31	473 WEST 140 STREET
2057	32	471 WEST 140 STREET
2057	33	469 WEST 140 STREET
2057	34	465 WEST 140 STREET
2057	35	463 WEST 140 STREET
2057	36	459 WEST 140 STREET
2057	37	457 WEST 140 STREET
2057	38	455 WEST 140 STREET
2057	39	260 CONVENT AVENUE
2057	46	270 CONVENT AVENUE
2057	47	454 WEST 141 STREET
2057	48	456 WEST 141 STREET
2057	49	458 WEST 141 STREET
2057	50	462 WEST 141 STREET
2057	51	464 WEST 141 STREET
2057	52	466 WEST 141 STREET
2057	53	470 WEST 141 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2057	54	472 WEST 141 STREET
2057	55	474 WEST 141 STREET
2057	56	1627 AMSTERDAM AVENUE
2057	133	467 WEST 140 STREET
2057	135	461 WEST 140 STREET
2057	138	453 WEST 140 STREET
2057	146	452 WEST 141 STREET
2057	149	460 WEST 141 STREET
2057	152	468 WEST 141 STREET
2058	1	1641 AMSTERDAM AVENUE
2058	2	475 WEST 141 STREET
2058	3	473 WEST 141 STREET
2058	4	471 WEST 141 STREET
2058	5	467 WEST 141 STREET
2058	6	465 WEST 141 STREET
2058	7	463 WEST 141 STREET
2058	8	459 WEST 141 STREET
2058	9	457 WEST 141 STREET
2058	10	453 WEST 141 STREET
2058	11	280 CONVENT AVENUE
2058	12	282 CONVENT AVENUE
2058	13	284 CONVENT AVENUE
2058	14	288 CONVENT AVENUE
2058	15	290 CONVENT AVENUE
2058	16	292 CONVENT AVENUE
2058	17	294 CONVENT AVENUE
2058	18	298 CONVENT AVENUE
2058	19	452 WEST 142 STREET
2058	20	456 WEST 142 STREET
2058	21	458 WEST 142 STREET
2058	22	462 WEST 142 STREET
2058	23	464 WEST 142 STREET
2058	24	468 WEST 142 STREET
2058	25	470 WEST 142 STREET
2058	26	472 WEST 142 STREET
2058	27	476 WEST 142 STREET
2058	29	477 WEST 142 STREET
2058	30	475 WEST 142 STREET
2058	31	471 WEST 142 STREET
2058	32	469 WEST 142 STREET
2058	33	465 WEST 142 STREET
2058	37	463 WEST 142 STREET
2058	40	302 CONVENT AVENUE
2058	47	310 CONVENT AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2058	50	458 WEST 143 STREET
2058	55	462 WEST 143 STREET
2058	56	470 WEST 143 STREET
2058	57	474 WEST 143 STREET
2058	58	1671 AMSTERDAM AVENUE
2058	104	469 WEST 141 STREET
2058	107	461 WEST 141 STREET
2058	109	455 WEST 141 STREET
2058	113	286 CONVENT AVENUE
2058	117	296 CONVENT AVENUE
2058	119	454 WEST 142 STREET
2058	121	460 WEST 142 STREET
2058	123	466 WEST 142 STREET
2058	130	473 WEST 142 STREET
2058	156	472 WEST 143 STREET
2059	1	1681 AMSTERDAM AVENUE
2059	3	473 WEST 143 STREET
2059	4	471 WEST 143 STREET
2059	5	467 WEST 143 STREET
2059	6	465 WEST 143 STREET
2059	7	461 WEST 143 STREET
2059	8	459 WEST 143 STREET
2059	9	457 WEST 143 STREET
2059	11	320 CONVENT AVENUE
2059	12	324 CONVENT AVENUE
2059	13	326 CONVENT AVENUE
2059	14	328 CONVENT AVENUE
2059	15	330 CONVENT AVENUE
2059	16	332 CONVENT AVENUE
2059	17	334 CONVENT AVENUE
2059	18	336 CONVENT AVENUE
2059	19	452 WEST 144 STREET
2059	20	454 WEST 144 STREET
2059	21	456 WEST 144 STREET
2059	22	458 WEST 144 STREET
2059	23	460 WEST 144 STREET
2059	24	462 WEST 144 STREET
2059	25	464 WEST 144 STREET
2059	26	466 WEST 144 STREET
2059	27	468 WEST 144 STREET
2059	28	470 WEST 144 STREET
2059	30	474 WEST 144 STREET
2059	31	1689 AMSTERDAM AVENUE
2059	32	1697 AMSTERDAM AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2059	33	475 WEST 144 STREET
2059	34	473 WEST 144 STREET
2059	35	471 WEST 144 STREET
2059	36	467 WEST 144 STREET
2059	37	465 WEST 144 STREET
2059	38	463 WEST 144 STREET
2059	39	461 WEST 144 STREET
2059	40	459 WEST 144 STREET
2059	41	457 WEST 144 STREET
2059	42	455 WEST 144 STREET
2059	43	453 WEST 144 STREET
2059	44	340 CONVENT AVENUE
2059	47	346 CONVENT AVENUE
2059	48	348 CONVENT AVENUE
2059	49	350 CONVENT AVENUE
2059	50	352 CONVENT AVENUE
2059	51	356 CONVENT AVENUE
2059	52	452 WEST 145 STREET
2059	53	456 WEST 145 STREET
2059	54	458 WEST 145 STREET
2059	55	462 WEST 145 STREET
2059	56	464 WEST 145 STREET
2059	57	468 WEST 145 STREET
2059	58	470 WEST 145 STREET
2059	59	474 WEST 145 STREET
2059	60	476 WEST 145 STREET
2059	61	1709 AMSTERDAM AVENUE
2059	104	469 WEST 143 STREET
2059	106	463 WEST 143 STREET
2059	111	322 CONVENT AVENUE
2059	135	469 WEST 144 STREET
2059	150	354 CONVENT AVENUE
2059	151	450 WEST 145 STREET
2059	152	454 WEST 145 STREET
2059	154	460 WEST 145 STREET
2059	156	466 WEST 145 STREET
2059	158	472 WEST 145 STREET
2059	7501	453 WEST 143 STREET
2059	7502	472 WEST 144 STREET
2059	7503	475 WEST 143 STREET
2060	1	1721 AMSTERDAM AVENUE
2060	9	481 WEST 145 STREET
2060	11	475 WEST 145 STREET
2060	12	473 WEST 145 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2060	14	471 WEST 145 STREET
2060	18	421 WEST 145 STREET
2060	22	419 WEST 145 STREET
2060	23	417 WEST 145 STREET
2060	24	413 WEST 145 STREET
2060	25	409 WEST 145 STREET
2060	28	407 WEST 145 STREET
2060	29	701 ST NICHOLAS AVENUE
2060	31	707 ST NICHOLAS AVENUE
2060	33	713 ST NICHOLAS AVENUE
2060	34	717 ST NICHOLAS AVENUE
2060	35	719 ST NICHOLAS AVENUE
2060	36	721 ST NICHOLAS AVENUE
2060	37	402 WEST 146 STREET
2060	38	404 WEST 146 STREET
2060	39	408 WEST 146 STREET
2060	40	410 WEST 146 STREET
2060	41	414 WEST 146 STREET
2060	42	416 WEST 146 STREET
2060	43	418 WEST 146 STREET
2060	44	420 WEST 146 STREET
2060	46	424 WEST 146 STREET
2060	47	369 CONVENT AVENUE
2060	52	454 WEST 146 STREET
2060	55	464 WEST 146 STREET
2060	56	466 WEST 146 STREET
2060	57	468 WEST 146 STREET
2060	58	470 WEST 146 STREET
2060	60	474 WEST 146 STREET
2060	123	415 WEST 145 STREET
2060	133	715 ST NICHOLAS AVENUE
2060	138	406 WEST 146 STREET
2060	140	412 WEST 146 STREET
2060	154	462 WEST 146 STREET
2060	7501	368 CONVENT AVENUE
2060	7502	458 WEST 146 STREET
2061	1	1739 AMSTERDAM AVENUE
2061	2	1741 AMSTERDAM AVENUE
2061	3	1743 AMSTERDAM AVENUE
2061	4	1745 AMSTERDAM AVENUE
2061	5	WEST 146 STREET
2061	14	380 CONVENT AVENUE
2061	15	391 CONVENT AVENUE
2061	16	387 CONVENT AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2061	17	385 CONVENT AVENUE
2061	18	383 CONVENT AVENUE
2061	19	381 CONVENT AVENUE
2061	20	435 WEST 146 STREET
2061	21	431 WEST 146 STREET
2061	22	429 WEST 146 STREET
2061	24	421 WEST 146 STREET
2061	25	417 WEST 146 STREET
2061	26	413 WEST 146 STREET
2061	27	411 WEST 146 STREET
2061	28	407 WEST 146 STREET
2061	29	723 ST NICHOLAS AVENUE
2061	32	729 ST NICHOLAS AVENUE
2061	33	731 ST NICHOLAS AVENUE
2061	34	733 ST NICHOLAS AVENUE
2061	35	737 ST NICHOLAS AVENUE
2061	36	402 WEST 147 STREET
2061	37	406 WEST 147 STREET
2061	38	408 WEST 147 STREET
2061	39	410 WEST 147 STREET
2061	40	412 WEST 147 STREET
2061	41	416 WEST 147 STREET
2061	42	418 WEST 147 STREET
2061	43	420 WEST 147 STREET
2061	44	422 WEST 147 STREET
2061	45	426 WEST 147 STREET
2061	46	428 WEST 147 STREET
2061	47	430 WEST 147 STREET
2061	51	450 WEST 147 STREET
2061	54	452 WEST 147 STREET
2061	60	460 WEST 147 STREET
2061	61	1753 AMSTERDAM AVENUE
2061	62	1751 AMSTERDAM AVENUE
2061	63	1749 AMSTERDAM AVENUE
2061	64	1747 AMSTERDAM AVENUE
2061	115	389 CONVENT AVENUE
2061	120	433 WEST 146 STREET
2061	122	427 WEST 146 STREET
2061	123	423 WEST 146 STREET
2061	124	419 WEST 146 STREET
2061	125	415 WEST 146 STREET
2061	127	409 WEST 146 STREET
2061	134	735 ST NICHOLAS AVENUE
2061	135	739 ST NICHOLAS AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2061	136	404 WEST 147 STREET
2061	140	414 WEST 147 STREET
2061	144	424 WEST 147 STREET
2061	7501	425 WEST 146 STREET
2062	1	1761 AMSTERDAM AVENUE
2062	2	1763 AMSTERDAM AVENUE
2062	5	469 WEST 147 STREET
2062	6	467 WEST 147 STREET
2062	7	463 WEST 147 STREET
2062	8	461 WEST 147 STREET
2062	9	459 WEST 147 STREET
2062	10	455 WEST 147 STREET
2062	14	400 CONVENT AVENUE
2062	18	441 WEST 147 STREET
2062	19	439 WEST 147 STREET
2062	20	437 WEST 147 STREET
2062	21	433 WEST 147 STREET
2062	23	427 WEST 147 STREET
2062	24	425 WEST 147 STREET
2062	25	421 WEST 147 STREET
2062	26	419 WEST 147 STREET
2062	27	415 WEST 147 STREET
2062	28	413 WEST 147 STREET
2062	29	409 WEST 147 STREET
2062	30	405 WEST 147 STREET
2062	31	401 WEST 147 STREET
2062	32	745 ST NICHOLAS AVENUE
2062	33	749 ST NICHOLAS AVENUE
2062	34	751 ST NICHOLAS AVENUE
2062	35	753 ST NICHOLAS AVENUE
2062	36	400 WEST 148 STREET
2062	37	402 WEST 148 STREET
2062	41	412 WEST 148 STREET
2062	45	419 CONVENT AVENUE
2062	46	415 CONVENT AVENUE
2062	47	411 CONVENT AVENUE
2062	48	408 CONVENT AVENUE
2062	49	410 CONVENT AVENUE
2062	50	412 CONVENT AVENUE
2062	51	414 CONVENT AVENUE
2062	52	416 CONVENT AVENUE
2062	53	450 WEST 148 STREET
2062	54	454 WEST 148 STREET
2062	60	472 WEST 148 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2062	61	474 WEST 148 STREET
2062	62	1773 AMSTERDAM AVENUE
2062	106	465 WEST 147 STREET
2062	109	457 WEST 147 STREET
2062	120	435 WEST 147 STREET
2062	122	429 WEST 147 STREET
2062	124	423 WEST 147 STREET
2062	126	417 WEST 147 STREET
2062	128	411 WEST 147 STREET
2062	129	407 WEST 147 STREET
2062	130	403 WEST 147 STREET
2062	131	741 ST NICHOLAS AVENUE
2062	132	747 ST NICHOLAS AVENUE
2062	145	417 CONVENT AVENUE
2062	146	413 CONVENT AVENUE
2062	159	470 WEST 148 STREET
2063	1	1781 AMSTERDAM AVENUE
2063	2	1783 AMSTERDAM AVENUE
2063	3	1785 AMSTERDAM AVENUE
2063	4	1787 AMSTERDAM AVENUE
2063	5	465 WEST 148 STREET
2063	7	461 WEST 148 STREET
2063	9	459 WEST 148 STREET
2063	10	457 WEST 148 STREET
2063	11	453 WEST 148 STREET
2063	12	420 CONVENT AVENUE
2063	13	424 CONVENT AVENUE
2063	14	428 CONVENT AVENUE
2063	15	431 CONVENT AVENUE
2063	16	429 CONVENT AVENUE
2063	17	427 CONVENT AVENUE
2063	18	425 CONVENT AVENUE
2063	19	423 CONVENT AVENUE
2063	20	423 WEST 148 STREET
2063	21	421 WEST 148 STREET
2063	22	419 WEST 148 STREET
2063	23	417 WEST 148 STREET
2063	24	413 WEST 148 STREET
2063	25	411 WEST 148 STREET
2063	26	409 WEST 148 STREET
2063	27	407 WEST 148 STREET
2063	28	403 WEST 148 STREET
2063	29	757 ST NICHOLAS AVENUE
2063	30	761 ST NICHOLAS AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2063	31	763 ST NICHOLAS AVENUE
2063	33	767 ST NICHOLAS AVENUE
2063	34	769 ST NICHOLAS AVENUE
2063	35	771 ST NICHOLAS AVENUE
2063	36	773 ST NICHOLAS AVENUE
2063	37	404 WEST 149 STREET
2063	38	406 WEST 149 STREET
2063	39	408 WEST 149 STREET
2063	40	412 WEST 149 STREET
2063	41	414 WEST 149 STREET
2063	42	416 WEST 149 STREET
2063	46	435 CONVENT AVENUE
2063	50	450 WEST 149 STREET
2063	54	452 WEST 149 STREET
2063	57	460 WEST 149 STREET
2063	60	1795 AMSTERDAM AVENUE
2063	61	1793 AMSTERDAM AVENUE
2063	62	1791 AMSTERDAM AVENUE
2063	63	1789 AMSTERDAM AVENUE
2063	110	455 WEST 148 STREET
2063	112	422 CONVENT AVENUE
2063	113	426 CONVENT AVENUE
2063	114	430 CONVENT AVENUE
2063	123	415 WEST 148 STREET
2063	127	405 WEST 148 STREET
2063	129	759 ST NICHOLAS AVENUE
2063	136	775 ST NICHOLAS AVENUE
2063	139	410 WEST 149 STREET
2063	7501	765 ST NICHOLAS AVENUE
2064	1	1801 AMSTERDAM AVENUE
2064	9	451 WEST 149 STREET
2064	18	441 CONVENT AVENUE
2064	27	781 ST NICHOLAS AVENUE
2064	29	783 ST NICHOLAS AVENUE
2064	30	785 ST NICHOLAS AVENUE
2064	31	787 ST NICHOLAS AVENUE
2064	33	791 ST NICHOLAS AVENUE
2064	34	793 ST NICHOLAS AVENUE
2064	36	795 ST NICHOLAS AVENUE
2064	39	408 WEST 150 STREET
2064	42	416 WEST 150 STREET
2064	43	420 WEST 150 STREET
2064	45	459 CONVENT AVENUE
2064	46	455 CONVENT AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2064	47	455 CONVENT AVENUE
2064	48	453 CONVENT AVENUE
2064	49	451 CONVENT AVENUE
2064	50	450 WEST 150 STREET
2064	51	454 WEST 150 STREET
2064	52	458 WEST 150 STREET
2064	53	460 WEST 150 STREET
2064	54	464 WEST 150 STREET
2064	56	470 WEST 150 STREET
2064	59	474 WEST 150 STREET
2064	60	1813 AMSTERDAM AVENUE
2064	62	1809 AMSTERDAM AVENUE
2064	142	418 WEST 150 STREET
2064	143	422 WEST 150 STREET
2064	149	449 CONVENT AVENUE
2064	151	456 WEST 150 STREET
2064	7501	789 ST NICHOLAS AVENUE
2065	1	1821 AMSTERDAM AVENUE
2065	6	475 WEST 150 STREET
2065	7	465 WEST 150 STREET
2065	10	463 WEST 150 STREET
2065	11	461 WEST 150 STREET
2065	12	457 WEST 150 STREET
2065	14	460 CONVENT AVENUE
2065	19	461 CONVENT AVENUE
2065	20	419 WEST 150 STREET
2065	21	417 WEST 150 STREET
2065	22	415 WEST 150 STREET
2065	26	801 ST NICHOLAS AVENUE
2065	36	800 ST NICHOLAS AVENUE
2065	38	809 ST NICHOLAS AVENUE
2065	39	811 ST NICHOLAS AVENUE
2065	40	813 ST NICHOLAS AVENUE
2065	42	400 WEST 151 STREET
2065	43	416 WEST 151 STREET
2065	44	471 CONVENT AVENUE
2065	48	468 CONVENT AVENUE
2065	61	1835 AMSTERDAM AVENUE
2066	1	1841 AMSTERDAM AVENUE
2066	9	445 WEST 151 STREET
2066	19	480 CONVENT AVENUE
2066	21	484 CONVENT AVENUE
2066	25	481 WEST 151 STREET
2066	29	820 ST NICHOLAS AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2066	33	828 ST NICHOLAS AVENUE
2066	34	830 ST NICHOLAS AVENUE
2066	35	832 ST NICHOLAS AVENUE
2066	36	400 WEST 152 STREET
2066	46	486 CONVENT AVENUE
2066	49	448 WEST 152 STREET
2066	51	450 WEST 152 STREET
2066	54	454 WEST 152 STREET
2066	55	456 WEST 152 STREET
2066	56	460 WEST 152 STREET
2066	57	464 WEST 152 STREET
2066	59	466 WEST 152 STREET
2066	61	474 WEST 152 STREET
2066	155	458 WEST 152 STREET
2066	7501	443 WEST 151 STREET
2067	1	1861 AMSTERDAM AVENUE
2067	7	475 WEST 152 STREET
2067	8	473 WEST 152 STREET
2067	12	465 WEST 152 STREET
2067	16	455 WEST 152 STREET
2067	18	453 WEST 152 STREET
2067	20	841 ST NICHOLAS AVENUE
2067	21	845 ST NICHOLAS AVENUE
2067	22	847 ST NICHOLAS AVENUE
2067	24	848 ST NICHOLAS AVENUE
2067	25	846 ST NICHOLAS AVENUE
2067	26	844 ST NICHOLAS AVENUE
2067	27	842 ST NICHOLAS AVENUE
2067	29	401 WEST 152 STREET
2067	30	43 ST NICHOLAS PLACE
2067	31	47 ST NICHOLAS PLACE
2067	32	51 ST NICHOLAS PLACE
2067	33	53 ST NICHOLAS PLACE
2067	34	55 ST NICHOLAS PLACE
2067	35	57 ST NICHOLAS PLACE
2067	36	61 ST NICHOLAS PLACE
2067	38	854 ST NICHOLAS AVENUE
2067	39	852 ST NICHOLAS AVENUE
2067	40	850 ST NICHOLAS AVENUE
2067	43	849 ST NICHOLAS AVENUE
2067	44	853 ST NICHOLAS AVENUE
2067	47	402 WEST 153 STREET
2067	50	444 WEST 153 STREET
2067	54	450 WEST 153 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2067	55	454 WEST 153 STREET
2067	56	458 WEST 153 STREET
2067	57	460 WEST 153 STREET
2067	58	462 WEST 153 STREET
2067	59	466 WEST 153 STREET
2067	60	468 WEST 153 STREET
2067	61	1879 AMSTERDAM AVENUE
2067	62	1877 AMSTERDAM AVENUE
2067	63	1875 AMSTERDAM AVENUE
2067	64	1871 AMSTERDAM AVENUE
2067	108	459 WEST 152 STREET
2067	120	843 ST NICHOLAS AVENUE
2067	130	45 ST NICHOLAS PLACE
2067	131	49 ST NICHOLAS PLACE
2067	149	WEST 153 STREET
2067	154	452 WEST 153 STREET
2067	155	456 WEST 153 STREET
2067	158	464 WEST 153 STREET
2067	163	1873 AMSTERDAM AVENUE
2067	7501	469 WEST 152 STREET
2068	1	1881 AMSTERDAM AVENUE
2068	2	1883 AMSTERDAM AVENUE
2068	3	1885 AMSTERDAM AVENUE
2068	4	1887 AMSTERDAM AVENUE
2068	5	467 WEST 153 STREET
2068	6	465 WEST 153 STREET
2068	7	461 WEST 153 STREET
2068	8	459 WEST 153 STREET
2068	9	457 WEST 153 STREET
2068	11	447 WEST 153 STREET
2068	13	445 WEST 153 STREET
2068	20	ST NICHOLAS AVENUE
2068	24	869 ST NICHOLAS AVENUE
2068	25	871 ST NICHOLAS AVENUE
2068	26	873 ST NICHOLAS AVENUE
2068	27	875 ST NICHOLAS AVENUE
2068	28	877 ST NICHOLAS AVENUE
2068	29	408 WEST 154 STREET
2068	30	410 WEST 154 STREET
2068	31	412 WEST 154 STREET
2068	32	414 WEST 154 STREET
2068	33	416 WEST 154 STREET
2068	34	418 WEST 154 STREET
2068	35	420 WEST 154 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2068	36	422 WEST 154 STREET
2068	37	424 WEST 154 STREET
2068	38	426 WEST 154 STREET
2068	40	432 WEST 154 STREET
2068	41	434 WEST 154 STREET
2068	42	1895 AMSTERDAM AVENUE
2068	43	1893 AMSTERDAM AVENUE
2068	44	1889 AMSTERDAM AVENUE
2068	46	1901 AMSTERDAM AVENUE
2068	51	429 WEST 154 STREET
2068	53	427 WEST 154 STREET
2068	54	425 WEST 154 STREET
2068	55	423 WEST 154 STREET
2068	56	421 WEST 154 STREET
2068	57	419 WEST 154 STREET
2068	58	417 WEST 154 STREET
2068	59	415 WEST 154 STREET
2068	60	413 WEST 154 STREET
2068	61	411 WEST 154 STREET
2068	62	881 ST NICHOLAS AVENUE
2068	64	883 ST NICHOLAS AVENUE
2068	65	885 ST NICHOLAS AVENUE
2068	66	887 ST NICHOLAS AVENUE
2068	67	889 ST NICHOLAS AVENUE
2068	71	454 WEST 155 STREET
2068	74	458 WEST 155 STREET
2068	106	463 WEST 153 STREET
2068	119	ST NICHOLAS AVENUE
2068	138	428 WEST 154 STREET
2068	7501	430 WEST 154 STREET
2069	1	67 ST NICHOLAS PLACE
2069	8	79 ST NICHOLAS PLACE
2069	11	83 ST NICHOLAS PLACE
2069	14	87 ST NICHOLAS PLACE
2069	20	89 ST NICHOLAS PLACE
2069	21	414 WEST 155 STREET
2069	26	416 WEST 155 STREET
2069	28	89 ST NICHOLAS PLACE
2069	42	880 ST NICHOLAS AVENUE
2069	46	876 ST NICHOLAS AVENUE
2069	48	870 ST NICHOLAS AVENUE
2070	1	3410 BROADWAY
2070	4	543 WEST 138 STREET
2070	8	30 HAMILTON PLACE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2070	12	35 HAMILTON PLACE
2070	16	529 WEST 138 STREET
2070	17	525 WEST 138 STREET
2070	19	523 WEST 138 STREET
2070	21	519 WEST 138 STREET
2070	23	515 WEST 138 STREET
2070	24	511 WEST 138 STREET
2070	26	507 WEST 138 STREET
2070	27	505 WEST 138 STREET
2070	29	1580 AMSTERDAM AVENUE
2070	36	1590 AMSTERDAM AVENUE
2070	37	504 WEST 139 STREET
2070	39	508 WEST 139 STREET
2070	43	518 WEST 139 STREET
2070	47	526 WEST 139 STREET
2071	1	3420 BROADWAY
2071	5	565 WEST 139 STREET
2071	8	563 WEST 139 STREET
2071	9	44 HAMILTON PLACE
2071	15	51 HAMILTON PLACE
2071	19	519 WEST 139 STREET
2071	21	515 WEST 139 STREET
2071	23	511 WEST 139 STREET
2071	25	507 WEST 139 STREET
2071	27	503 WEST 139 STREET
2071	29	1606 AMSTERDAM AVENUE
2071	30	1608 AMSTERDAM AVENUE
2071	32	1614 AMSTERDAM AVENUE
2071	36	1616 AMSTERDAM AVENUE
2071	39	508 WEST 140 STREET
2071	42	518 WEST 140 STREET
2071	43	520 WEST 140 STREET
2071	44	524 WEST 140 STREET
2071	45	61 HAMILTON PLACE
2071	51	48 HAMILTON PLACE
2071	52	52 HAMILTON PLACE
2071	53	HAMILTON PLACE
2071	54	58 HAMILTON PLACE
2071	55	540 WEST 140 STREET
2071	56	542 WEST 140 STREET
2071	57	546 WEST 140 STREET
2071	58	550 WEST 140 STREET
2071	61	3430 BROADWAY
2071	141	516 WEST 140 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2071	143	522 WEST 140 STREET
2071	151	50 HAMILTON PLACE
2071	153	56 HAMILTON PLACE
2071	156	544 WEST 140 STREET
2071	157	548 WEST 140 STREET
2072	1	3440 BROADWAY
2072	6	563 WEST 140 STREET
2072	8	559 WEST 140 STREET
2072	10	557 WEST 140 STREET
2072	13	66 HAMILTON PLACE
2072	21	79 HAMILTON PLACE
2072	22	83 HAMILTON PLACE
2072	24	509 WEST 140 STREET
2072	26	507 WEST 140 STREET
2072	27	503 WEST 140 STREET
2072	29	1624 AMSTERDAM AVENUE
2072	30	1626 AMSTERDAM AVENUE
2072	36	1638 AMSTERDAM AVENUE
2072	37	502 WEST 141 STREET
2072	38	504 WEST 141 STREET
2072	39	87 HAMILTON PLACE
2072	55	552 WEST 141 STREET
2072	57	556 WEST 141 STREET
2072	59	572 WEST 141 STREET
2072	64	3450 BROADWAY
2073	1	3458 BROADWAY
2073	6	559 WEST 141 STREET
2073	7	557 WEST 141 STREET
2073	8	553 WEST 141 STREET
2073	10	551 WEST 141 STREET
2073	11	545 WEST 141 STREET
2073	12	543 WEST 141 STREET
2073	13	541 WEST 141 STREET
2073	14	537 WEST 141 STREET
2073	15	533 WEST 141 STREET
2073	16	529 WEST 141 STREET
2073	17	525 WEST 141 STREET
2073	18	523 WEST 141 STREET
2073	19	519 WEST 141 STREET
2073	20	90 HAMILTON PLACE
2073	24	99 HAMILTON PLACE
2073	25	93 HAMILTON PLACE
2073	28	503 WEST 141 STREET
2073	29	1640 AMSTERDAM AVENUE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2073	32	1646 AMSTERDAM AVENUE
2073	33	1648 AMSTERDAM AVENUE
2073	34	1650 AMSTERDAM AVENUE
2073	35	1652 AMSTERDAM AVENUE
2073	36	1654 AMSTERDAM AVENUE
2073	37	502 WEST 142 STREET
2073	38	107 HAMILTON PLACE
2073	39	105 HAMILTON PLACE
2073	40	103 HAMILTON PLACE
2073	41	101 HAMILTON PLACE
2073	42	98 HAMILTON PLACE
2073	43	504 WEST 142 STREET
2073	44	506 WEST 142 STREET
2073	45	508 WEST 142 STREET
2073	46	512 WEST 142 STREET
2073	47	514 WEST 142 STREET
2073	48	518 WEST 142 STREET
2073	49	520 WEST 142 STREET
2073	50	524 WEST 142 STREET
2073	51	528 WEST 142 STREET
2073	52	530 WEST 142 STREET
2073	53	532 WEST 142 STREET
2073	54	536 WEST 142 STREET
2073	55	538 WEST 142 STREET
2073	56	542 WEST 142 STREET
2073	57	544 WEST 142 STREET
2073	58	548 WEST 142 STREET
2073	59	550 WEST 142 STREET
2073	60	554 WEST 142 STREET
2073	61	3478 BROADWAY
2073	62	3476 BROADWAY
2073	63	3474 BROADWAY
2073	64	3470 BROADWAY
2073	113	539 WEST 141 STREET
2073	114	535 WEST 141 STREET
2073	115	531 WEST 141 STREET
2073	116	527 WEST 141 STREET
2073	118	521 WEST 141 STREET
2073	145	510 WEST 142 STREET
2073	147	516 WEST 142 STREET
2073	149	522 WEST 142 STREET
2073	150	526 WEST 142 STREET
2073	153	534 WEST 142 STREET
2073	155	540 WEST 142 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2073	157	546 WEST 142 STREET
2073	159	552 WEST 142 STREET
2073	163	3472 BROADWAY
2074	1	3486 BROADWAY
2074	6	545 WEST 142 STREET
2074	7	541 WEST 142 STREET
2074	9	539 WEST 142 STREET
2074	10	537 WEST 142 STREET
2074	11	535 WEST 142 STREET
2074	12	533 WEST 142 STREET
2074	13	529 WEST 142 STREET
2074	14	527 WEST 142 STREET
2074	15	525 WEST 142 STREET
2074	16	523 WEST 142 STREET
2074	18	517 WEST 142 STREET
2074	19	515 WEST 142 STREET
2074	20	511 WEST 142 STREET
2074	21	509 WEST 142 STREET
2074	23	507 WEST 142 STREET
2074	25	116 HAMILTON PLACE
2074	29	1656 AMSTERDAM AVENUE
2074	30	115 HAMILTON PLACE
2074	32	1664 AMSTERDAM AVENUE
2074	33	135 HAMILTON PLACE
2074	40	122 HAMILTON PLACE
2074	42	502 WEST 143 STREET
2074	44	504 WEST 143 STREET
2074	45	506 WEST 143 STREET
2074	46	508 WEST 143 STREET
2074	47	512 WEST 143 STREET
2074	48	514 WEST 143 STREET
2074	49	516 WEST 143 STREET
2074	53	520 WEST 143 STREET
2074	54	524 WEST 143 STREET
2074	55	528 WEST 143 STREET
2074	56	530 WEST 143 STREET
2074	57	532 WEST 143 STREET
2074	59	536 WEST 143 STREET
2074	61	3488 BROADWAY
2074	112	531 WEST 142 STREET
2074	117	519 WEST 142 STREET
2074	119	513 WEST 142 STREET
2074	146	510 WEST 143 STREET
2074	153	522 WEST 143 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2074	154	526 WEST 143 STREET
2075	1	3502 BROADWAY
2075	5	529 WEST 143 STREET
2075	8	527 WEST 143 STREET
2075	11	523 WEST 143 STREET
2075	14	519 WEST 143 STREET
2075	17	515 WEST 143 STREET
2075	20	511 WEST 143 STREET
2075	23	505 WEST 143 STREET
2075	26	501 WEST 143 STREET
2075	29	ALEX HAMILTON SQUARE
2075	36	144 HAMILTON PLACE
2075	39	510 WEST 144 STREET
2075	43	520 WEST 144 STREET
2075	46	530 WEST 144 STREET
2075	49	540 WEST 144 STREET
2075	53	550 WEST 144 STREET
2075	56	560 WEST 144 STREET
2075	61	3512 BROADWAY
2076	1	3520 BROADWAY
2076	5	561 WEST 144 STREET
2076	7	557 WEST 144 STREET
2076	10	553 WEST 144 STREET
2076	13	549 WEST 144 STREET
2076	14	545 WEST 144 STREET
2076	16	541 WEST 144 STREET
2076	18	537 WEST 144 STREET
2076	19	533 WEST 144 STREET
2076	20	531 WEST 144 STREET
2076	21	521 WEST 144 STREET
2076	23	517 WEST 144 STREET
2076	25	515 WEST 144 STREET
2076	26	511 WEST 144 STREET
2076	27	509 WEST 144 STREET
2076	28	505 WEST 144 STREET
2076	29	1700 AMSTERDAM AVENUE
2076	30	1702 AMSTERDAM AVENUE
2076	31	1704 AMSTERDAM AVENUE
2076	36	1714 AMSTERDAM AVENUE
2076	38	504 WEST 145 STREET
2076	39	506 WEST 145 STREET
2076	40	508 WEST 145 STREET
2076	41	510 WEST 145 STREET
2076	45	518 WEST 145 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2076	46	520 WEST 145 STREET
2076	49	524 WEST 145 STREET
2076	53	532 WEST 145 STREET
2076	56	538 WEST 145 STREET
2076	61	3534 BROADWAY
2076	118	535 WEST 144 STREET
2076	120	529 WEST 144 STREET
2076	125	513 WEST 144 STREET
2076	127	507 WEST 144 STREET
2076	128	503 WEST 144 STREET
2076	7501	539 WEST 144 STREET
2077	1	3542 BROADWAY
2077	6	543 WEST 145 STREET
2077	10	533 WEST 145 STREET
2077	12	531 WEST 145 STREET
2077	13	529 WEST 145 STREET
2077	14	525 WEST 145 STREET
2077	20	515 WEST 145 STREET
2077	22	513 WEST 145 STREET
2077	23	511 WEST 145 STREET
2077	24	507 WEST 145 STREET
2077	26	505 WEST 145 STREET
2077	29	1720 AMSTERDAM AVENUE
2077	30	1722 AMSTERDAM AVENUE
2077	31	1724 AMSTERDAM AVENUE
2077	32	1726 AMSTERDAM AVENUE
2077	33	1728 AMSTERDAM AVENUE
2077	34	1730 AMSTERDAM AVENUE
2077	35	1732 AMSTERDAM AVENUE
2077	36	1734 AMSTERDAM AVENUE
2077	37	506 WEST 146 STREET
2077	38	510 WEST 146 STREET
2077	39	514 WEST 146 STREET
2077	41	518 WEST 146 STREET
2077	43	522 WEST 146 STREET
2077	50	540 WEST 146 STREET
2077	53	546 WEST 146 STREET
2077	55	550 WEST 146 STREET
2077	57	552 WEST 146 STREET
2077	59	3556 BROADWAY
2077	60	3550 BROADWAY
2077	136	504 WEST 146 STREET
2078	1	3560 BROADWAY
2078	5	553 WEST 146 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2078	11	543 WEST 146 STREET
2078	15	525 WEST 146 STREET
2078	17	523 WEST 146 STREET
2078	19	1740 AMSTERDAM AVENUE
2078	47	522 WEST 147 STREET
2078	49	526 WEST 147 STREET
2078	51	530 WEST 147 STREET
2078	53	534 WEST 147 STREET
2078	55	538 WEST 147 STREET
2078	57	542 WEST 147 STREET
2078	59	544 WEST 147 STREET
2078	61	3570 BROADWAY
2079	1	3580 BROADWAY
2079	7	547 WEST 147 STREET
2079	11	WEST 147 STREET
2079	12	543 WEST 147 STREET
2079	13	539 WEST 147 STREET
2079	14	537 WEST 147 STREET
2079	15	533 WEST 147 STREET
2079	17	527 WEST 147 STREET
2079	19	519 WEST 147 STREET
2079	21	515 WEST 147 STREET
2079	23	511 WEST 147 STREET
2079	25	507 WEST 147 STREET
2079	27	505 WEST 147 STREET
2079	28	503 WEST 147 STREET
2079	29	1760 AMSTERDAM AVENUE
2079	30	1764 AMSTERDAM AVENUE
2079	31	1766 AMSTERDAM AVENUE
2079	32	1768 AMSTERDAM AVENUE
2079	33	1770 AMSTERDAM AVENUE
2079	34	1772 AMSTERDAM AVENUE
2079	36	1774 AMSTERDAM AVENUE
2079	37	502 WEST 148 STREET
2079	39	506 WEST 148 STREET
2079	41	510 WEST 148 STREET
2079	42	514 WEST 148 STREET
2079	44	518 WEST 148 STREET
2079	46	522 WEST 148 STREET
2079	47	530 WEST 148 STREET
2079	48	534 WEST 148 STREET
2079	49	536 WEST 148 STREET
2079	50	540 WEST 148 STREET
2079	51	544 WEST 148 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2079	52	546 WEST 148 STREET
2079	53	550 WEST 148 STREET
2079	54	552 WEST 148 STREET
2079	55	554 WEST 148 STREET
2079	57	558 WEST 148 STREET
2079	61	3590 BROADWAY
2079	112	541 WEST 147 STREET
2079	114	535 WEST 147 STREET
2079	118	523 WEST 147 STREET
2079	147	532 WEST 148 STREET
2079	149	538 WEST 148 STREET
2079	150	542 WEST 148 STREET
2079	152	548 WEST 148 STREET
2079	7501	529 WEST 147 STREET
2080	1	3600 BROADWAY
2080	3	3604 BROADWAY
2080	5	557 WEST 148 STREET
2080	9	555 WEST 148 STREET
2080	10	553 WEST 148 STREET
2080	11	545 WEST 148 STREET
2080	14	539 WEST 148 STREET
2080	15	537 WEST 148 STREET
2080	16	535 WEST 148 STREET
2080	17	531 WEST 148 STREET
2080	18	529 WEST 148 STREET
2080	19	525 WEST 148 STREET
2080	20	523 WEST 148 STREET
2080	21	519 WEST 148 STREET
2080	22	517 WEST 148 STREET
2080	23	511 WEST 148 STREET
2080	25	505 WEST 148 STREET
2080	27	503 WEST 148 STREET
2080	28	1780 AMSTERDAM AVENUE
2080	30	1784 AMSTERDAM AVENUE
2080	31	1786 AMSTERDAM AVENUE
2080	32	1788 AMSTERDAM AVENUE
2080	33	1790 AMSTERDAM AVENUE
2080	34	1792 AMSTERDAM AVENUE
2080	35	1794 AMSTERDAM AVENUE
2080	36	502 WEST 149 STREET
2080	37	504 WEST 149 STREET
2080	38	508 WEST 149 STREET
2080	39	512 WEST 149 STREET
2080	40	514 WEST 149 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2080	41	518 WEST 149 STREET
2080	42	522 WEST 149 STREET
2080	43	524 WEST 149 STREET
2080	44	528 WEST 149 STREET
2080	45	532 WEST 149 STREET
2080	46	534 WEST 149 STREET
2080	47	536 WEST 149 STREET
2080	48	540 WEST 149 STREET
2080	49	542 WEST 149 STREET
2080	51	548 WEST 149 STREET
2080	52	552 WEST 149 STREET
2080	54	558 WEST 149 STREET
2080	55	560 WEST 149 STREET
2080	56	562 WEST 149 STREET
2080	58	564 WEST 149 STREET
2080	59	3612 BROADWAY
2080	62	3608 BROADWAY
2080	110	551 WEST 148 STREET
2080	116	533 WEST 148 STREET
2080	118	527 WEST 148 STREET
2080	120	521 WEST 148 STREET
2080	122	515 WEST 148 STREET
2080	137	506 WEST 149 STREET
2080	138	510 WEST 149 STREET
2080	140	516 WEST 149 STREET
2080	141	520 WEST 149 STREET
2080	143	526 WEST 149 STREET
2080	144	530 WEST 149 STREET
2080	147	538 WEST 149 STREET
2080	151	550 WEST 149 STREET
2081	1	3624 BROADWAY
2081	6	561 WEST 149 STREET
2081	10	551 WEST 149 STREET
2081	12	549 WEST 149 STREET
2081	13	547 WEST 149 STREET
2081	14	537 WEST 149 STREET
2081	17	535 WEST 149 STREET
2081	18	533 WEST 149 STREET
2081	19	529 WEST 149 STREET
2081	20	525 WEST 149 STREET
2081	21	523 WEST 149 STREET
2081	22	519 WEST 149 STREET
2081	23	515 WEST 149 STREET
2081	25	509 WEST 149 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2081	26	507 WEST 149 STREET
2081	27	505 WEST 149 STREET
2081	28	503 WEST 149 STREET
2081	29	1800 AMSTERDAM AVENUE
2081	30	1802 AMSTERDAM AVENUE
2081	31	1804 AMSTERDAM AVENUE
2081	32	1806 AMSTERDAM AVENUE
2081	33	1808 AMSTERDAM AVENUE
2081	34	1810 AMSTERDAM AVENUE
2081	35	1812 AMSTERDAM AVENUE
2081	36	1814 AMSTERDAM AVENUE
2081	37	506 WEST 150 STREET
2081	39	510 WEST 150 STREET
2081	41	520 WEST 150 STREET
2081	42	522 WEST 150 STREET
2081	43	526 WEST 150 STREET
2081	44	530 WEST 150 STREET
2081	45	534 WEST 150 STREET
2081	46	536 WEST 150 STREET
2081	47	540 WEST 150 STREET
2081	48	542 WEST 150 STREET
2081	49	544 WEST 150 STREET
2081	50	548 WEST 150 STREET
2081	51	552 WEST 150 STREET
2081	52	554 WEST 150 STREET
2081	53	556 WEST 150 STREET
2081	54	558 WEST 150 STREET
2081	55	560 WEST 150 STREET
2081	56	564 WEST 150 STREET
2081	59	570 WEST 150 STREET
2081	61	3632 BROADWAY
2081	113	545 WEST 149 STREET
2081	118	531 WEST 149 STREET
2081	119	527 WEST 149 STREET
2081	121	521 WEST 149 STREET
2081	124	511 WEST 149 STREET
2081	140	518 WEST 150 STREET
2081	142	524 WEST 150 STREET
2081	143	528 WEST 150 STREET
2081	144	532 WEST 150 STREET
2081	146	538 WEST 150 STREET
2081	149	546 WEST 150 STREET
2081	150	550 WEST 150 STREET
2081	7501	555 WEST 149 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2081	7502	513 WEST 149 STREET
2081	7503	517 WEST 149 STREET
2082	1	3640 BROADWAY
2082	5	563 WEST 150 STREET
2082	7	557 WEST 150 STREET
2082	9	545 WEST 150 STREET
2082	11	541 WEST 150 STREET
2082	13	537 WEST 150 STREET
2082	15	533 WEST 150 STREET
2082	17	531 WEST 150 STREET
2082	18	529 WEST 150 STREET
2082	19	525 WEST 150 STREET
2082	20	523 WEST 150 STREET
2082	21	519 WEST 150 STREET
2082	22	517 WEST 150 STREET
2082	23	513 WEST 150 STREET
2082	24	511 WEST 150 STREET
2082	25	507 WEST 150 STREET
2082	26	505 WEST 150 STREET
2082	27	501 WEST 150 STREET
2082	28	1820 AMSTERDAM AVENUE
2082	36	502 WEST 151 STREET
2082	39	506 WEST 151 STREET
2082	40	508 WEST 151 STREET
2082	42	510 WEST 151 STREET
2082	43	512 WEST 151 STREET
2082	45	516 WEST 151 STREET
2082	47	520 WEST 151 STREET
2082	49	522 WEST 151 STREET
2082	50	524 WEST 151 STREET
2082	52	526 WEST 151 STREET
2082	56	558 WEST 151 STREET
2082	57	560 WEST 151 STREET
2082	59	3656 BROADWAY
2082	60	3652 BROADWAY
2082	62	3650 BROADWAY
2082	118	527 WEST 150 STREET
2082	120	521 WEST 150 STREET
2082	122	515 WEST 150 STREET
2082	124	509 WEST 150 STREET
2082	126	503 WEST 150 STREET
2082	127	499 WEST 150 STREET
2083	1	3660 BROADWAY
2083	8	535 WEST 151 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2083	11	533 WEST 151 STREET
2083	13	531 WEST 151 STREET
2083	15	529 WEST 151 STREET
2083	16	527 WEST 151 STREET
2083	17	525 WEST 151 STREET
2083	19	523 WEST 151 STREET
2083	21	521 WEST 151 STREET
2083	22	519 WEST 151 STREET
2083	23	517 WEST 151 STREET
2083	25	515 WEST 151 STREET
2083	26	511 WEST 151 STREET
2083	28	503 WEST 151 STREET
2083	29	1840 AMSTERDAM AVENUE
2083	30	1842 AMSTERDAM AVENUE
2083	31	1846 AMSTERDAM AVENUE
2083	32	1848 AMSTERDAM AVENUE
2083	33	1850 AMSTERDAM AVENUE
2083	35	1854 AMSTERDAM AVENUE
2083	37	502 WEST 152 STREET
2083	40	510 WEST 152 STREET
2083	42	514 WEST 152 STREET
2083	43	518 WEST 152 STREET
2083	45	522 WEST 152 STREET
2083	47	524 WEST 152 STREET
2083	48	526 WEST 152 STREET
2083	49	528 WEST 152 STREET
2083	51	530 WEST 152 STREET
2083	53	532 WEST 152 STREET
2083	55	534 WEST 152 STREET
2083	58	584 WEST 152 STREET
2083	60	588 WEST 152 STREET
2083	61	590 WEST 152 STREET
2083	62	594 WEST 152 STREET
2083	63	598 WEST 152 STREET
2083	64	3668 BROADWAY
2083	161	592 WEST 152 STREET
2083	162	596 WEST 152 STREET
2084	1	3680 BROADWAY
2084	2	3682 BROADWAY
2084	3	3686 BROADWAY
2084	4	3688 BROADWAY
2084	5	559 WEST 152 STREET
2084	6	557 WEST 152 STREET
2084	7	553 WEST 152 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2084	8	549 WEST 152 STREET
2084	9	547 WEST 152 STREET
2084	10	539 WEST 152 STREET
2084	13	537 WEST 152 STREET
2084	14	535 WEST 152 STREET
2084	15	531 WEST 152 STREET
2084	16	529 WEST 152 STREET
2084	17	527 WEST 152 STREET
2084	18	523 WEST 152 STREET
2084	20	519 WEST 152 STREET
2084	22	517 WEST 152 STREET
2084	23	515 WEST 152 STREET
2084	24	513 WEST 152 STREET
2084	25	509 WEST 152 STREET
2084	29	1864 AMSTERDAM AVENUE
2084	33	1868 AMSTERDAM AVENUE
2084	34	1870 AMSTERDAM AVENUE
2084	37	504 WEST 153 STREET
2084	39	506 WEST 153 STREET
2084	40	508 WEST 153 STREET
2084	42	512 WEST 153 STREET
2084	43	514 WEST 153 STREET
2084	44	516 WEST 153 STREET
2084	45	520 WEST 153 STREET
2084	46	522 WEST 153 STREET
2084	47	524 WEST 153 STREET
2084	48	526 WEST 153 STREET
2084	49	528 WEST 153 STREET
2084	50	530 WEST 153 STREET
2084	52	534 WEST 153 STREET
2084	53	536 WEST 153 STREET
2084	56	542 WEST 153 STREET
2084	61	550 WEST 153 STREET
2084	62	3694 BROADWAY
2084	64	3692 BROADWAY
2084	102	3684 BROADWAY
2084	104	3690 BROADWAY
2084	106	555 WEST 152 STREET
2084	107	551 WEST 152 STREET
2084	109	545 WEST 152 STREET
2084	114	533 WEST 152 STREET
2084	124	511 WEST 152 STREET
2084	125	507 WEST 152 STREET
2084	144	518 WEST 153 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2086	11	600 RIVERSIDE DRIVE
2086	16	609 WEST 137 STREET
2086	20	607 WEST 137 STREET
2086	24	605 WEST 137 STREET
2086	29	3381 BROADWAY
2086	36	3393 BROADWAY
2086	37	602 WEST 138 STREET
2086	38	604 WEST 138 STREET
2086	40	610 WEST 138 STREET
2086	41	612 WEST 138 STREET
2086	42	616 WEST 138 STREET
2086	43	618 WEST 138 STREET
2086	44	620 WEST 138 STREET
2086	45	622 WEST 138 STREET
2086	46	626 WEST 138 STREET
2086	47	630 WEST 138 STREET
2086	48	634 WEST 138 STREET
2086	49	636 WEST 138 STREET
2086	51	642 WEST 138 STREET
2086	54	604 RIVERSIDE DRIVE
2086	139	608 WEST 138 STREET
2086	141	614 WEST 138 STREET
2086	146	628 WEST 138 STREET
2086	147	632 WEST 138 STREET
2086	150	640 WEST 138 STREET
2087	15	610 RIVERSIDE DRIVE
2087	16	629 WEST 138 STREET
2087	18	625 WEST 138 STREET
2087	20	621 WEST 138 STREET
2087	21	617 WEST 138 STREET
2087	22	613 WEST 138 STREET
2087	23	611 WEST 138 STREET
2087	24	607 WEST 138 STREET
2087	25	603 WEST 138 STREET
2087	29	3401 BROADWAY
2087	31	3405 BROADWAY
2087	33	3409 BROADWAY
2087	34	3413 BROADWAY
2087	36	3417 BROADWAY
2087	38	602 WEST 139 STREET
2087	41	608 WEST 139 STREET
2087	46	624 WEST 139 STREET
2087	48	628 WEST 139 STREET
2087	50	640 WEST 139 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2087	78	626 RIVERSIDE DRIVE
2087	88	607 WEST 139 STREET
2087	91	603 WEST 139 STREET
2087	93	3421 BROADWAY
2087	97	3427 BROADWAY
2087	101	604 WEST 140 STREET
2087	102	606 WEST 140 STREET
2087	104	612 WEST 140 STREET
2087	120	619 WEST 138 STREET
2087	121	615 WEST 138 STREET
2087	123	609 WEST 138 STREET
2088	12	630 RIVERSIDE DRIVE
2088	16	625 WEST 140 STREET
2088	19	613 WEST 140 STREET
2088	27	603 WEST 140 STREET
2088	29	3441 BROADWAY
2088	36	3449 BROADWAY
2088	38	602 WEST 141 STREET
2088	43	620 WEST 141 STREET
2088	47	622 WEST 141 STREET
2088	51	635 RIVERSIDE DRIVE
2088	74	640 RIVERSIDE DRIVE
2088	80	617 WEST 141 STREET
2088	84	609 WEST 141 STREET
2088	87	605 WEST 141 STREET
2088	91	3461 BROADWAY
2088	98	3471 BROADWAY
2088	100	606 WEST 142 STREET
2088	106	618 WEST 142 STREET
2088	114	644 RIVERSIDE DRIVE
2089	14	RIVERSIDE DRIVE
2089	15	639 WEST 142 STREET
2089	16	635 WEST 142 STREET
2089	17	633 WEST 142 STREET
2089	18	629 WEST 142 STREET
2089	19	625 WEST 142 STREET
2089	20	623 WEST 142 STREET
2089	21	619 WEST 142 STREET
2089	22	615 WEST 142 STREET
2089	23	613 WEST 142 STREET
2089	24	605 WEST 142 STREET
2089	29	601 WEST 142 STREET
2089	31	3485 BROADWAY
2089	33	3489 BROADWAY

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2089	39	WEST 143 STREET
2089	41	610 WEST 143 STREET
2089	45	620 WEST 143 STREET
2089	49	655 RIVERSIDE DRIVE
2089	115	637 WEST 142 STREET
2089	117	631 WEST 142 STREET
2089	118	627 WEST 142 STREET
2089	120	621 WEST 142 STREET
2089	121	617 WEST 142 STREET
2089	123	611 WEST 142 STREET
2090	19	619 WEST 143 STREET
2090	21	617 WEST 143 STREET
2090	24	615 WEST 143 STREET
2090	29	3501 BROADWAY
2090	36	3513 BROADWAY
2090	40	612 WEST 144 STREET
2090	7501	660 RIVERSIDE DRIVE
2090	7502	668 RIVERSIDE DRIVE
2091	17	670 RIVERSIDE DRIVE
2091	22	617 WEST 144 STREET
2091	24	613 WEST 144 STREET
2091	26	605 WEST 144 STREET
2091	32	3517 BROADWAY
2091	36	3531 BROADWAY
2091	38	606 WEST 145 STREET
2091	48	676 RIVERSIDE DRIVE
2092	20	623 WEST 145 STREET
2092	21	621 WEST 145 STREET
2092	22	619 WEST 145 STREET
2092	23	615 WEST 145 STREET
2092	24	611 WEST 145 STREET
2092	25	609 WEST 145 STREET
2092	26	3543 BROADWAY
2092	36	3551 BROADWAY
2092	38	602 WEST 146 STREET
2092	40	606 WEST 146 STREET
2092	41	610 WEST 146 STREET
2092	42	612 WEST 146 STREET
2092	43	614 WEST 146 STREET
2092	46	684 RIVERSIDE DRIVE
2092	122	617 WEST 145 STREET
2092	123	613 WEST 145 STREET
2092	125	607 WEST 145 STREET
2092	140	608 WEST 146 STREET

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2092	7501	680 RIVERSIDE DRIVE
2093	23	613 WEST 146 STREET
2093	24	611 WEST 146 STREET
2093	25	609 WEST 146 STREET
2093	26	607 WEST 146 STREET
2093	27	603 WEST 146 STREET
2093	29	3565 BROADWAY
2093	34	3571 BROADWAY
2093	35	604 WEST 147 STREET
2093	36	608 WEST 147 STREET
2093	37	610 WEST 147 STREET
2093	38	612 WEST 147 STREET
2093	39	616 WEST 147 STREET
2093	40	618 WEST 147 STREET
2093	41	622 WEST 147 STREET
2093	42	624 WEST 147 STREET
2093	43	628 WEST 147 STREET
2093	44	632 WEST 147 STREET
2093	45	634 WEST 147 STREET
2093	126	605 WEST 146 STREET
2093	134	602 WEST 147 STREET
2093	135	606 WEST 147 STREET
2093	138	614 WEST 147 STREET
2093	140	620 WEST 147 STREET
2093	142	626 WEST 147 STREET
2093	143	630 WEST 147 STREET
2093	7501	690 RIVERSIDE DRIVE
2094	23	617 WEST 147 STREET
2094	24	615 WEST 147 STREET
2094	25	613 WEST 147 STREET
2094	26	607 WEST 147 STREET
2094	29	3581 BROADWAY
2094	37	606 WEST 148 STREET
2094	38	610 WEST 148 STREET
2094	39	612 WEST 148 STREET
2094	40	616 WEST 148 STREET
2094	41	620 WEST 148 STREET
2094	125	611 WEST 147 STREET
2094	126	609 WEST 147 STREET
2094	127	605 WEST 147 STREET
2094	137	608 WEST 148 STREET
2094	139	614 WEST 148 STREET
2094	140	618 WEST 148 STREET
2094	7501	706 RIVERSIDE DRIVE

Table 1:

List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lot	Address
2094	7502	700 RIVERSIDE DRIVE
2095	20	710 RIVERSIDE DRIVE
2095	23	611 WEST 148 STREET
2095	29	3601 BROADWAY
2095	31	3603 BROADWAY
2095	32	3605 BROADWAY
2095	33	3607 BROADWAY
2095	46	715 RIVERSIDE DRIVE
2095	7501	603 WEST 148 STREET
2096	17	720 RIVERSIDE DRIVE
2096	26	3621 BROADWAY
2096	34	3631 BROADWAY
2096	40	608 WEST 150 STREET
2096	7501	725 RIVERSIDE DRIVE
2097	14	730 RIVERSIDE DRIVE
2097	20	615 WEST 150 STREET
2097	27	3643 BROADWAY
2097	34	3653 BROADWAY
2097	40	618 WEST 151 STREET
2097	47	736 RIVERSIDE DRIVE
2098	13	740 RIVERSIDE DRIVE
2098	19	609 WEST 151 STREET
2098	23	605 WEST 151 STREET
2098	29	3661 BROADWAY
2098	36	3671 BROADWAY
2098	40	610 WEST 152 STREET
2098	43	614 WEST 152 STREET
2098	47	620 WEST 152 STREET
2098	53	745 RIVERSIDE DRIVE
2099	8	750 RIVERSIDE DRIVE
2099	10	633 WEST 152 STREET
2099	11	631 WEST 152 STREET
2099	15	625 WEST 152 STREET
2099	17	623 WEST 152 STREET
2099	22	615 WEST 152 STREET
2099	25	611 WEST 152 STREET
2099	29	3675 BROADWAY
2099	36	3681 BROADWAY
2099	40	614 WEST 153 STREET
2099	49	640 WEST 153 STREET
2099	63	760 RIVERSIDE DRIVE

APPENDIX 2

Reasonable Worst-Case Development Scenario Tables for Projected and Potential Development Sites

TABLE A2-1a
RWCDS Projected Development Sites

Site Data						Existing Condition									
							Residential SF		Retail SF		Other Commercial SF		Community Facility SF		Height
Site	Block	Lot(s)	Lot Area	Existing Zoning	Proposed Zoning	Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	(ft)
1	2069	20	8,423	C8-3	R8A/C2-4	-	-	-	-	-	2,824	3,106	-	-	14
2	2054	69	13,162	R7-2	R8A/C2-4	-	-	-	11,778	12,956	-	-	-	-	26
4	2078	55	4,990	R7-2	R7A	-	-	-	-	-	-	-	-	-	-
5	2092	26	10,000	R8/C1-4	C6-3X IH / C1-4	-	-	-	8,693	9,562	-	-	-	-	58
6a (Deed Restriction)	2077	14	29,985	R7-2/C2-4	R8A IH/C2-4/R7A	-	-	-	-	-	-	-	-	-	80
6b (No Deed Restrction)	2077	14	29,985	R7-2/C2-4	R8A IH/C2-4/R7A	-	-	-	-	-	-	-	-	-	80
7	2076	61	9,992	R8/C1-4	C6-3X IH	-	-	-	19,884	21,872	-	-	-	-	31
8	2076	45	3,339	R7-2/C2-4	R8A IH	-	-	-	9,990	10,989	9,990	10,989	-	-	24
9	2076	40, 41	12,890	R7-2/C2-4	R8A IH	-	-	-	-	-	-	-	20,870	22,957	14 / 25
10	2072	38	2,498	R7-2	R7A	-	-	-	-	-	-	-	-	-	-
11	1988	14	4,796	R7-2	R7A	-	-	-	-	-	-	-	-	-	-
12	1988	18	3,938	R7-2	R7A	-	-	-	-	-	-	-	-	-	-
13	1970	9	2,498	R7-2	R7A	-	-	-	-	-	-	-	-	-	-
14	1967	85	14,913	M1-1	MX M1-5/R7-2	-	-	-	-	-	13,400	14,740	-	-	30
15	1967	66	10,500	M1-1	MX M1-5/R7-2	-	-	-	-	-	20,000	22,000	-	-	23
17	1953	54	2,498	R7-2	R7A	-	-	-	-	-	-	-	-	-	-
18	1966	78, 80, 81, 82, 83	14,519	M1-1	MX M1-5/R7-2	-	-	-	-	-	5,016	5,518	-	-	17
19	1966	77	5,475	M1-1	MX M1-5/R7-2	-	-	-	-	-	-	-	-	-	-
40a (Conversion)	1967	89, 40, 45, 50, 60	83,473	M1-1	MX M1-5/R7-2	-	-	-	-	-	246,580	271,238	-	-	0 /75
40b (New Development)	1967	89, 40, 45, 50, 60	83,473	M1-1	MX M1-5/R7-2	-	-	-	-	-	246,580	271,238	-	-	0 / 75
50	1966	41, 95	37,479	M1-1	MX M1-5/R7-2	-	-	-	2,500	2,750	15,000	16,500	-	-	25 / 50
51	2091	38	16,950	R8	R8 / C1-4	86	65,058	67,010	-	-	-	-	-	-	68
52	2060	25	5,995	R7-2	R6A / C1-4	35	17,022	17,533	-	-	-	-	-	-	76
53	2050	150	1,549	R7-2	R6A / C1-4	1	4,928	5,076	-	-	-	-	-	-	48
54	2070	8	12,472	R7-2	R7A / C1-4	-	-	-	-	-	-	-	66,044	72,648	73
55	2070	12	28,000	R7-2	R7A / C1-4	93	103,192	106,288	-	-	-	-	-	-	71
TOTALS						**215**	**190,200**	**195,907**	**52,845**	**58,129**	**312,810**	**344,091**	**86,914**	**95,605**	

Notes

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

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3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

TABLE A2-1b
RWCDS Projected Development SitesTABLE A2-1c

Future Without-Action Condition													
			Residential SF		Retail SF		Other Commercial SF		Community Facility SF				
Site	Type of Development[1]	Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Parking Facility SF[2]	Parking Spaces	Height (ft)
1	N/C	-	-	-	-	-	2,824	3,106	-	-	-	-	14
2	New	57	51,069	52,601	-	-	-	-	-	-	-	-	80
4	New	19	16,733	17,235	-	-	-	-	-	-	-	-	80
5	New	106	95,366	98,227	7,650	8,415	-	-	-	-	-	-	120
6a (Deed Restriction)	New	-	-	-	6,746	7,421	-	-	188,254	207,079	-	-	243
6b (No Deed Restriction)	New	-	-	-	6,746	7,421	-	-	188,254	207,079	-	-	243
7	New	71	63,880	65,796	7,194	7,913	-	-	-	-	-	-	120
8	New	12	10,854	11,180	2,406	2,647	-	-	-	-	-	-	75
9	New	47	42,137	43,401	9,288	10,217	-	-	-	-	-	-	80
10	New	9	8,488	8,743	-	-	-	-	-	-	-	-	60
11	New	18	16,063	16,545	-	-	-	-	-	-	-	-	70
12	New	15	13,383	13,784	-	-	-	-	-	-	-	-	60
13	New	9	8,245	8,492	-	-	-	-	-	-	-	-	60
14	N/C	-	-	-	-	-	13,400	14,740	-	-	-	-	30
15	N/C	-	-	-	-	-	20,000	22,000	-	-	-	-	23
17	New	9	8,488	8,743	-	-	-	-	-	-	-	-	60
18	New	-	-	-	-	-	13,058	14,364	-	-	-	-	15
19	N/C	-	-	-	-	-	-	-	-	-	-	-	-
40a (Conversion)	N/C	-	-	-	-	-	246,580	271,238	-	-	-	-	75
40b (New Development)	N/C	-	-	-	-	-	246,580	271,238	-	-	-	-	75
50	Conv		-	-	8,432	9,275	67,461	74,207	13,929	15,322	-	-	50
51	Conv	74	54,221	55,848	-	-	-	-	10,839	11,923	-	-	68
52	Conv / Enl	33	15,311	15,770	-	-	-	-	1,710	1,881	-	-	76
53	Conv	1	4,072	4,194	-	-	-	-	855	941	-	-	48
54	Conv	-	-	-	-	-	-	-	70,044	77,048	-	-	73
55	Conv	87	98,092	101,035	-	-	-	-	5,100	5,610	-	-	71
TOTALS		**567**	**506,402**	**521,594**	**41,716**	**45,888**	**363,323**	**399,655**	**290,731**	**319,804**	**-**	**-**	

Notes

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RWCDS Projected Development Sites

Future With-Action Condition														
				Residential SF		Retail SF		Other Commercial SF		Community Facility SF				
Site	Type of Development[1]	Total Dwelling Units	Affordable Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Parking Facility SF[2]	Parking Spaces	Height (ft)
1	New	44	-	39,708	40,899	5,263	5,789	-	-	-	-	-	-	85
2	New	77	-	69,943	72,041	10,214	11,235	-	-	-	-	-	-	100
4	New	21	-	18,915	19,482	-	-	-	-	-	-	-	-	80
5	New	112	22	100,541	103,557	11,250	12,375	-	-	-	-	-	-	140
6a (Deed Restriction)	New	-	-	-	-	6,746	7,421	-	-	128,840	141,724	-	-	120
6b (No Deed Restriction)	New	155	21	139,521	143,707	6,746	7,421		-	20,237	22,261	9,200	46	120
7	New	71	19	63,524	65,430	14,388	15,827	14,388	15,827	-	-	-	-	170
8	New	18	4	16,209	16,695	2,406	2,647	-	-	-	-	-	-	100
9	New	82	16	73,827	76,042	9,288	10,217	-	-	-	-	-	-	120
10	New	11	-	9,450	9,734	-	-	-	-	-	-	-	-	80
11	New	20	-	18,158	18,703	-	-	-	-	-	-	-	-	80
12	New	17	-	14,913	15,360	-	-	-	-	-	-	-	-	80
13	New	11	-	9,458	9,742	-	-	-	-	-	-	-	-	80
14	New	-	-	-	-	-	-	64,116	70,528	32,148	35,363	-	-	125
15	New	-	-		-	7,590	8,349	-	-	55,029	60,532	-	-	111
17	New	11	-	9,821	10,116	-	-	-	-	-	-	-	-	80
18	New	50	-	45,445	46,808	10,446	11,491	-	-	31,339	34,473	-	-	130
19	New	13	-	11,292	11,631	2,502	2,752	-	-	-	-	-	-	65
40a (Conversion)	Conv/New	158	-	142,266	146,534	30,165	33,182	214,322	235,754	155,009	170,510	15,800	79	172
40b (New Development)	New	228	-	205,344	211,504	52,423	57,665	155,260	170,786	127,714	140,485	22,800	114	175
50	New	-	-	-	-	22,000	24,200	144,000	158,400	74,000	81,400	20,000	50	128
51	Conv	74	-	54,221	55,848	10,839	11,923	-	-	-	-	-	-	68
52	Conv / Enl	33	-	15,311	15,770	1,710	1,881	-	-	-	-	-	-	76
53	Conv	1	-	4,072	4,194	855	941	-	-	-	-	-	-	48
54	Conv	-	-	-	-	4,000	4,400	-	-	66,044	72,648	-	-	73
55	Conv	87	-	98,092	101,035	5,100	5,610	-	-	-	-	-	-	71
TOTALS														
SCENARIO 1 - **6a** (Deed Restriction) and **40a** (Conversion)		**911**	**61**	**815,166**	**839,621**	**154,762**	**170,238**	**436,826**	**480,509**	**542,409**	**596,650**	**35,800**	**129**	
SCENARIO 2 - **6a** (Deed Restriction) and **40b** (New Development)		**981**	**61**	**878,244**	**904,591**	**177,020**	**194,722**	**377,764**	**415,540**	**515,114**	**566,625**	**42,800**	**164**	
SCENARIO 3 - **6b** (No Deed REstriction) and **40a** (Conversion)		**1,066**	**82**	**954,687**	**983,328**	**154,762**	**170,238**	**436,826**	**480,509**	**433,806**	**477,187**	**45,000**	**175**	
SCENARIO 4 - **6b** (No Deed Restriction) and **40b** (New Development)		**1,136**	**82**	**1,017,765**	**1,048,298**	**177,020**	**194,722**	**377,764**	**415,540**	**406,511**	**447,162**	**52,000**	**210**	

Notes

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TABLE A2-1d
RWCDS Projected Development Sites

Increment													
	Dwelling	Affordable	Residential SF		Retail SF		Other Commercial SF		Community Facility SF		Parking	Parking	Height
Site	Units	Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Facility SF[2]	Spaces	(ft)
1	44	-	39,708	40,899	5,263	5,789	(2,824)	(3,106)	-	-	-	-	71
2	20	-	18,874	19,440	10,214	11,235	-	-	-	-	-	-	20
4	2	-	2,182	2,247	-	-	-	-	-	-	-	-	-
5	6	22	5,175	5,330	3,600	3,960	-	-	-	-	-	-	20
6a (Deed Restriction)	-	-	-	-	-	-	-	-	(59,414)	(65,355)	-	-	(123)
6b (No Deed Retriction)	155	21	139,521	143,707	-	-	-	-	(168,017)	(184,819)	9,200	46	(123)
7	-	19	(356)	(367)	7,194	7,913	14,388	15,827	-	-	-	-	50
8	6	4	5,355	5,516	-	-	-	-	-	-	-	-	25
9	35	16	31,690	32,641	-	-	-	-	-	-	-	-	40
10	2	-	962	991	-	-	-	-	-	-	-	-	20
11	2	-	2,095	2,158	-	-	-	-	-	-	-	-	10
12	2	-	1,530	1,576	-	-	-	-	-	-	-	-	20
13	2	-	1,213	1,249	-	-	-	-	-	-	-	-	20
14	-	-	-	-	-	-	50,716	55,788	32,148	35,363	-	-	95
15	-	-	-	-	7,590	8,349	(20,000)	(22,000)	55,029	60,532	-	-	88
17	2	-	1,333	1,373	-	-	-	-	-	-	-	-	20
18	50	-	45,445	46,808	10,446	11,491	(13,058)	(14,364)	31,339	34,473	-	-	115
19	13	-	11,292	11,631	2,502	2,752	-	-	-	-	-	-	65
40a (Conversion)	158	-	142,266	146,534	30,165	33,182	(32,258)	(35,484)	155,009	170,510	15,800	79	97
40b (New Development)	228	-	205,344	211,504	52,423	57,665	(91,320)	(100,452)	127,714	140,485	22,800	114	100
50	-	-	-	-	13,568	14,925	76,539	84,193	60,071	66,078	20,000	50	78
51	-	-	-	-	10,839	11,923	-	-	(10,839)	(11,923)	-	-	-
52	-	-	-	-	1,710	1,881	-	-	(1,710)	(1,881)	-	-	-
53	-	-	-	-	855	941	-	-	(855)	(941)	-	-	-
54	-	-	-	-	4,000	4,400	-	-	(4,000)	(4,400)	-	-	-
55	-	-	-	-	5,100	5,610	-	-	(5,100)	(5,610)	-	-	-
TOTALS													
SCENARIO 1 - 6a (Deed Restriction) and **40a** (Conversion)	**344**	**61**	**308,764**	**318,027**	**113,046**	**124,350**	**73,503**	**80,854**	**251,678**	**276,846**	**35,800**	**129**	
SCENARIO 2 - 6a (Deed Restriction) and **40b** (New Development)	**414**	**61**	**371,842**	**382,997**	**135,304**	**148,834**	**14,441**	**15,885**	**224,383**	**246,821**	**42,800**	**164**	
SCENARIO 3 - 6b (No Deed Retriction) and **40a** (Conversion)	**499**	**82**	**448,285**	**461,734**	**113,046**	**124,350**	**73,503**	**80,854**	**143,075**	**157,383**	**45,000**	**175**	
SCENARIO 4 - 6b (No Deed Restriction) and **40b** (New Development)	**569**	**82**	**511,363**	**526,704**	**135,304**	**148,834**	**14,441**	**15,885**	**115,780**	**127,358**	**52,000**	**210**	

Notes

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TABLE A2-2a
RWCDS Potential Development Sites

Site Data						Existing Condition									
							Residential SF		Retail SF		Other Commercial SF		Community Facility SF		Height
Site	Block	Lot(s)	Lot Area	Existing Zoning	Proposed Zoning	Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	(ft)
20	2065	6	2,498	R7-2	R7A	2	2,500	2,575	2,042	2,246	2,500	2,750	-	-	34
21	2065	10	2,498	R7-2	R7A	-	-	-	-	-	2,448	2,693	-	-	25
22	2078	17	4,996	R7-2	R7A	-	-	-	-	-	-	-	4,900	5,390	28
23	2077	6	9,992	R7-2	R8A IH	-	-	-	9,492	10,441	9,492	10,441	-	-	27
24	2077	24	3,997	R7-2	R8A IH	-	-	-	-	-	-	-	7,510	8,261	47
25	2091	36	9,992	R8	C6-3X IH / C1-4	-	-	-	10,517	11,569	-	-	-	-	25
26	2076	25, 125	3,323	R7-2	R7A	9	5,181	5,336	-	-	-	-	-	-	40
27	2076	27, 127	3,298	R7-2	R7A	7	5,839	6,014	-	-	-	-	-	-	40
28	2051	56, 57	3,248	R7-2	R8A	6	3,136	3,230	1,100	1,210	-	-	-	-	47
29	2051	58, 59	3,072	R7-2	R8A	6	4,848	4,993	720	792	-	-	-	-	46
30	2071	42, 141	2,998	R7-2	R7A	2	5,622	5,791	-	-	-	-	-	-	-
31	1968	16	24,191	M1-1	MX M1-5 / R7-2	-	-	-	-	-	48,400	53,240	-	-	22
32	1966	107, 108	5,000	M1-1	MX M1-5 / R7-2	-	-	-	8,625	9,488	-	-	-	-	27
33	1967	9,10,12	9,303	M1-1	MX M1-5 / R7-2	-	-	-	-	-	-	-	-	-	-
56	2092	21	2,498	R8	R6A / C1-4	3	2,513	2,588	-	-	-	-	-	-	40
57	2060	10	2,498	R7-2	R6A / C1-4	-	-	-	-	-	-	-	-	-	-

Notes

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TABLE A2-2b
RWCDS Potential Development Sites

		Future Without-Action Condition											
			Residential SF		Retail SF		Other Commercial SF		Community Facility SF		Parking	Parking	Height
Site	Type of Development[1]	Dwelling Units	ZSF	GSF[3]	Retail ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Facility SF[2]	Spaces	(ft)
20	New	9	8,245	8,492	-	-	-	-	-	-	-	-	60
21	New	9	8,245	8,492	-	-	-	-	-	-	-	-	60
22	New	19	17,121	17,635	-	-	-	-	-	-	-	-	80
23	New	35	31,525	32,471	7,200	7,920	-	-	-	-	-	-	85
24	New	14	12,610	12,988	2,880	3,168	-	-	-	-	-	-	65
25	New	71	64,171	66,096	7,194	7,913	-	-	-	-	-	-	120
26	New	11	9,603	9,891	-	-	-	-	-	-	-	-	60
27	New	13	11,204	11,540	-	-	-	-	-	-	-	-	60
28	New	11	9,700	9,991	2,328	2,561	-	-	-	-	-	-	60
29	New	11	9,882	10,178	2,328	2,561	-	-	-	-	-	-	60
30	New	11	10,234	10,541	-	-	-	-	-	-	-	-	60
31	New	-	-	-	-	-	48,400	53,240	-	-	-	-	22
32	New	-	-	-	8,625	9,488	-	-	-	-	-	-	27
33	N/C	-	-	-	-	-	-	-	-	-	-	-	-
56	Conv	2	1,580	1,627	-	-	-	-	933	1,026	-	-	40
57	New	-	-	-	-	-	-	-	4,496	4,946			30

Notes

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TABLE A2-2c
RWCDS Potential Development Sites

		Future With-Action Condition												
				Residential SF		Retail SF		Other Commercial SF		Community Facility SF		Parking	Parking	Height
Site	Type of Development[1]	Total Dwelling Units	Affordable Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Facility SF[2]	Spaces	(ft)
20	New	11	-	9,821	10,116	-	-	-	-	-	-	-	-	70
21	New	11	-	9,821	10,116	-	-	-	-	-	-	-	-	80
22	New	22	-	19,643	20,232	-	-	-	-	-	-	-	-	80
23	New	64	13	57,230	58,947	7,200	7,920	-	-	-	-	-	-	120
24	New	22	4	19,400	19,982	2,880	3,168	-	-	-	-	-	-	100
25	New	76	20	68,086	70,129	7,194	7,913	-	-	-	-	-	-	165
26	New	15	-	13,260	13,658	-	-	-	-	-	-	-	-	80
27	New	14	-	11,396	11,738	-	-	-	-	-	-	-	-	80
28	New	19	-	11,349	11,689	2,328	2,561	-	-	-	-	-	-	100
29	New	17	-	15,684	16,155	2,328	2,561	-	-	-	-	-	-	100
30	New	13	-	11,786	12,140	-	-	-	-	-	-	-	-	80
31	New	91	-	82,218	84,685	22,929	25,222	-	-	-	-	9,100	46	75
32	New	18	-	21,002	21,632	4,473	4,920	-	-	-	-	-	-	70
33	New	35	-	31,525	32,471	8,373	9,210	-	-	-	-	-	-	85
56	Conv	2	-	1,580	1,627	933	1,026	-	-	-	-	-	-	40
57	New	-	-	-	-	4,496	4,946	-	-	-	-	-	-	30

Notes

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TABLE A2-2d
RWCDS Potential Development Sites

	Increment												
			Residential SF		Retail SF		Other Commercial SF		Community Facility SF		Parking	Parking	Height
Site	Dwelling Units	Affordable Dwelling Units	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Facility SF[2]	Spaces	(ft)
20	2	-	1,576	1,623	-	-	-	-	-	-	-	-	10
21	2	-	1,576	1,623	-	-	-	-	-	-	-	-	20
22	3	-	2,522	2,598	-	-	-	-	-	-	-	-	-
23	29	13	25,705	26,476	-	-	-	-	-	-	-	-	35
24	8	4	6,790	6,994	-	-	-	-	-	-	-	-	35
25	5	20	3,915	4,032	-	-	-	-	-	-	-	-	45
26	4	-	3,657	3,767	-	-	-	-	-	-	-	-	20
27	1	-	192	198	-	-	-	-	-	-	-	-	20
28	8	-	1,649	1,698	-	-	-	-	-	-	-	-	40
29	6	-	5,802	5,976	-	-	-	-	-	-	-	-	40
30	2	-	1,552	1,599	-	-	-	-	-	-	-	-	20
31	91	-	82,218	84,685	22,929	25,222	(48,400)	(53,240)	-	-	9,100	46	53
32	18	-	21,002	21,632	(4,152)	(4,567)	-	-	-	-	-	-	43
33	35	-	31,525	32,471	8,373	9,210		-	-	-	-	-	85
56	-	-	-	-	933	1,026		0	(933)	(1,026)	-	-	-
57	-	-	-	-	4496	4946		0	(4,496)	(4,946)	-	-	-

Notes

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

APPENDIX 3

Transportation Planning Factors Memorandum

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DRAFT
TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **November 7, 2011**

PROJECT: **West Harlem Rezoning (PHA #0769D)**

RE: **Transportation Planning Factors**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the proposed West Harlem Rezoning environmental review. Preliminary travel demand forecasts based on these factors are also presented for four potential reasonable worst case development scenarios, one of which was selected for detailed analysis based on the amount of new travel demand that would be generated. A preliminary traffic assignment for this scenario is provided along with a proposed study area for the transportation analyses.

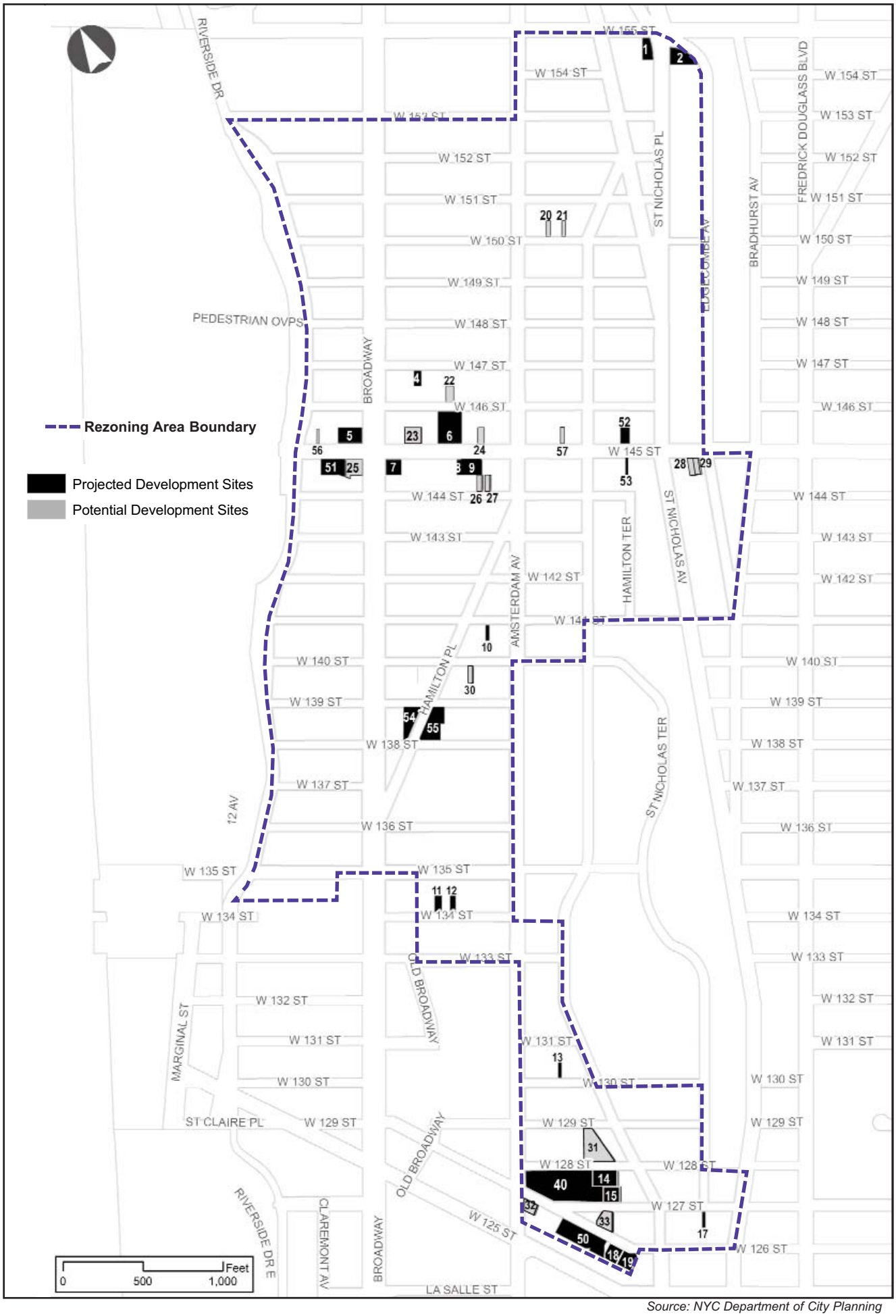
THE PROPOSED ACTION

The Applicant, the New York City Department of City Planning (NYCDCP) is requesting zoning map and zoning text amendments (collectively, the "Proposed Action") affecting an approximately 90 block area within the West Harlem neighborhood of Manhattan Community District 9. As shown in Figure 1, the affected area is generally bounded by West 126th Street to the south, West 155th Street to the north, Edgecombe, Bradhurst and Convent Avenues to the east and Riverside Drive to the west. The affected area is currently zoned predominantly R7-2 and R8, medium density residential districts.

The Proposed Action includes:

(1) Zoning map amendments to
- Replace the existing R7-2 and R8 zoning districts within the proposed rezoning area with R6A, R7A, and R8A districts;
- Designate a C6-3X zoning district to be mapped at the intersection of West 145th Street and Broadway;
- Replace the existing M1-1 zoning district within the proposed rezoning area with a M1-5/R7-2 zoning district;
- Map new commercial overlays along portions of West 155th Street, West 145th Street and Hamilton Place to promote and better support local retail development; and

RWCDS Projected and Potential Development Sites



Source: NYC Department of City Planning

(2) Zoning text amendments to

- Apply the Inclusionary Housing Program to C6-3X (R9X equivalent zoning district) and R8A zoning districts located along West 145th Street between Broadway and Amsterdam Avenue;
- Establish a Special Mixed Use District 15 (MX 15) in West Harlem;
- Require all R8 districts north of West 125th Street to be developed pursuant to the R8 Quality Housing Program.

The Proposed Action is intended to preserve the existing context and scale of the residential neighborhood while allowing modest residential growth where appropriate. The Proposed Action would also physically and economically activate an existing manufacturing area to expand and enhance future job creation and promote mixed use development. Furthermore, the Proposed Action would strengthen the West 145th Street corridor by expanding future development opportunity while providing incentives for affordable housing through the Inclusionary Housing Program.

PROJECTED DEVELOPMENT

Based on the reasonable worst case development scenarios (RWCDS) developed by NYCDCP, 24 projected development, conversion, or enlargement sites have been identified, including two sites with alternate scenarios (Nos. 6 and 40). These sites are judged most likely to be developed by 2021, the analysis year for the Proposed Action. In addition, there are 16 potential development sites, which are considered less likely to be developed in the next decade. The locations of all projected and potential development sites are shown in Figure 1. As shown in Table 1, compared to future conditions without the Proposed Action, the RWCDS associated with the proposed rezoning anticipates that the 22 projected sites without alternate scenarios would result in a net increase of 186 dwelling units, 4,119 square feet (sf) of local retail space, 87,051 sf of destination retail space, 116,338 sf of office and other commercial space, and 171,691 sf of community facility space. Also shown in Table 1 are the net increments for each of the alternate scenarios for projected development sites 6 and 40.

TRANSPORTATION PLANNING FACTORS

Table 2 shows the transportation planning factors to be used for the travel demand forecast generated by the RWCDS in the weekday AM, midday, and PM and Saturday midday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies and truck trip factors for office, residential, retail and community facility uses. The factors in Table 2 were based on accepted 2010 *City Environmental Quality Review (CEQR) Technical Manual* criteria, data from the *2000 U.S. Census,* and data from other EISs for projects on the west side of Manhatttan, including the 2008 *125th Street Corridor Rezoning and Related Actions FEIS*, the 2007 *Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development FEIS*, and the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS*.

Office

The forecast of travel demand from office development was based on the trip rate and temporal distribution cited in the *2010 CEQR Technical Manual*. Modal and directional splits and vehicle occupancies were determined based upon 2000 Census reverse journey-to-work data and data from the *125th Street Rezoning and Related Actions FEIS*.

Table 1
Net Change in Land Uses on Projected Development Sites Under the RWCDS

	Dwelling Units	Local Retail (sf)	Destination Retail (sf)*	Office/Other Commercial (sf)	Community Facility (sf)
RWCDS Without Projected Development Sites 6 and 40					
No-Action	567	28,250	10,217	128,417	112,725
With-Action	753	32,369	97,268	244,755	284,416
Net Increment	186	4,119	87,051	116,338	171,691
Projected Site 6a – 85 Percent Community Facility					
No-Action	0	7,421	0	0	207,079
With-Action	0	7,421	0	0	141,724
Net Increment	0	0	0	0	(65,355)
Projected Site 6b – Remove Deed Restriction					
No-Action	0	7,421	0	0	207,079
With-Action	155	7,421	0	0	22,261
Net Increment	155	0	0	0	(184,818)
Projected Site 40a – Retain Existing Buildings					
No-Action	0	0	0	271,238	0
With-Action	158	0	33,182	235,754	170,510
Net Increment	158	0	33,182	(35,484)	170,510
Projected Site 40b – New Development					
No-Action	0	0	0	271,238	0
With-Action	228	0	57,665	170,786	140,485
Net Increment	228	0	57,665	(100,452)	140,485
Scenario 1 – 6a & 40a					
No-Action	567	35,671	10,217	399,655	319,804
With-Action	911	39,790	130,450	480,509	596,650
Net Increment	344	4,119	120,233	80,854	276,846
Scenario 2 – 6a & 40b					
No-Action	567	35,671	10,217	399,655	319,804
With-Action	981	39,790	154,933	415,541	566,625
Net Increment	414	4,119	144,716	15,886	246,821
Scenario 3 – 6b & 40a					
No-Action	567	35,671	10,217	399,655	319,804
With-Action	1,066	39,790	130,450	480,509	477,187
Net Increment	499	4,119	120,233	80,854	157,383
Scenario 4 – 6b & 40b					
No-Action	567	35,671	10,217	399,655	319,804
With-Action	1,136	39,790	154,933	415,541	447,162
Net Increment	569	4,119	144,716	15,886	127,385

Source: NYCDCP.

***** Any site with more than 10,000 sf of retail is assumed to consist of destination retail.

Table 2
Travel Demand Factors

Land Use:	**Office**		**Residential**		**Destination Retail**		**Local Retail**		**Community Facility (Office)**		**Community Facility (Recreation)**		**Community Facility (Dormitory)**		**Community Facility (Museum)**	
Trip Generation:	(1)		(1)		(1)		(1)		(1)		(4)		(5)		(1)	
Weekday	18		8.075		78.2		205		18		44.7		4		27	
Saturday	3.9		9.6		92.5		240		3.9		26.6		4		20.6	
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per Unit		per 1,000 sf	
Temporal Distribution:	(1)		(1)		(1)		(1)		(4)		(4)		(1,5)		(1)	
AM (8-9)	12.0%		10.0%		3.0%		3.0%		12.0%		5.8%		9.1%		1.0%	
MD (12-1)	15.0%		5.0%		9.0%		19.0%		15.0%		7.4%		4.7%		16.0%	
PM (5-6)	14.0%		11.0%		9.0%		10.0%		14.0%		7.6%		10.7%		13.0%	
Sat MD (1-2)	17.0%		8.0%		11.0%		10.0%		17.0%		10.0%		8.0%		17.0%	
	(3)		(2)		(4)		(4)		(3,4)		(4)		(5)		(6)	
Modal Splits:	AM/PM/SAT	MD	AM/MD/PM/SAT		AM/MD/PM/SAT		AM/MD/PM/SAT		AM/PM/SAT	MD	AM/MD/PM/SAT		AM/MD/PM/SAT		AM/MD/PM	SAT
Auto	38.7%	5.0%	16.7%		9.0%		2.0%		38.7%	5.0%	4.0%		12.0%		12.0%	14.0%
Taxi	1.9%	5.0%	2.0%		14.5%		3.0%		1.9%	5.0%	9.0%		3.0%		10.0%	10.0%
Subway	32.1%	10.0%	56.7%		21.5%		6.0%		32.1%	10.0%	12.0%		41.5%		7.0%	7.0%
Bus	11.9%	5.0%	14.6%		20.0%		6.0%		11.9%	5.0%	5.0%		14.5%		29.0%	29.0%
Walk/Other	15.4%	75.0%	10.0%		35.0%		83.0%		15.4%	75.0%	70.0%		29.0%		42.0%	40.0%
	100.0%	100.0%	100.0%		100.0%		100.0%		100.0%	100.0%	100.0%		100.0%		100.0%	100.0%
	(4)		(4)		(4)		(4)		(4)		(4)		(5)		(6)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
AM (8-9)	95%	5%	16%	84%	50%	50%	50%	50%	95%	5%	66%	34%	20%	80%	50%	50%
MD (12-1)	48%	52%	50%	50%	50%	50%	50%	50%	48%	52%	58%	42%	51%	49%	63%	37%
PM (5-6)	15%	85%	67%	33%	50%	50%	50%	50%	15%	85%	34%	66%	65%	35%	52%	48%
Sat MD (1-2)	60%	40%	53%	47%	50%	50%	50%	50%	60%	40%	58%	42%	51%	49%	63%	37%
Vehicle Occupancy:	(3,4)		(3,4)		(4)		(4)		(3,4)		(4)		(5)		(6)	
Auto	1.14		1.26		2.00		2.00		1.14		1.40		1.20		2.34	
Taxi	1.40		1.40		2.00		2.00		1.40		1.40		1.20		1.90	
Truck Trip Generation:	(1)		(1)		(1)		(1)		(4)		(4)		(1,5)		(6)	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
	0.32	0.01	0.06	0.02	0.35	0.04	0.35	0.04	0.32	0.01	0.04	0.01	0.03	0.01	0.05	0.01
	per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(1)		(1)		(4)		(4)		(1,5)		(6)	
AM (8-9)	10.0%		12.2%		8.0%		8.0%		10.0%		7.7%		9.7%		9.6%	
MD (12-1)	11.0%		9.0%		11.0%		11.0%		11.0%		11.0%		9.1%		11.0%	
PM (5-6)	2.0%		2.0%		2.0%		2.0%		2.0%		2.0%		5.1%		1.0%	
Sat MD (1-2)	11.0%		9.0%		11.0%		11.0%		11.0%		11.0%		11.0%		11.0%	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
All Peak Hours	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

(1) Source: 2010 CEQR Technical Manual.

(2) Based on 2000 US Census Journey-to-Work Data for Manhattan Tracts 213.01, 213.02, 217.01, 217.02, 219, 221.01, 221.02, 223.01, 223.02, 224, 225, 226, 227.01, 227.02, 229, 231.01, 231.02, 233, 235.01, 235.02 and 237.

(3) Based on 2000 US Census Reverse Journey-to-Work Data (see above for tracts).

(4) 125th Street Corridor Rezoning and Related Actions FEIS, February 2008.

(5) Manhattanville In WestHarlem Rezoning And Academic Mixed-Use Development FEIS, 2007.

(6) No. 7 Subway Extension- Hudson Yard Rezoning and Development Program FGEIS, 2004.

Residential

The forecast of travel demand from projected residential development was based on trip rate and temporal distribution data cited in the *2010 CEQR Technical Manual.* The residential modal split reflects journey-to-work data from the 2000 Census. Although residential-based trips in the weekday and Saturday midday periods would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal split based on census journey-to-work data is conservatively assumed for these periods for analysis purposes.

Destination Retail

For the purposes of the travel demand forecast, any site with greater than 10,000 sf of retail space is assumed to be destination retail. As shown in Table 2, trip generation rates and temporal distributions for destination retail uses were based on data from the 2010 *CEQR Technical Manual*, while modal splits, vehicle occupancy and directional distributions were based on data from the *125th Street Corridor Rezoning and Related Actions FEIS*.

Local Retail

It is anticipated that the local ("or neighborhood") retail uses developed under both the No-Action and With-Action scenarios would attract trips primarily from the residential and worker populations on-site and in surrounding neighborhoods. It is therefore anticipated that the majority of these trips would be via the walk mode and would not represent the addition of considerable numbers of new discrete trips to the study area street and transit systems. For the purposes of the travel demand forecast, it is assumed that 83 percent of local retail trips would be walk-only trips based on data from the *125th Street Corridor Rezoning and Related Actions FEIS*. Trip generation rates and temporal and directional distributions were also based on data from this source and from the *2010 CEQR Technical Manual*.

Community Facility

Table 3 shows the specific types of community facility uses that would be developed on each of the projected development sites under the RWCDS. These would include community facility-related office uses as well as recreation, dormitory and museum 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 *2010 CEQR Technical Manual,* 2000 Census data and several EISs for other projects in Manhattan.

TRIP GENERATION

A travel demand forecast was prepared for each of the four reasonable worst case development scenarios based on the factors shown in Table 2 and discussed above. These scenarios include:

Scenario 1 – includes all sites without alternate scenarios plus sites 6a (85 percent community facility) and 40a (retain existing buildings);

Scenario 2 – includes all sites without alternate scenarios plus sites 6a (85 percent community facility) and 40b (new development);

Scenario 3 – includes all sites without alternate scenarios plus sites 6b (remove deed restriction) and 40a (retain existing buildings); and

Scenario 4 – includes all sites without alternate scenarios plus sites 6b (remove deed restriction) and 40b (new development).

Table 3
Net Change in Community Facility Uses on Projected Development Sites Under the RWCDS

Site	Office (sf)	Recreation (sf)	Museum (sf)	Dormitory (sf/DU)	Total (sf)
6a				(65,355) / (99)	(65,355)
6b				(184,819) / (279)	(184,819)
14	35,363				35,363
15				60,532 / 91	60,532
18	34,473				34,473
40a	56,837	56,837	56,837		170,511
40b	46,828	46,828	46,828		140,484
50	33,039	33,039			66,078
51	(11,923)				(11,923)
52	(1,881)				(1,881)
53	(941)				(941)
54		(4,400)			(4,400)
55	(5,610)				(5,610)
Total	**186,185**	**132,304**	**103,665**	**(189,642) / (287)**	**232,512**

Source: NYCDCP

Table 4 summarizes the results of the travel demand forecasts for these four scenarios. The data in Table 4 compare the net incremental increase (versus the No-Action condition) in the numbers of peak hour person and vehicle trips that would be generated by each scenario in 2021 with implementation of the Proposed Action. (More detailed travel demand forecast data for each scenario are presented in Tables A-1 through A-4 in the appendix.) As shown in Table 4, on weekdays, Scenario 3 would generate the greatest incremental increase in daily person trips (25,021 in and out combined) as well as vehicle trips (3,636). Weekday peak hour vehicle trips (in and out combined) under this scenario would total 295, 299 and 414 in the AM, midday and PM peak hours, respectively. (Vehicle trips include auto and truck trips, and trips by taxi which have been balanced to reflect that some taxis arrive or depart empty.) Scenario 3 would also generate the greatest incremental increase in transit trips during the peak weekday AM and PM commuter periods, with 413 subway trips and 157 bus trips in the AM and 563 subway trips and 313 bus trips in the PM.

On Saturdays, Scenario 4 would generate the greatest incremental increase in daily person trips (24,213 compared to 22,607 for Scenario 3) and vehicle trips (3,021 compared to 2,755 for Scenario 3). However, the incremental increase in total peak hour vehicle trips during the Saturday midday (326) would only amount to 14 additional trips compared to the 312 trips that would be generated under Scenario 3. Therefore, based on the travel demand forecast data presented in Table 4, Scenario 3 was selected as the RWCDS for the transportation analyses.

Table 4

Comparison of Travel Demand From the Four Reasonable Worst Case Development Scenarios

	Peak Hour												Weekday		Saturday	
	AM			Midday			PM			Saturday Midday						
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	Total Daily Person Trips	Total Daily Vehicle Trips (1)	Total Daily Person Trips	Total Daily Vehicle Trips (1)
Scenario 1																
Total Person Trips			1,340			2,933			2,454			2,283	24,248	3,539	21,597	2,619
Subway Trips	195	174	369	185	174	359	228	290	518	223	197	420				
Bus Trips	85	64	149	159	137	296	139	167	306	159	137	296				
Walk-Only Trips	315	207	522	994	937	1,931	512	641	1,153	627	564	1,191				
Vehicle Trips (1)	193	93	286	152	149	301	152	253	405	157	143	300				
Scenario 2																
Total Person Trips			1,249			2,812			2,387			2,413	24,181	3,435	23,203	2,886
Subway Trips	151	200	351	192	182	374	254	261	515	247	223	470				
Bus Trips	71	74	145	160	143	303	148	157	305	172	154	326				
Walk-Only Trips	288	213	501	920	866	1,786	520	618	1,138	638	584	1,222				
Vehicle Trips (1)	142	97	239	148	145	293	155	207	362	161	151	312				
Scenario 3																
Total Person Trips			1,399			2,962			2,514			2,345	25,021	3,636	22,607	2,755
Subway Trips	201	212	413	196	185	381	259	304	563	246	217	463				
Bus Trips	86	71	157	161	139	300	144	169	313	165	141	306				
Walk-Only Trips	313	203	516	992	935	1,927	508	638	1,146	624	561	1,185				
Vehicle Trips (1)	194	101	295	151	148	299	159	255	414	164	148	312				
Scenario 4																
Total Person Trips			1,308			2,841			2,448			2,474	24,955	3,532	24,213	3,021
Subway Trips	157	238	395	203	193	396	285	275	560	269	242	511				
Bus Trips	72	81	153	162	145	307	153	159	312	177	158	335				
Walk-Only Trips	286	209	495	918	864	1,782	515	615	1,130	635	581	1,216				
Vehicle Trips (1)	143	105	248	149	146	295	161	209	370	169	157	326				

(1) Vehicle trips include auto, truck and balanced taxi trips.

PARKING

Parking demand from retail and commercial uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. The parking analyses will document changes in off-street parking utilization within ¼-mile of projected development sites during the weekday midday and overnight periods under the No-Action condition and the With-Action condition under Scenario 3. On-street parking conditions (existing curbside regulations and parking utilization) in the vicinity of projected development sites will also be documented for these periods.

Parking demand generated by new residential development will be forecast based on the most recently available Census auto ownership data by income group for the proposed rezoning area. Parking demand from retail and other commercial uses and from community facility uses will be derived from the forecasts of daily auto trips from these uses. The forecast of new parking supply will be based on the net change in parking spaces on projected development sites, consistent with the RWCDS.

SELECTION OF PEAK HOURS FOR ANALYSIS

As discussed above, under the RWCDS for the transportation analyses (Scenario 3), the Proposed Action would result in a net increase of 295, 299, 414, and 312 vehicle trips in the weekday AM, midday and PM, and Saturday midday peak periods, respectively. Under *2010 CEQR Technical Manual* criteria, if a proposed action in any area of the city would generate greater than 50 peak hour vehicle trip ends, there is likely a need for further analysis. The EIS traffic analyses will therefore quantitatively examine conditions in the weekday AM, midday, PM and Saturday midday peak hours. The specific traffic peak hours to be analyzed will be determined based on data from automatic traffic recorder counts.

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

Walk-only trips from projected development sites (i.e., walk trips not associated with other modes) would be widely dispersed among pedestrian facilities throughout the proposed rezoning area. However, concentrations of new pedestrian trips are expected during the AM and PM commuter peak periods along corridors connecting projected development sites to area subway stations. It is therefore anticipated that the analyses of pedestrian conditions will focus on the weekday AM and PM peak hours, as well as a weekday midday peak hour to assess the effects of midday (lunch time) pedestrian demand from commercial uses.

TRIP ASSIGNMENT AND ANALYSIS LOCATIONS

As shown in Figure 1, there are a total of 24 projected development sites in the proposed rezoning area, generally concentrated in four specific geographic areas. Therefore, for analysis purposes, a majority of the sites have been aggregated into the following four “clusters”:

Cluster 1: Sites 13, 14, 15, 17, 18, 19, 40a and 50

Cluster 2: Sites 4, 5, 6b, 7, 8, 9, 51, 52 and 53

Cluster 3: Sites 1 and 2

Cluster 4: Sites 54 and 55

Sites 10, 11 and 12 were considered "outliers" because they are relatively small sites that are not located in proximity to any of the clusters identified above.

As discussed above, Scenario 3 was selected as the RWCDS for the transportation analyses. Tables 5 and 6, below, summarize the net incremental change in peak hour person trips and vehicle trips, respectively, that would be generated under the RWCDS by each of the four projected development site clusters along with the three outlier sites. (Detailed demand forecasts for each of the four projected development site clusters and the three outlier sites are provided in Tables A-5 through A-11 in the appendix.) As shown in Table 5, Cluster 1 (comprised of development sites in the vicinity of West 126th Street) would generate a net total of 1,127, 1,926, 1,834 and 1,515 person trips in the weekday AM, midday, PM and Saturday midday peak hours, respectively. As shown in Table 6, vehicle trips (auto, taxi and truck trips combined) generated by Cluster 1 would total 268, 246, 370 and 244 during these periods, respectively. Overall, it is estimated that this development cluster would account for approximately 65 percent to 80 percent of the total person trips and 76 percent to 88 percent of the total vehicle trips generated by the RWCDS. Clusters 2, 3 and 4 would each generate 43 or fewer vehicle trips in any peak hour, and these trips would be widely dispersed along the street network in the central and northern portions of the rezoning area. Lastly, as also shown in Table 6, given their relatively small development programs (i.e., two dwelling units each), outlier projected development sites 10, 11 and 12 are not expected to generate an appreciable number of vehicle trips in any peak hour.

Table 5
Net Incremental Person Trips Generated by Projected Development Sites Under Scenario 3

	AM	Midday	PM	Saturday Midday
Cluster 1	1,127	1,926	1,834	1,515
Cluster 2	154	525	353	423
Cluster 3	91	246	197	237
Cluster 4	23	263	125	165
Site 10	2	1	2	2
Site 11	2	1	2	2
Site 12	2	1	2	2
Total	1,401	2,963	2,515	2,346

Table 6
Net Incremental Vehicle Trips Generated by Projected Development Sites Under Scenario 3

	AM	Midday	PM	Saturday Midday
Cluster 1	268	246	370	244
Cluster 2	25	39	34	43
Cluster 3	13	24	22	28
Cluster 4	-2	8	-1	6
Site 10	0	0	0	0
Site 11	0	0	0	0
Site 12	0	0	0	0
Total	304	317	425	321

Note: The sum of peak hour vehicle trips by cluster may differ slightly from the numbers shown in Table 4 due to rounding and the balancing of taxis on a cluster by cluster basis.

Vehicle Trip Assignment

Rezoning Area Street Network

The rezoning area street network is an irregular grid system of one-way and two-way streets and avenues. Principal arterials within and in the immediate vicinity of the rezoning area include West 155th Street to the north, Riverside Drive to the west, West 125th Street to the south, and Edgecombe Avenue to the east, as well as Broadway and Amsterdam Avenue.

Riverside Drive is a two-way north-south roadway that runs along the west side of Manhattan, parallel to the Henry Hudson Parkway. Edgecombe Avenue is a one-way southbound roadway that runs from West 170th Street to West 145th Street. At West 145th Street, Edgecombe Avenue widens into a two-way north-south roadway until West 135th Street where it joins St. Nicholas Avenue. Broadway is a major two-way north-south arterial with three lanes in each direction. Amsterdam Avenue runs parallel to Broadway, with two travel lanes in each direction. West 125th Street is a two-way roadway that serves as the primary east-west corridor in the southern portion of the rezoning area. It is a local truck route between Broadway and First Avenue, and is also a major bus corridor.

Preliminary Assignment and Analysis Locations

The assignments of auto and taxi trips were based on the locations of individual projected development sites (or groups of development sites) within each cluster, and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips were determined based upon 2000 Census journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations were based on population density in proximity to the rezoning area.

Truck trips en route to and from each cluster were assigned based on the most direct paths to and from designated local and through truck routes. Local truck routes in the vicinity of the rezoning area include Broadway, Amsterdam Avenue, West 145th Street and West 125th Street.

Figure 2 shows the preliminary assignment of vehicle trips (including auto, taxi and truck trips) generated by the RWCDS during the weekday AM, midday and PM and Saturday midday peak hours. (Vehicle trip assignments for each individual development cluster are shown in Figures A-1 through A-4 in the appendix.) As shown in Figure 2, action-generated vehicle trips would be most concentrated in the vicinity of Cluster 1 which would generate the majority of new travel demand under the RWCDS. The maximum number of vehicles through any one intersection in any peak hour is expected to be approximately 233 vehicles at the intersection of West 126th Street and Amsterdam Avenue in the PM peak hour. Overall, as shown in Figure 2, action-generated traffic is expected to exceed the 50-trip *CEQR Technical Manual* analysis threshold at a total of 13 intersections (11 signalized and two unsignalized) along the West 125th Street, West 126th Street, West 127th Street and West 128th Street corridors in one or more peak hours. Therefore, based on this preliminary traffic assignment, these 13 intersections have been selected for detailed analysis.

Transit Trip Assignment

Subway

There are a total of seven subway stations located in proximity to the rezoning area. As shown in Figure 3, these include four IND stations along St. Nicholas Avenue including express stops at West 125th Street and West 145th Street (served by A, B, C and D trains), and local stops at West 135th Street (B, C) and West 155th Street (C); two IRT stations along Broadway at West 125th Street and West 137th Street-City College (both served by No. 1 trains); and an IND station at West 155th Street and Eighth Avenue (served by B and D trains).

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *2010 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.

Table 7 shows the preliminary forecast of weekday AM and PM peak hour transit trips for the clusters of projected development sites. (Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.) As shown in Table 7, it is estimated that under the RWCDS, projected development sites in Cluster 1 would generate a total of 317 and 428 new subway trips in the weekday AM and PM peak hours, respectively. The remaining clusters and outlying development sites would each generate 83 or fewer new subway trips in any peak hour, and these trips are expected to occur at different subway stations than those serving Cluster 1. Therefore, only the two subway stations in proximity to Cluster 1 – the IND station at St. Nicholas Avenue and West 125th Street (served by A, B, C and D trains), and the IRT station at Broadway at West 125th Street (served by No. 1 trains) – would potentially experience an increase of 200 or more peak hour trips as a result of the Proposed Action.

West Harlem Rezoning

Figure 2

Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Under Scenario 3



Legend:

- Analyzed Signalized Intersection
- Analyzed Unsignalized Intersection
- 14/16/9/10 = AM/MD/PM/Sat MD
- Projected Development Site

Figure 3
Rezoning Area Subway and Bus Services



Table 7
Net Incremental Transit Trips Generated by by Projected Development Sites Under Scenario 3

	Subway		Bus	
	AM	PM	AM	PM
Cluster 1	317	428	126	245
Cluster 2	59	83	17	36
Cluster 3	34	49	12	26
Cluster 4	-3	3	1	9
Site 10	1	1	0	0
Site 11	1	1	0	0
Site 12	1	1	0	0
Total	410	566	156	316

Note: The sum of peak hour subway trips by cluster may differ slightly from the totals shown in Table 4 due to rounding.

To determine if both of these subway stations would require detailed analysis, the subway trips generated by Cluster 1 were assigned to each based on proximity to station entrances and existing ridership patterns for the subway routes serving each station. Based on 2010 turnstile registration data, it was estimated that approximately 77 percent of all the subway trips generated by Cluster 1 would use the IND station at St. Nicholas Avenue, while 23 percent would use the IRT local stop on Broadway. As shown in Table 8, based on this assignment, the 125th Street IND station on St. Nicholas Avenue is the only subway station expected to experience more than 200 action-generated trips, with approximately 244 trips in the AM peak hour and 330 in the PM peak hour. The IRT Broadway station would experience 73 and 98 trips during these peak hours, respectively. The analysis of conditions at subway stations serving the rezoning area will therefore focus on the 125th Street IND station at St. Nicholas Avenue. At this station, the street stairs and fare arrays that are expected to be used by action-generated trips will be analyzed.

Table 8
Project Increment Subway Trip Assignment by Station (Cluster 1)

Subway Station	AM Peak Hour	PM Peak Hour
West 125th Street & St. Nicholas Avenue (A, B, C, D)	244	330
West 125th Street & Broadway (1)	73	98
Total	317	428

Bus

The proposed rezoning area is served by eight NYC Transit local bus routes that connect the area with other parts of Manhattan. As shown in Figure 3, these include the M3, M4, M5, M11, M60, M100, M101 and M104 routes. The rezoning area is also served by three NYC Transit local bus routes that connect Manhattan with the Bronx – the Bx6, Bx15 and Bx19. Nine of these 11 bus routes travel in proximity to Cluster 1.

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *2010 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 line (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in Table 7, it is estimated that all of the projected development sites within the proposed rezoning area would generate a total of 156 and 316 new bus trips in the weekday AM and PM peak hours, respectively. As these trips would be widely disbursed throughout the study area and distributed among a total of 11 bus routes, it is highly unlikely that any one route would experience 50 or more trips in one direction in any peak hour. Therefore, the Proposed Action is not expected to result in any significant adverse impacts to bus transit services based on *2010 CEQR Technical Manual* criteria, and a detailed bus analysis is not warranted.

Pedestrian Trip Assignment

According to *2010 CEQR Technical Manual* criteria, projected pedestrian volume increases of less than 200 pedestrians per hour at any pedestrian element would not typically be considered a significant impact, since that level of increase would not generally be noticeable and therefore would not require further analysis. As shown in Table 9, the maximum number of pedestrian trips generated by projected development site clusters 2, 3 and 4 in any one peak hour (including walk-only trips and walk trips to area subway stations and bus stops), is expected to total 479, 218 and 253, respectively. (Pedestrian trips generated by the three outlier sites are expected to be negligible.) However these trips would be widely dispersed among the sidewalks and crosswalks in proximity to each of the projected development sites within each of these clusters, and the total number of new trips at any one sidewalk or crosswalk is not expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold.

By contrast, a substantially greater number of pedestrian trips is expected to be generated by Cluster 1, with total approximately 1,080 in the AM peak hour, 2,612 in the midday, 2,026 in the PM, and 1,983 during the Saturday midday. Although these pedestrian trips would also be dispersed throughout the portion of the rezoning area encompassing Cluster 1, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors connecting this cluster of projected development sites to bus routes and the two subway stations in the vicinity. These corridors could include West 126th Street, West 127th Street and West 128th Street. It is therefore anticipated that a quantitative pedestrian impact analysis will be conducted focusing on those sidewalks, corner areas and crosswalks along these corridors where action-generated demand would be most concentrated and most likely to trip the impact thresholds specified in the *2010 CEQR Technical Manual*. The specific pedestrian facilities to be analyzed will be determined once the assignment of action-generated pedestrian trips has been finalized.

Table 9
Net Incremental Pedestrian Trips Generated by Projected Development Sites Under Scenario 3

	AM	Midday	PM	Saturday Midday
Cluster 1	846	1,662	1,410	1,217
Cluster 2	127	479	312	373
Cluster 3	78	218	174	204
Cluster 4	26	253	127	159
Site 10	1	0	1	0
Site 11	1	0	1	0
Site 12	1	0	1	0
Total	1,080	2,612	2,026	1,983

APPENDIX

Table A-1
Travel Demand Forecast - Scenario 1

Land Use:		Office		Residential		Destination Retail		Local Retail		Community Facility (Office)		Community Facility (Recreation)		Community Facility (Dormitory)		Community Facility (Museum)		Total		
Size/Units:		80,854	gsf	344	DU	82,755	gsf	41,595	gsf	104,884	gsf	119,949	gsf	-4,823 -7	gsf Unit	56,837	gsf			
Peak Hour Person Trips:																				
	AM (8-9)	175		278		146		192		227		311		-3		15		1,340		
	MD (12-1)	218		139		437		1,215		283		397		-1		246		2,933		
	PM (5-6)	204		306		437		640		264		407		-3		199		2,454		
	Sat MD (1-2)	54		264		632		749		70		319		-2		199		2,283		
Person Trips:																				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	**Auto**	64	3	7	39	7	7	2	2	83	4	8	4	0	0	1	1	172	60	232
	Taxi	3	0	1	5	11	11	3	3	4	0	18	10	0	0	1	1	41	30	71
	Subway	53	3	25	132	16	16	6	6	69	4	25	13	0	-1	1	1	195	174	369
	Bus	20	1	6	34	15	15	6	6	26	1	10	5	0	0	2	2	85	64	149
	Walk/Other	26	1	4	23	25	25	80	80	33	2	144	74	0	-1	3	3	315	207	522
	Total	166	8	43	233	74	74	97	97	215	11	205	106	0	-2	8	8	808	535	1,343
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD	**Auto**	5	6	12	12	20	20	12	12	7	7	9	7	0	0	19	11	84	75	159
	Taxi	5	6	1	1	32	32	18	18	7	7	21	15	0	0	15	9	99	88	187
	Subway	10	11	39	39	47	47	36	36	14	15	28	20	0	0	11	6	185	174	359
	Bus	5	6	10	10	44	44	36	36	7	7	12	8	0	0	45	26	159	137	296
	Walk/Other	79	85	7	7	76	76	504	504	102	110	161	117	0	0	65	38	994	937	1,931
	Total	104	114	69	69	219	219	606	606	137	146	231	167	0	0	155	90	1,521	1,411	2,932
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM	**Auto**	12	67	34	17	20	20	6	6	15	87	6	11	0	0	12	11	105	219	324
	Taxi	1	3	4	2	32	32	10	10	1	4	12	24	0	0	10	10	70	85	155
	Subway	10	56	116	57	47	47	19	19	13	72	17	32	-1	0	7	7	228	290	518
	Bus	4	21	30	15	44	44	19	19	5	27	7	13	0	0	30	28	139	167	306
	Walk/Other	5	27	20	10	76	76	265	265	6	35	97	188	-1	0	44	40	512	641	1,153
	Total	32	174	204	101	219	219	319	319	40	225	139	268	-2	0	103	96	1,054	1,402	2,456
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Sat MD	**Auto**	12	8	23	21	28	28	7	7	16	11	7	5	0	0	18	10	111	90	201
	Taxi	1	0	3	2	46	46	11	11	1	1	17	12	0	0	13	7	92	79	171
	Subway	10	7	79	70	68	68	22	22	13	9	22	16	0	0	9	5	223	197	420
	Bus	4	3	20	18	63	63	22	22	5	3	9	7	0	0	36	21	159	137	296
	Walk/Other	5	3	14	12	111	111	311	311	6	4	130	94	0	0	50	29	627	564	1,191
	Total	32	21	139	123	316	316	373	373	41	28	185	134	0	0	126	72	1,212	1,067	2,279
Vehicle Trips :																				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	**Auto (Total)**	56	3	6	31	4	4	1	1	73	4	6	3	0	0	0	0	146	46	192
	Taxi	2	0	1	4	6	6	2	2	3	0	13	7	0	0	1	1	28	20	
	Taxi Balanced	2	2	4	4	11	11	3	3	3	3	17	17	0	0	2	2	41	41	82
	Truck	1	1	1	1	1	1	1	1	2	2	0	0	0	0	0	0	6	6	11
	Total	59	6	11	36	16	16	5	5	78	9	23	20	0	0	2	2	193	93	286
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD	**Auto (Total)**	4	5	10	10	10	10	6	6	6	6	6	5	0	0	8	5	50	47	97
	Taxi	4	4	1	1	16	16	9	9	5	5	15	11	0	0	8	5	58	51	
	Taxi Balanced	7	7	2	2	28	28	16	16	9	9	23	23	0	0	11	11	95	95	190
	Truck	1	1	1	1	2	2	1	1	2	2	0	0	0	0	0	0	7	7	14
	Total	12	13	13	13	40	40	23	23	17	17	29	28	0	0	19	16	152	149	301
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM	**Auto (Total)**	11	59	27	13	10	10	3	3	13	76	4	8	0	0	5	5	73	174	247
	Taxi	1	2	3	1	16	16	5	5	1	3	9	17	0	0	5	5	40	49	
	Taxi Balanced	3	3	4	4	28	28	9	9	4	4	23	23	0	0	9	9	79	79	158
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	14	62	31	17	38	38	12	12	17	80	27	31	0	0	14	14	152	253	405
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Sat MD	**Auto (Total)**	11	7	18	17	14	14	4	4	14	10	5	4	0	0	8	4	74	60	134
	Taxi	1	0	2	1	23	23	6	6	1	1	12	9	0	0	7	4	52	44	
	Taxi Balanced	1	1	3	3	38	38	10	10	2	2	18	18	0	0	10	10	83	83	166
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	12	8	21	20	52	52	14	14	16	12	23	22	0	0	18	14	157	143	300

	Total Vehicle Trips			
		In	**Out**	**Total**
	AM (8-9)	**193**	**93**	**286**
	MD (12-1)	**152**	**149**	**301**
	PM (5-6)	**152**	**253**	**405**
	Sat MD (1-2)	**157**	**143**	**300**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-2
Travel Demand Forecast - Scenario 2

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	15,885 gsf	414 DU	107,239 gsf	41,595 gsf	94,875 gsf	109,940 gsf	-4,823 gsf -7 Unit	46,828 gsf	
Peak Hour Person Trips:									
AM (8-9)	34	334	189	192	205	285	-3	13	1,249
MD (12-1)	43	167	566	1,215	256	364	-1	202	2,812
PM (5-6)	40	368	566	640	239	373	-3	164	2,387
Sat MD (1-2)	11	318	818	749	63	292	-2	164	2,413

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto**	13	1	9	47	8	8	2	2	75	4	8	4	0	0	1	1	116	67	183
	Taxi	1	0	1	6	14	14	3	3	4	0	17	9	0	0	1	1	41	33	74
	Subway	10	1	30	159	20	20	6	6	62	3	23	12	0	-1	0	0	151	200	351
	Bus	4	0	8	41	19	19	6	6	23	1	9	5	0	0	2	2	71	74	145
	Walk/Other	5	0	5	28	33	33	80	80	30	2	132	68	0	-1	3	3	288	213	501
	Total	33	2	53	281	94	94	97	97	194	10	189	98	0	-2	7	7	667	587	1,254
MD	**Auto**	1	1	14	14	25	25	12	12	6	7	8	6	0	0	15	9	81	74	155
	Taxi	1	1	2	2	41	41	18	18	6	7	19	14	0	0	13	7	100	90	190
	Subway	2	2	47	47	61	61	36	36	12	13	25	18	0	0	9	5	192	182	374
	Bus	1	1	12	12	57	57	36	36	6	7	11	8	0	0	37	22	160	143	303
	Walk/Other	15	17	8	8	99	99	504	504	92	100	148	107	0	0	54	31	920	866	1,786
	Total	20	22	83	83	283	283	606	606	122	134	211	153	0	0	128	74	1,453	1,355	2,808
PM	**Auto**	2	13	41	20	25	25	6	6	14	79	5	10	0	0	10	9	103	162	265
	Taxi	0	1	5	2	41	41	10	10	1	4	11	22	0	0	9	8	77	88	165
	Subway	2	11	140	69	61	61	19	19	12	65	15	30	-1	0	6	6	254	261	515
	Bus	1	4	36	18	57	57	19	19	4	24	6	12	0	0	25	23	148	157	305
	Walk/Other	1	5	25	12	99	99	265	265	6	31	89	173	-1	0	36	33	520	618	1,138
	Total	6	34	247	121	283	283	319	319	37	203	126	247	-2	0	86	79	1,102	1,286	2,388
Sat MD	**Auto**	2	2	28	25	37	37	7	7	15	10	7	5	0	0	14	8	110	94	204
	Taxi	0	0	3	3	59	59	11	11	1	0	15	11	0	0	10	6	99	90	189
	Subway	2	1	96	85	88	88	22	22	12	8	20	15	0	0	7	4	247	223	470
	Bus	1	1	25	22	82	82	22	22	4	3	8	6	0	0	30	18	172	154	326
	Walk/Other	1	1	17	15	143	143	311	311	6	4	119	86	0	0	41	24	638	584	1,222
	Total	6	5	169	150	409	409	373	373	38	25	169	123	0	0	102	60	1,266	1,145	2,411

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto (Total)**	11	1	7	37	4	4	1	1	66	4	6	3	0	0	0	0	95	50	145
	Taxi	1	0	1	4	7	7	2	2	3	0	12	6	0	0	1	1	27	20	
	Taxi Balanced	1	1	4	4	13	13	3	3	3	3	15	15	0	0	2	2	40	40	80
	Truck	0	0	2	2	2	2	1	1	2	2	0	0	0	0	0	0	7	7	13
	Total	12	2	13	43	19	19	5	5	71	9	21	18	0	0	2	2	142	97	239
MD	**Auto (Total)**	1	1	11	11	13	13	6	6	5	6	6	4	0	0	6	4	48	45	93
	Taxi	1	1	1	1	21	21	9	9	4	5	14	10	0	0	7	4	57	51	
	Taxi Balanced	2	2	2	2	36	36	16	16	8	8	21	21	0	0	10	10	94	94	188
	Truck	0	0	1	1	2	2	1	1	2	2	0	0	0	0	0	0	6	6	12
	Total	3	3	14	14	51	51	23	23	15	16	27	25	0	0	16	14	148	145	293
PM	**Auto (Total)**	2	11	33	16	13	13	3	3	12	69	4	7	0	0	4	4	71	123	194
	Taxi	0	1	4	1	21	21	5	5	1	3	8	16	0	0	5	4	44	51	
	Taxi Balanced	1	1	4	4	38	38	9	9	4	4	21	21	0	0	8	8	84	84	168
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	12	37	20	51	51	12	12	16	73	25	28	0	0	12	12	155	207	362
Sat MD	**Auto (Total)**	2	2	22	20	19	19	4	4	13	9	5	4	0	0	6	3	71	61	132
	Taxi	0	0	2	2	30	30	6	6	1	0	11	8	0	0	5	3	55	49	
	Taxi Balanced	0	0	3	3	51	51	10	10	1	1	16	16	0	0	7	7	90	90	180
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	2	25	23	70	70	14	14	14	10	21	20	0	0	13	10	161	151	312

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**142**	**97**	**239**
MD (12-1)	**148**	**145**	**293**
PM (5-6)	**155**	**207**	**362**
Sat MD (1-2)	**161**	**151**	**312**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-3
Travel Demand Forecast - Scenario 3

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	80,854 gsf	499 DU	82,755 gsf	41,595 gsf	104,884 gsf	119,949 gsf	-124,287 gsf -188 Unit	56,837 gsf	
Peak Hour Person Trips:									
AM (8-9)	175	403	146	192	227	311	-68	15	1,399
MD (12-1)	218	201	437	1,215	283	397	-35	246	2,962
PM (5-6)	204	443	437	640	264	407	-80	199	2,514
Sat MD (1-2)	54	383	632	749	70	319	-60	199	2,345

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto**	64	3	11	57	7	7	2	2	83	4	8	4	-2	-7	1	1	174	71	245
	Taxi	3	0	1	7	11	11	3	3	4	0	18	10	0	-2	1	1	41	30	71
	Subway	53	3	37	192	16	16	6	6	69	4	25	13	-6	-23	1	1	201	212	413
	Bus	20	1	9	49	15	15	6	6	26	1	10	5	-2	-8	2	2	86	71	157
	Walk/Other	26	1	6	34	25	25	80	80	33	2	144	74	-4	-16	3	3	313	203	516
	Total	166	8	64	339	74	74	97	97	215	11	205	106	-14	-56	8	8	815	587	1,402
MD	**Auto**	5	6	17	17	20	20	12	12	7	7	9	7	-2	-2	19	11	87	78	165
	Taxi	5	6	2	2	32	32	18	18	7	7	21	15	-1	-1	15	9	99	88	187
	Subway	10	11	57	57	47	47	36	36	14	15	28	20	-7	-7	11	6	196	185	381
	Bus	5	6	15	15	44	44	36	36	7	7	12	8	-3	-3	45	26	161	139	300
	Walk/Other	79	85	10	10	76	76	504	504	102	110	161	117	-5	-5	65	38	992	935	1,927
	Total	104	114	101	101	219	219	606	606	137	146	231	167	-18	-18	155	90	1,535	1,425	2,960
PM	**Auto**	12	67	50	24	20	20	6	6	15	87	6	11	-6	-3	12	11	115	223	338
	Taxi	1	3	6	3	32	32	10	10	1	4	12	24	-2	-1	10	10	70	85	155
	Subway	10	56	168	83	47	47	19	19	13	72	17	32	-22	-12	7	7	259	304	563
	Bus	4	21	43	21	44	44	19	19	5	27	7	13	-8	-4	30	28	144	169	313
	Walk/Other	5	27	30	15	76	76	265	265	6	35	97	188	-15	-8	44	40	508	638	1,146
	Total	32	174	297	146	219	219	319	319	40	225	139	268	-53	-28	103	96	1,096	1,419	2,515
Sat MD	**Auto**	12	8	34	30	28	28	7	7	16	11	7	5	-4	-4	18	10	118	95	213
	Taxi	1	0	4	4	46	46	11	11	1	1	17	12	-1	-1	13	7	92	80	172
	Subway	10	7	115	102	68	68	22	22	13	9	22	16	-13	-12	9	5	246	217	463
	Bus	4	3	30	26	63	63	22	22	5	3	9	7	-4	-4	36	21	165	141	306
	Walk/Other	5	3	20	18	111	111	311	311	6	4	130	94	-9	-9	50	29	624	561	1,185
	Total	32	21	203	180	316	316	373	373	41	28	185	134	-31	-30	126	72	1,245	1,094	2,339

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto (Total)**	56	3	9	45	4	4	1	1	73	4	6	3	-2	-6	0	0	147	54	201
	Taxi	2	0	1	5	6	6	2	2	3	0	13	7	0	-2	1	1	28	19	
	Taxi Balanced	2	2	5	5	11	11	3	3	3	3	17	17	-2	-2	2	2	40	40	80
	Truck	1	1	2	2	1	1	1	1	2	2	0	0	0	0	0	0	7	7	13
	Total	59	6	16	52	16	16	5	5	78	9	23	20	-4	-8	2	2	194	101	295
MD	**Auto (Total)**	4	5	13	13	10	10	6	6	6	6	6	5	-2	-2	8	5	51	48	99
	Taxi	4	4	1	1	16	16	9	9	5	5	15	11	-1	-1	8	5	57	50	
	Taxi Balanced	7	7	2	2	28	28	16	16	9	9	23	23	-2	-2	11	11	93	93	186
	Truck	1	1	1	1	2	2	1	1	2	2	0	0	0	0	0	0	7	7	14
	Total	12	13	16	16	40	40	23	23	17	17	29	28	-4	-4	19	16	151	148	299
PM	**Auto (Total)**	11	59	40	19	10	10	3	3	13	76	4	8	-5	-3	5	5	81	177	258
	Taxi	1	2	4	2	16	16	5	5	1	3	9	17	-2	-1	5	5	39	49	
	Taxi Balanced	3	3	5	5	29	29	9	9	4	4	23	23	-3	-3	9	9	78	78	156
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	14	62	45	24	39	39	12	12	17	80	27	31	-8	-6	14	14	159	255	414
Sat MD	**Auto (Total)**	11	7	27	24	14	14	4	4	14	10	5	4	-3	-3	8	4	80	64	144
	Taxi	1	0	3	3	23	23	6	6	1	1	12	9	-1	-1	7	4	52	45	
	Taxi Balanced	1	1	5	5	39	39	10	10	2	2	18	18	-2	-2	10	10	84	84	168
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	12	8	32	29	53	53	14	14	16	12	23	22	-5	-5	18	14	164	148	312

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**194**	**101**	**295**
MD (12-1)	**151**	**148**	**299**
PM (5-6)	**159**	**255**	**414**
Sat MD (1-2)	**164**	**148**	**312**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-4
Travel Demand Forecast - Scenario 4

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	15,885 gsf	569 DU	107,239 gsf	41,595 gsf	94,875 gsf	109,940 gsf	-124,287 gsf -188 Unit	46,828 gsf	
Peak Hour Person Trips:									
AM (8-9)	34	459	189	192	205	285	-68	13	1,308
MD (12-1)	43	230	566	1,215	256	364	-35	202	2,841
PM (5-6)	40	505	566	640	239	373	-80	164	2,448
Sat MD (1-2)	11	437	818	749	63	292	-60	164	2,474

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto**	13	1	12	64	8	8	2	2	75	4	8	4	-2	-7	1	1	117	77	194
	Taxi	1	0	1	8	14	14	3	3	4	0	17	9	0	-2	1	1	41	33	74
	Subway	10	1	42	219	20	20	6	6	62	3	23	12	-6	-23	0	0	157	238	395
	Bus	4	0	11	56	19	19	6	6	23	1	9	5	-2	-8	2	2	72	81	153
	Walk/Other	5	0	7	39	33	33	80	80	30	2	132	68	-4	-16	3	3	286	209	495
	Total	33	2	73	386	94	94	97	97	194	10	189	98	-14	-56	7	7	673	638	1,311
MD	**Auto**	1	1	19	19	25	25	12	12	6	7	8	6	-2	-2	15	9	84	77	161
	Taxi	1	1	2	2	41	41	18	18	6	7	19	14	-1	-1	13	7	99	89	188
	Subway	2	2	65	65	61	61	36	36	12	13	25	18	-7	-7	9	5	203	193	396
	Bus	1	1	17	17	57	57	36	36	6	7	11	8	-3	-3	37	22	162	145	307
	Walk/Other	15	17	11	11	99	99	504	504	92	100	148	107	-5	-5	54	31	918	864	1,782
	Total	20	22	114	114	283	283	606	606	122	134	211	153	-18	-18	128	74	1,466	1,368	2,834
PM	**Auto**	2	13	57	28	25	25	6	6	14	79	5	10	-6	-3	10	9	113	167	280
	Taxi	0	1	7	3	41	41	10	10	1	4	11	22	-2	-1	9	8	77	88	165
	Subway	2	11	192	95	61	61	19	19	12	65	15	30	-22	-12	6	6	285	275	560
	Bus	1	4	49	24	57	57	19	19	4	24	6	12	-8	-4	25	23	153	159	312
	Walk/Other	1	5	34	17	99	99	265	265	6	31	89	173	-15	-8	36	33	515	615	1,130
	Total	6	34	339	167	283	283	319	319	37	203	126	247	-53	-28	86	79	1,143	1,304	2,447
Sat MD	**Auto**	2	2	39	34	37	37	7	7	15	10	7	5	-4	-4	14	8	117	99	216
	Taxi	0	0	5	4	59	59	11	11	1	0	15	11	-1	-1	10	6	100	90	190
	Subway	2	1	131	116	88	88	22	22	12	8	20	15	-13	-12	7	4	269	242	511
	Bus	1	1	34	30	82	82	22	22	4	3	8	6	-4	-4	30	18	177	158	335
	Walk/Other	1	1	23	21	143	143	311	311	6	4	119	86	-9	-9	41	24	635	581	1,216
	Total	6	5	232	205	409	409	373	373	38	25	169	123	-31	-30	102	60	1,298	1,170	2,468

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto (Total)**	11	1	10	51	4	4	1	1	66	4	6	3	-2	-6	0	0	96	58	154
	Taxi	1	0	1	6	7	7	2	2	3	0	12	6	0	-2	1	1	27	20	
	Taxi Balanced	1	1	6	6	13	13	3	3	3	3	15	15	-2	-2	2	2	40	40	80
	Truck	0	0	2	2	2	2	1	1	2	2	0	0	0	0	0	0	7	7	13
	Total	12	2	18	59	19	19	5	5	71	9	21	18	-4	-8	2	2	143	105	248
MD	**Auto (Total)**	1	1	15	15	13	13	6	6	5	6	6	4	-2	-2	6	4	50	47	97
	Taxi	1	1	1	1	21	21	9	9	4	5	14	10	-1	-1	7	4	56	50	
	Taxi Balanced	2	2	2	2	35	35	16	16	8	8	21	21	-2	-2	10	10	92	92	184
	Truck	0	0	2	2	2	2	1	1	2	2	0	0	0	0	0	0	7	7	14
	Total	3	3	19	19	50	50	23	23	15	16	27	25	-4	-4	16	14	149	146	295
PM	**Auto (Total)**	2	11	45	22	13	13	3	3	12	69	4	7	-5	-3	4	4	78	126	204
	Taxi	0	1	5	2	21	21	5	5	1	3	8	16	-2	-1	5	4	43	51	
	Taxi Balanced	1	1	6	6	38	38	9	9	4	4	21	21	-3	-3	8	8	83	83	166
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	12	51	28	51	51	12	12	16	73	25	28	-8	-6	12	12	161	209	370
Sat MD	**Auto (Total)**	2	2	31	27	19	19	4	4	13	9	5	4	-3	-3	6	3	77	65	142
	Taxi	0	0	4	3	30	30	6	6	1	0	11	8	-1	-1	5	3	56	49	
	Taxi Balanced	0	0	6	6	52	52	10	10	1	1	16	16	-2	-2	7	7	91	91	182
	Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
	Total	2	2	38	34	71	71	14	14	14	10	21	20	-5	-5	13	10	169	157	326

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**143**	**105**	**248**
MD (12-1)	**149**	**146**	**295**
PM (5-6)	**161**	**209**	**370**
Sat MD (1-2)	**169**	**157**	**326**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-5
Travel Demand Forecast - Cluster 1

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	68,133 gsf	225 DU	59,598 gsf	11,101 gsf	125,239 gsf	124,349 gsf	60,532 gsf 92 Unit	56,837 gsf	
Peak Hour Person Trips:									
AM (8-9)	147	182	105	51	271	322	33	15	1,127
MD (12-1)	184	91	315	324	338	411	17	246	1,926
PM (5-6)	172	200	315	171	316	422	39	199	1,834
Sat MD (1-2)	45	173	455	200	83	331	29	199	1,515

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto**	54	3	5	25	5	5	1	1	99	5	9	4	1	3	1	1	175	47	222
	Taxi	3	0	1	3	8	8	1	1	5	0	19	10	0	1	1	1	38	24	62
	Subway	45	2	16	87	11	11	2	2	82	4	26	13	3	11	1	1	186	131	317
	Bus	17	1	4	22	10	10	2	2	31	2	11	5	1	4	2	2	78	48	126
	Walk/Other	22	1	3	15	18	18	21	21	40	2	149	77	2	8	3	3	258	145	403
	Total	141	7	29	152	52	52	27	27	257	13	214	109	7	27	8	8	735	395	1,130
MD	**Auto**	4	5	8	8	14	14	3	3	8	9	10	7	1	1	19	11	67	58	125
	Taxi	4	5	1	1	23	23	5	5	8	9	21	16	0	0	15	9	77	68	145
	Subway	9	10	26	26	34	34	10	10	16	18	29	21	4	4	11	6	139	129	268
	Bus	4	5	7	7	31	31	10	10	8	9	12	9	1	1	45	26	118	98	216
	Walk/Other	66	72	5	5	55	55	135	135	122	132	167	121	3	2	65	38	618	560	1,178
	Total	87	97	47	47	157	157	163	163	162	177	239	174	9	8	155	90	1,019	913	1,932
PM	**Auto**	10	56	22	11	14	14	2	2	18	104	6	11	3	2	12	11	87	211	298
	Taxi	0	3	3	1	23	23	3	3	1	5	13	25	1	0	10	10	54	70	124
	Subway	8	47	76	37	34	34	5	5	15	86	17	33	11	6	7	7	173	255	428
	Bus	3	17	20	10	31	31	5	5	6	32	7	14	4	2	30	28	106	139	245
	Walk/Other	4	22	13	7	55	55	71	71	7	41	101	195	7	4	44	40	302	435	737
	Total	25	145	134	66	157	157	86	86	47	268	144	278	26	14	103	96	722	1,110	1,832
Sat MD	**Auto**	10	7	15	14	20	20	2	2	19	13	8	6	2	2	18	10	94	74	168
	Taxi	1	0	2	2	33	33	3	3	1	1	17	13	0	0	13	7	70	59	129
	Subway	9	6	52	46	49	49	6	6	16	11	23	17	6	6	9	5	170	146	316
	Bus	3	2	13	12	45	45	6	6	6	4	10	7	2	2	36	21	121	99	220
	Walk/Other	4	3	9	8	80	80	83	83	8	5	134	97	4	4	50	29	372	309	681
	Total	27	18	91	82	227	227	100	100	50	34	192	140	14	14	126	72	827	687	1,514

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto (Total)**	47	3	4	20	3	3	1	1	87	4	6	3	1	3	0	0	149	37	186
	Taxi	2	0	1	2	4	4	1	1	4	0	14	7	0	1	1	1	27	16	
	Taxi Balanced	2	2	3	3	7	7	2	2	3	3	16	16	1	1	2	2	36	36	72
	Truck	1	1	1	1	1	1	0	0	2	2	0	0	0	0	0	0	5	5	10
	Total	50	6	8	24	11	11	3	3	92	9	22	19	2	4	2	2	190	78	268
MD	**Auto (Total)**	4	4	6	6	7	7	2	2	7	8	7	5	1	1	8	5	42	38	80
	Taxi	3	4	1	1	12	12	3	3	6	6	15	11	0	0	8	5	48	42	
	Taxi Balanced	6	6	2	2	21	21	5	5	10	10	23	23	0	0	11	11	78	78	156
	Truck	1	1	1	1	1	1	0	0	2	2	0	0	0	0	0	0	5	5	11
	Total	11	11	9	9	29	29	7	7	19	20	30	28	1	1	19	16	125	121	247
PM	**Auto (Total)**	9	49	17	9	7	7	1	1	16	91	4	8	3	2	5	5	62	172	234
	Taxi	0	2	2	1	12	12	2	2	1	4	9	18	1	0	5	5	32	44	
	Taxi Balanced	2	2	3	3	21	21	4	4	4	4	24	24	1	1	9	9	68	68	136
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	11	51	20	12	28	28	5	5	20	95	28	32	4	3	14	14	130	240	370
Sat MD	**Auto (Total)**	9	6	12	11	10	10	1	1	17	11	6	4	2	2	8	4	65	49	114
	Taxi	1	0	1	1	17	17	2	2	1	1	12	9	0	0	7	4	41	34	
	Taxi Balanced	1	1	2	2	29	29	3	3	2	2	18	18	0	0	10	10	65	65	130
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	10	7	14	13	39	39	4	4	19	13	24	22	2	2	18	14	130	114	244

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**190**	**78**	**268**
MD (12-1)	**125**	**121**	**246**
PM (5-6)	**130**	**240**	**370**
Sat MD (1-2)	**130**	**114**	**244**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-6
Travel Demand Forecast - Cluster 2

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	15,827 gsf	204 DU	11,923 gsf	14,695 gsf	-14,745 gsf	0 gsf	-184,819 gsf -280 Unit	0 gsf	
Peak Hour Person Trips:									
AM (8-9)	34	165	21	68	-32	0	-102	0	154
MD (12-1)	43	82	63	429	-40	0	-53	0	525
PM (5-6)	40	181	63	226	-37	0	-120	0	353
Sat MD (1-2)	10	157	91	265	-10	0	-90	0	423

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto**	13	1	4	23	1	1	1	1	-12	-1	0	0	-2	-10	0	0	5	15	20
	Taxi	1	0	1	3	2	2	1	1	-1	0	0	0	-1	-2	0	0	3	4	7
	Subway	10	1	15	78	2	2	2	2	-10	-1	0	0	-8	-34	0	0	11	48	59
	Bus	4	0	4	20	2	2	2	2	-4	0	0	0	-3	-12	0	0	5	12	17
	Walk/Other	5	0	3	14	4	4	28	28	-5	0	0	0	-6	-24	0	0	29	22	51
	Total	33	2	27	138	11	11	34	34	-32	-2	0	0	-20	-82	0	0	53	101	154
MD	**Auto**	1	1	7	7	3	3	4	4	-1	-1	0	0	-3	-3	0	0	11	11	22
	Taxi	1	1	1	1	5	5	6	6	-1	-1	0	0	-1	-1	0	0	11	11	22
	Subway	2	2	23	23	7	7	13	13	-2	-2	0	0	-11	-11	0	0	32	32	64
	Bus	1	1	6	6	6	6	13	13	-1	-1	0	0	-4	-4	0	0	21	21	42
	Walk/Other	15	17	4	4	11	11	178	178	-14	-16	0	0	-8	-7	0	0	186	187	373
	Total	20	22	41	41	32	32	214	214	-19	-21	0	0	-27	-26	0	0	261	262	523
PM	**Auto**	2	13	20	10	3	3	2	2	-2	-12	0	0	-9	-5	0	0	16	11	27
	Taxi	0	1	2	1	5	5	3	3	0	-1	0	0	-2	-1	0	0	8	8	16
	Subway	2	11	69	34	7	7	7	7	-2	-10	0	0	-32	-17	0	0	51	32	83
	Bus	1	4	18	9	6	6	7	7	-1	-4	0	0	-11	-6	0	0	20	16	36
	Walk/Other	1	5	12	6	11	11	94	94	-1	-5	0	0	-23	-12	0	0	94	99	193
	Total	6	34	121	60	32	32	113	113	-6	-32	0	0	-77	-41	0	0	189	166	355
Sat MD	**Auto**	2	2	14	12	4	4	3	3	-2	-2	0	0	-5	-5	0	0	16	14	30
	Taxi	0	0	2	1	7	7	4	4	0	0	0	0	-1	-1	0	0	12	11	23
	Subway	2	1	47	42	10	10	8	8	-2	-1	0	0	-19	-18	0	0	46	42	88
	Bus	1	0	12	11	9	9	8	8	-1	0	0	0	-7	-6	0	0	22	22	44
	Walk/Other	1	1	8	7	16	16	110	110	-1	-1	0	0	-13	-13	0	0	121	120	241
	Total	6	4	83	73	46	46	133	133	-6	-4	0	0	-45	-43	0	0	217	209	426

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto (Total)**	11	1	3	18	1	1	1	1	-11	-1	0	0	-2	-8	0	0	3	12	15
	Taxi	1	0	1	2	1	1	1	1	-1	0	0	0	-1	-2	0	0	2	2	
	Taxi Balanced	1	1	3	3	2	2	2	2	-1	-1	0	0	-3	-3	0	0	4	4	8
	Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
	Total	12	2	7	22	3	3	3	3	-12	-2	0	0	-5	-11	0	0	8	17	25
MD	**Auto (Total)**	1	1	6	6	2	2	2	2	-1	-1	0	0	-3	-3	0	0	7	7	14
	Taxi	1	1	1	1	3	3	3	3	-1	-1	0	0	-1	-1	0	0	6	6	
	Taxi Balanced	2	2	2	2	5	5	6	6	-2	-2	0	0	-2	-2	0	0	11	11	22
	Truck	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
	Total	3	3	9	9	7	7	8	8	-3	-3	0	0	-5	-5	0	0	19	19	39
PM	**Auto (Total)**	2	11	16	8	2	2	1	1	-2	-11	0	0	-8	-4	0	0	11	7	18
	Taxi	0	1	1	1	3	3	2	2	0	-1	0	0	-2	-1	0	0	4	5	
	Taxi Balanced	1	1	2	2	5	5	4	4	-1	-1	0	0	-3	-3	0	0	8	8	16
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	12	18	10	7	7	5	5	-3	-12	0	0	-11	-7	0	0	19	15	34
Sat MD	**Auto (Total)**	2	2	11	10	2	2	2	2	-2	-2	0	0	-4	-4	0	0	11	10	21
	Taxi	0	0	1	1	4	4	2	2	0	0	0	0	-1	-1	0	0	6	6	
	Taxi Balanced	0	0	2	2	7	7	4	4	0	0	0	0	-2	-2	0	0	11	11	22
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	2	13	12	9	9	6	6	-2	-2	0	0	-6	-6	0	0	22	21	43

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**8**	**17**	**25**
MD (12-1)	**19**	**19**	**39**
PM (5-6)	**19**	**15**	**34**
Sat MD (1-2)	**22**	**21**	**43**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-7
Travel Demand Forecast - Cluster 3

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	-3,106 gsf	64 DU	11,235 gsf	5,789 gsf	0 gsf	0 gsf	0 gsf 0 Unit	0 gsf	
Peak Hour Person Trips:									
AM (8-9)	-7	52	20	27	0	0	0	0	91
MD (12-1)	-8	26	59	169	0	0	0	0	246
PM (5-6)	-8	57	59	89	0	0	0	0	197
Sat MD (1-2)	-2	49	86	104	0	0	0	0	237

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto**	-2	0	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	8	8
	Taxi	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	3
	Subway	-2	0	5	25	2	2	1	1	0	0	0	0	0	0	0	0	6	28	34
	Bus	-1	0	1	6	2	2	1	1	0	0	0	0	0	0	0	0	3	9	12
	Walk/Other	-1	0	1	4	3	3	11	11	0	0	0	0	0	0	0	0	14	18	32
	Total	-6	0	8	43	9	9	13	13	0	0	0	0	0	0	0	0	24	65	89
MD	**Auto**	0	0	2	2	3	3	2	2	0	0	0	0	0	0	0	0	7	7	14
	Taxi	0	0	0	0	4	4	3	3	0	0	0	0	0	0	0	0	7	7	14
	Subway	0	0	7	7	6	6	5	5	0	0	0	0	0	0	0	0	18	18	36
	Bus	0	0	2	2	6	6	5	5	0	0	0	0	0	0	0	0	13	13	26
	Walk/Other	-3	-3	1	1	10	10	70	70	0	0	0	0	0	0	0	0	78	78	156
	Total	-3	-3	12	12	29	29	85	85	0	0	0	0	0	0	0	0	123	123	246
PM	**Auto**	0	-3	6	3	3	3	1	1	0	0	0	0	0	0	0	0	10	4	14
	Taxi	0	0	1	0	4	4	1	1	0	0	0	0	0	0	0	0	6	5	11
	Subway	0	-2	22	11	6	6	3	3	0	0	0	0	0	0	0	0	31	18	49
	Bus	0	-1	6	3	6	6	3	3	0	0	0	0	0	0	0	0	15	11	26
	Walk/Other	0	-1	4	2	10	10	37	37	0	0	0	0	0	0	0	0	51	48	99
	Total	0	-7	39	19	29	29	45	45	0	0	0	0	0	0	0	0	113	86	199
Sat MD	**Auto**	0	0	4	4	4	4	1	1	0	0	0	0	0	0	0	0	9	9	18
	Taxi	0	0	1	0	6	6	2	2	0	0	0	0	0	0	0	0	9	8	17
	Subway	0	0	15	13	9	9	3	3	0	0	0	0	0	0	0	0	27	25	52
	Bus	0	0	4	3	9	9	3	3	0	0	0	0	0	0	0	0	16	15	31
	Walk/Other	0	0	3	2	15	15	43	43	0	0	0	0	0	0	0	0	61	60	121
	Total	0	0	27	22	43	43	52	52	0	0	0	0	0	0	0	0	122	117	239

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total
AM	**Auto (Total)**	-2	0	1	6	1	1	0	0	0	0	0	0	0	0	0	0	0	7	7
	Taxi	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	2	
	Taxi Balanced	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	3	3	6
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	-2	0	2	7	3	3	0	0	0	0	0	0	0	0	0	0	3	10	13
MD	**Auto (Total)**	0	0	2	2	2	2	1	1	0	0	0	0	0	0	0	0	5	5	10
	Taxi	0	0	0	0	2	2	2	2	0	0	0	0	0	0	0	0	4	4	
	Taxi Balanced	0	0	0	0	3	3	4	4	0	0	0	0	0	0	0	0	7	7	14
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	0	0	2	2	5	5	5	5	0	0	0	0	0	0	0	0	12	12	25
PM	**Auto (Total)**	0	-3	5	2	2	2	1	1	0	0	0	0	0	0	0	0	8	2	10
	Taxi	0	0	1	0	2	2	1	1	0	0	0	0	0	0	0	0	4	3	
	Taxi Balanced	0	0	1	1	3	3	2	2	0	0	0	0	0	0	0	0	6	6	12
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	-3	6	3	5	5	3	3	0	0	0	0	0	0	0	0	14	8	22
Sat MD	**Auto (Total)**	0	0	3	3	2	2	1	1	0	0	0	0	0	0	0	0	6	6	12
	Taxi	0	0	1	0	3	3	1	1	0	0	0	0	0	0	0	0	5	4	
	Taxi Balanced	0	0	1	1	5	5	2	2	0	0	0	0	0	0	0	0	8	8	16
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	4	4	7	7	3	3	0	0	0	0	0	0	0	0	14	14	28

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**3**	**10**	**13**
MD (12-1)	**12**	**12**	**24**
PM (5-6)	**14**	**8**	**22**
Sat MD (1-2)	**14**	**14**	**28**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-8
Travel Demand Forecast - Cluster 4

Land Use:		Office		Residential		Destination Retail		Local Retail		Community Facility (Office)		Community Facility (Recreation)		Community Facility (Dormitory)		Community Facility (Museum)		Total		
Size/Units:		0	gsf	0	DU	0	gsf	10,010	gsf	-5,610	gsf	-4,400	gsf	0 0	gsf Unit	0	gsf			
Peak Hour Person Trips:																				
	AM (8-9)	0		0		0		46		-12		-11		0		0		23		
	MD (12-1)	0		0		0		292		-15		-15		0		0		263		
	PM (5-6)	0		0		0		154		-14		-15		0		0		125		
	Sat MD (1-2)	0		0		0		180		-4		-12		0		0		165		
Person Trips:																				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	**Auto**	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	-4	0	-4
	Taxi	0	0	0	0	0	0	1	1	0	0	-1	0	0	0	0	0	0	1	1
	Subway	0	0	0	0	0	0	1	1	-4	0	-1	0	0	0	0	0	-4	1	-3
	Bus	0	0	0	0	0	0	1	1	-1	0	0	0	0	0	0	0	0	1	1
	Walk/Other	0	0	0	0	0	0	19	19	-2	0	-5	-3	0	0	0	0	12	16	28
	Total	0	0	0	0	0	0	22	22	-11	0	-7	-3	0	0	0	0	4	19	23
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD	**Auto**	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	6
	Taxi	0	0	0	0	0	0	4	4	0	0	-1	-1	0	0	0	0	3	3	6
	Subway	0	0	0	0	0	0	9	9	-1	-1	-1	-1	0	0	0	0	7	7	14
	Bus	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	9	9	18
	Walk/Other	0	0	0	0	0	0	121	121	-5	-6	-6	-4	0	0	0	0	110	111	221
	Total	0	0	0	0	0	0	146	146	-6	-7	-8	-6	0	0	0	0	132	133	265
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM	**Auto**	0	0	0	0	0	0	2	2	-1	-5	0	0	0	0	0	0	1	-3	-2
	Taxi	0	0	0	0	0	0	2	2	0	0	0	-1	0	0	0	0	2	1	3
	Subway	0	0	0	0	0	0	5	5	-1	-4	-1	-1	0	0	0	0	3	0	3
	Bus	0	0	0	0	0	0	5	5	0	-1	0	0	0	0	0	0	5	4	9
	Walk/Other	0	0	0	0	0	0	64	64	0	-2	-4	-7	0	0	0	0	60	55	115
	Total	0	0	0	0	0	0	78	78	-2	-12	-5	-9	0	0	0	0	71	57	128
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Sat MD	**Auto**	0	0	0	0	0	0	2	2	-1	-1	0	0	0	0	0	0	1	1	2
	Taxi	0	0	0	0	0	0	3	3	0	0	-1	0	0	0	0	0	2	3	5
	Subway	0	0	0	0	0	0	5	5	-1	0	-1	-1	0	0	0	0	3	4	7
	Bus	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5	5	10
	Walk/Other	0	0	0	0	0	0	75	75	0	0	-5	-3	0	0	0	0	70	72	142
	Total	0	0	0	0	0	0	90	90	-2	-1	-7	-4	0	0	0	0	81	85	166
Vehicle Trips :																				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	**Auto (Total)**	0	0	0	0	0	0	0	0	-4	0	0	0	0	0	0	0	-4	0	-4
	Taxi	0	0	0	0	0	0	1	1	0	0	-1	0	0	0	0	0	0	1	
	Taxi Balanced	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
	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	0	1	1	-4	0	0	0	0	0	0	0	-3	1	-2
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
MD	**Auto (Total)**	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
	Taxi	0	0	0	0	0	0	2	2	0	0	-1	-1	0	0	0	0	1	1	
	Taxi Balanced	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	4
	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	0	4	4	0	0	0	0	0	0	0	0	4	4	8
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
PM	**Auto (Total)**	0	0	0	0	0	0	1	1	-1	-4	0	0	0	0	0	0	0	-3	-3
	Taxi	0	0	0	0	0	0	1	1	0	0	0	-1	0	0	0	0	1	0	
	Taxi Balanced	0	0	0	0	0	0	2	2	0	0	-1	-1	0	0	0	0	1	1	2
	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	0	3	3	-1	-4	-1	-1	0	0	0	0	1	-2	-1
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Sat MD	**Auto (Total)**	0	0	0	0	0	0	1	1	-1	-1	0	0	0	0	0	0	0	0	0
	Taxi	0	0	0	0	0	0	2	2	0	0	-1	0	0	0	0	0	1	2	
	Taxi Balanced	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3	6
	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	0	4	4	-1	-1	0	0	0	0	0	0	3	3	6

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**-3**	**1**	**-2**
MD (12-1)	**4**	**4**	**8**
PM (5-6)	**1**	**-2**	**-1**
Sat MD (1-2)	**3**	**3**	**6**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-9
Travel Demand Forecast - Outlier Site 10

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	0 gsf	2 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf 0 Unit	0 gsf	
Peak Hour Person Trips:									
AM (8-9)	0	2	0	0	0	0	0	0	2
MD (12-1)	0	1	0	0	0	0	0	0	1
PM (5-6)	0	2	0	0	0	0	0	0	2
Sat MD (1-2)	0	2	0	0	0	0	0	0	2

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total Total
AM	**Auto**	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
	Subway	0	0	0	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
	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
MD	**Auto**	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
	Subway	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	**Auto**	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
	Subway	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Bus	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
	Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Sat MD	**Auto**	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
	Subway	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total Total
AM	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat MD	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**0**	**0**	**0**
MD (12-1)	**0**	**0**	**0**
PM (5-6)	**0**	**0**	**0**
Sat MD (1-2)	**0**	**0**	**0**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-10
Travel Demand Forecast - Outlier Site 11

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	0 gsf	2 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf 0 Unit	0 gsf	
Peak Hour Person Trips:									
AM (8-9)	0	2	0	0	0	0	0	0	2
MD (12-1)	0	1	0	0	0	0	0	0	1
PM (5-6)	0	2	0	0	0	0	0	0	2
Sat MD (1-2)	0	2	0	0	0	0	0	0	2

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total Total
AM	**Auto**	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
	Subway	0	0	0	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
	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
MD	**Auto**	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
	Subway	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	**Auto**	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
	Subway	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Bus	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
	Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Sat MD	**Auto**	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
	Subway	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total Total
AM	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat MD	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips

	In	Out	Total
AM (8-9)	**0**	**0**	**0**
MD (12-1)	**0**	**0**	**0**
PM (5-6)	**0**	**0**	**0**
Sat MD (1-2)	**0**	**0**	**0**

Notes:
25% linked-trip credit applied to destination and local retail uses.

Table A-11
Travel Demand Forecast - Outlier Site 12

Land Use:	Office	Residential	Destination Retail	Local Retail	Community Facility (Office)	Community Facility (Recreation)	Community Facility (Dormitory)	Community Facility (Museum)	Total
Size/Units:	0 gsf	2 DU	0 gsf	0 gsf	0 gsf	0 gsf	0 gsf 0 Unit	0 gsf	
Peak Hour Person Trips:									
AM (8-9)	0	2	0	0	0	0	0	0	2
MD (12-1)	0	1	0	0	0	0	0	0	1
PM (5-6)	0	2	0	0	0	0	0	0	2
Sat MD (1-2)	0	2	0	0	0	0	0	0	2

Person Trips:

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total Total
AM	**Auto**	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
	Subway	0	0	0	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
	Walk/Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
MD	**Auto**	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
	Subway	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	**Auto**	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
	Subway	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
	Bus	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
	Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Sat MD	**Auto**	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
	Subway	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	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
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Vehicle Trips :

		Office In	Office Out	Residential In	Residential Out	Destination Retail In	Destination Retail Out	Local Retail In	Local Retail Out	Community Facility (Office) In	Community Facility (Office) Out	Community Facility (Recreation) In	Community Facility (Recreation) Out	Community Facility (Dormitory) In	Community Facility (Dormitory) Out	Community Facility (Museum) In	Community Facility (Museum) Out	Total In	Total Out	Total Total
AM	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MD	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sat MD	**Auto (Total)**	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	
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Vehicle Trips

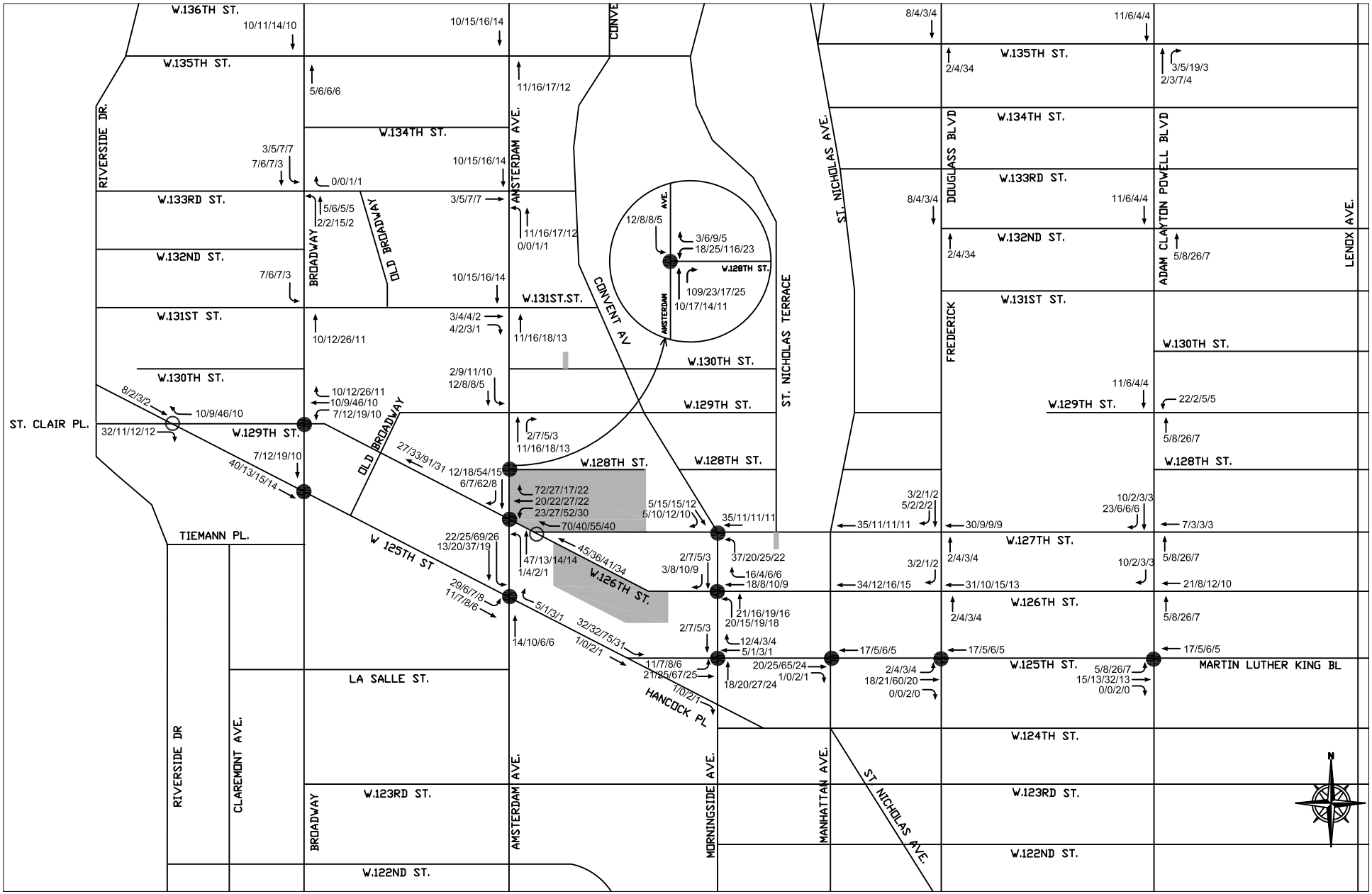
	In	Out	Total
AM (8-9)	**0**	**0**	**0**
MD (12-1)	**0**	**0**	**0**
PM (5-6)	**0**	**0**	**0**
Sat MD (1-2)	**0**	**0**	**0**

Notes:
25% linked-trip credit applied to destination and local retail uses.

West Harlem Rezoning

Figure A-1

Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 1 Under Scenario 3



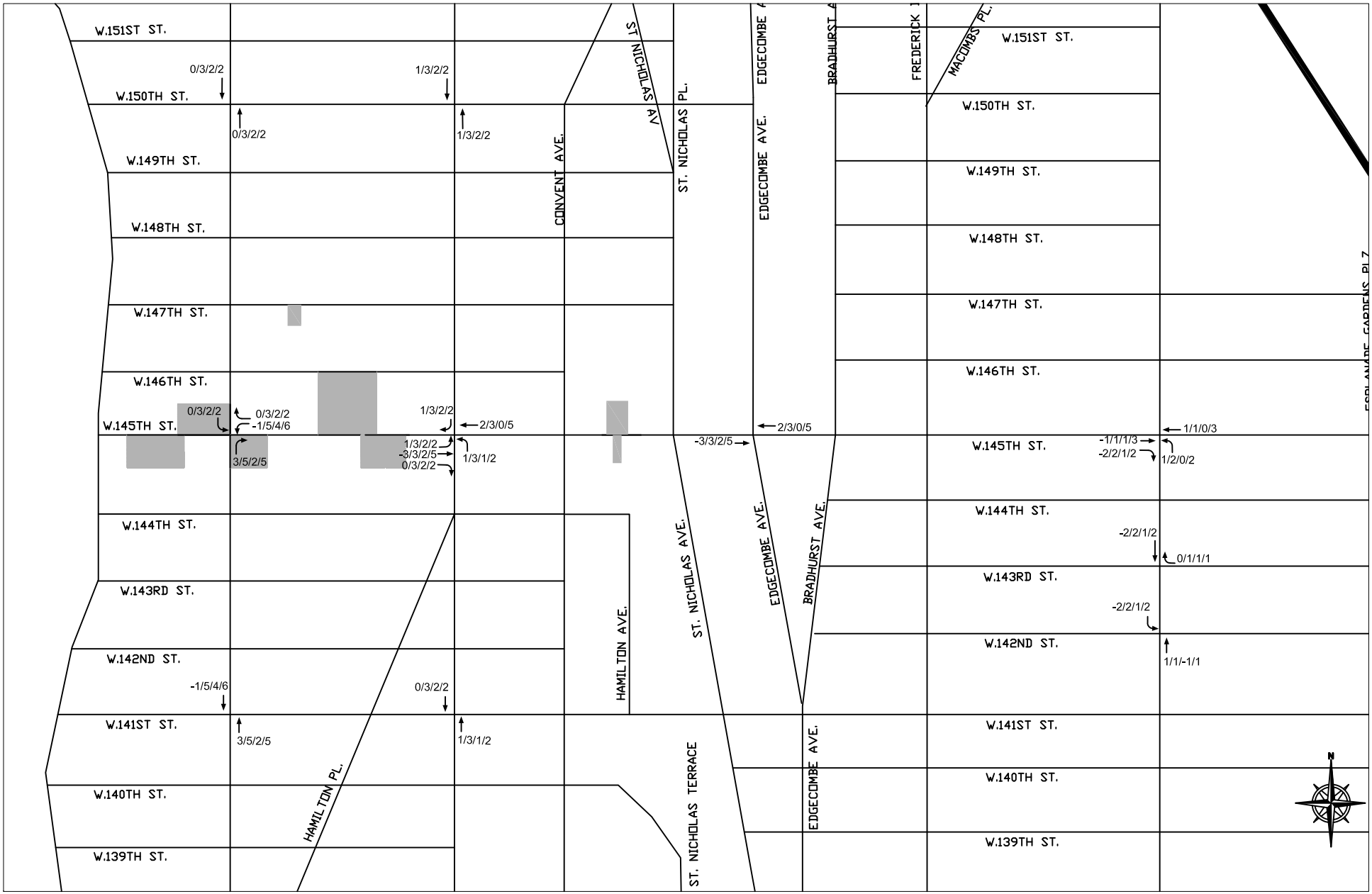
Legend:

- Analyzed Signallzed Intersectlon
- 14/10/6/6 = AM/MD/PM/Sat MD
- Projected Development Slte Cluster 1 - Sltes 13, 14, 15, 17, 18, 19, 40a and 50
- Analyzed Unsignalized Intersection

West Harlem Rezoning

Figure A-2

Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 2 Under Scenario 3



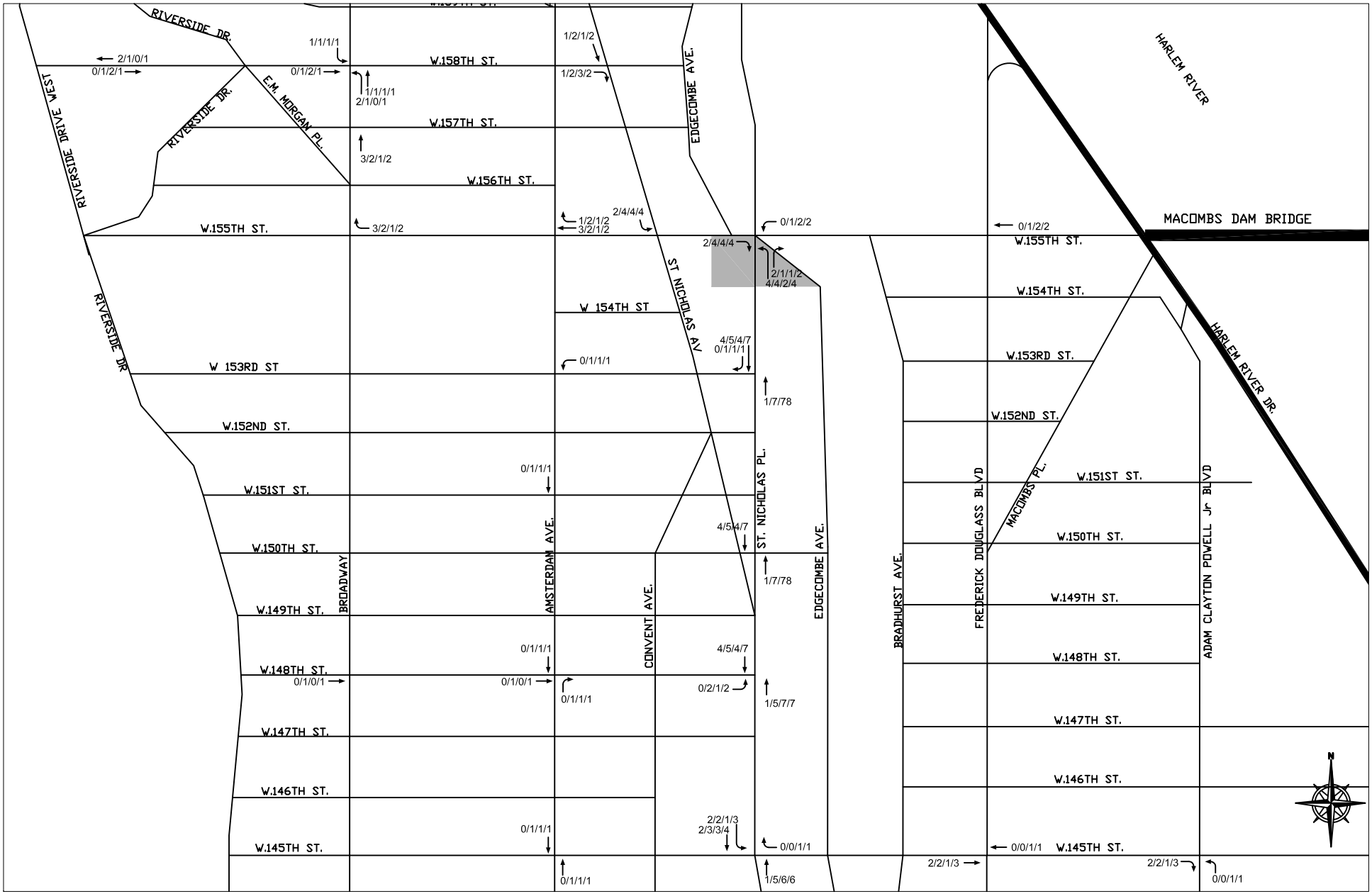
Legend:

- Analyzed Signalized Intersection
- Analyzed Unsignalized Intersection
- 3/5/2/5 = AM/MD/PM/Sat MD
- Projected Development Site Cluster 2 - Sites 4, 5, 6b, 7, 8, 9, 51, 52 and 53

West Harlem Rezoning

Figure A-3

Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 3 Under Scenario 3

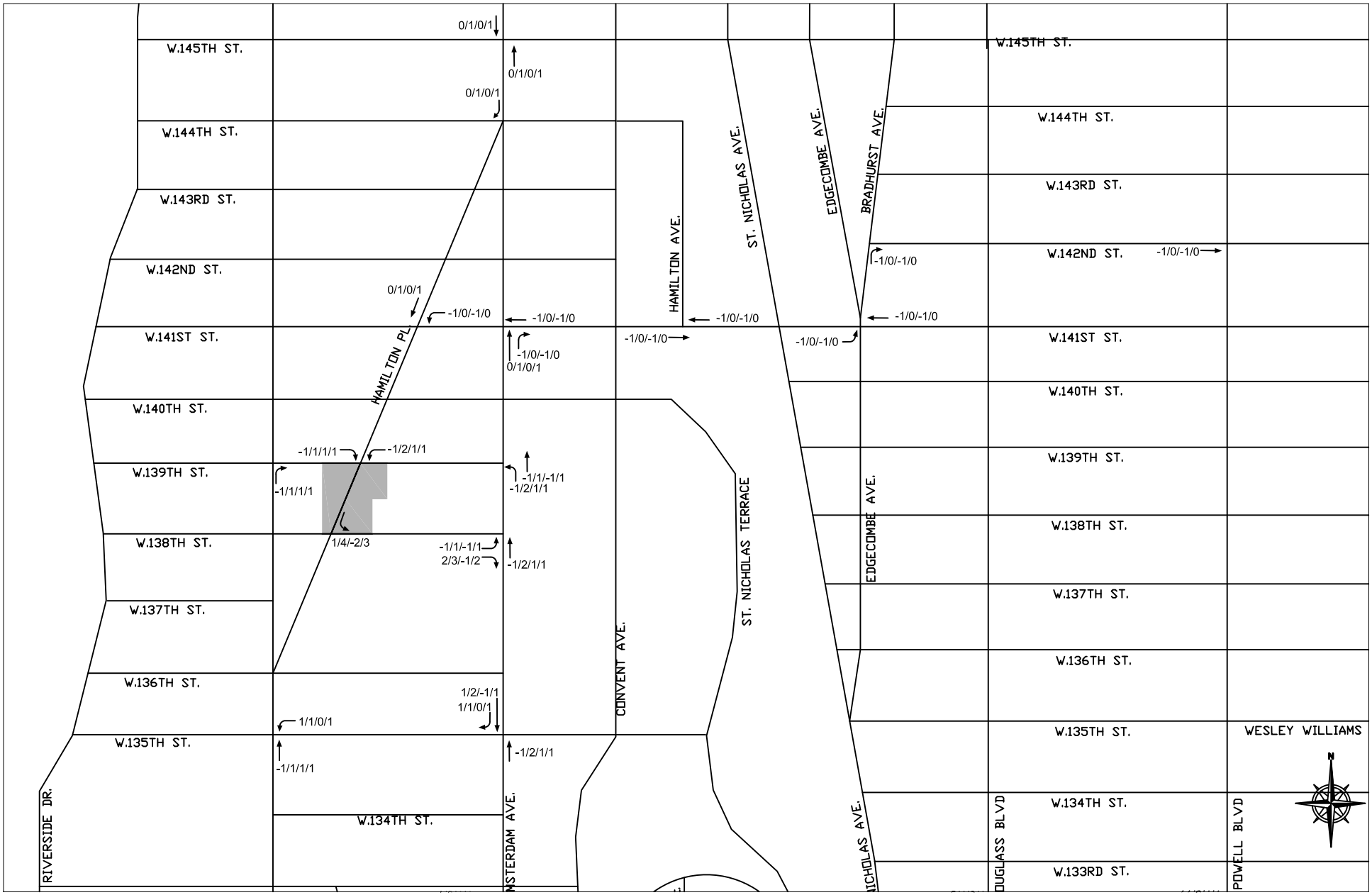


Legend:

- Analyzed Signalized Intersection
- Analyzed Unsignalized Intersection
- 15/7/7 = AM/MD/PM/Sat MD
- Projected Development Site Cluster 3 - Sites 1 and 2

Figure A-4

Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 4 Under Scenario 3



Legend:

- Analyzed Signallzed Intersectlon
- Analyzed Unsignalized Intersection
- 1/1/0/1 = AM/MD/PM/Sat MD
- Projected Development Slte Cluster 4 - Sltes 54 and 55

APPENDIX 4

List of Individual Historic Resources within and adjacent to the Proposed Rezoning Area

Appendix 4
Individual Historic Resources within and adjacent to the Proposed Rezoning Area

Historic Resource	NYCL	S/NR Listed	LPC-Eligible	S/NR-Eligible
Mink Building at 1361 Amsterdam Avenue (projected development site 40)			X	X
The Bailey Residence at 10 St. Nicholas Ave.	X	X		
Benzinger House at 345 Edgecombe Ave.	X			
Hamilton Grange at 287 Convent Ave.	X	X		
Our Lady of Lourdes Roman Catholic Church at 465 West 142nd St.	X	X		
Hamilton Grange Branc, NYPL at 505 West 145th St.	X	X		
Former Hamilton Theater at 3560 Broadway	X			
Loth Ribbon Mill at 1820 Amsterdam Ave.	X			
Former 30th Precinct Police State at 1854 Amsterdam Ave.	X			
518 West 125th St.	X			X
Jackie Robinson Pool and Colonial Park Play Center at 319 West 145th St.	X	X		
St. Mary's Church at 517 West 126th St.	X	X		
Claremont Theater at 3320 Broadway	X	X		
P.S. 157 at 327 St. Nicholas Ave.		X		
3280 Broadway		X		
St. Walpurgas Academy, at 630-632 Riverside Dr.		X	X	
Speyer School at 514-516 West 126th Street			X	
Riverview Courts at 607-612 West 136th St. & 610-612 West 136th St.			X	
Creston Court at 619-621 West 136th St.			X	
Hudson View at 614-616 West 136th St.			X	
Engine Company 23 at 504 West 140th St.			X	
W.E.B. DuBois Residence at 606 St. Nicholas Ave.			X	
Church of the Crucifixion at 451-459 West 149th St.			X	
Church of St. Catherine at 502-504 West 153rd St.			X	
Trinity Cemetery Gate Lodge at 501 West 153rd St.			X	
Roman Catholic Church of the Annunciation at 80 Convent Ave.				X
Former Bernhiemer & Schwartz Pilsener Brewing Company (Yuengling) (projected development site 14)				X
Residences at 2 through 14 Convent Ave.				X
St. Joseph's Roman Catholic Church Complex at 401 & 405 West 125th St. 168 Morningside Ave. and 406 West 127th St.				X
571 Riverside Dr.				X
2350-2362 12th Ave., NY Central Substation No. 11				X
509 West 126th St.				X
527-535 West 125th St.				X
509 West 129th St.				X
Houses at 505-517 West 135th St.				X
Riverside Drive and Riverside Park Boundary increase, North End, Riverside Dr.from West 135th to West 158th St.				X

Notes:

NYCL: New York City Landmark; S/NR: Listed on the State and National Registers of Historic Places; S/NR-eligible: Eligible for listing on the State and National Registers of Historic Places; and NYCL-eligible: Eligible for landmark designation by LPC.