WEST HARLEM REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT

CEQR# 12DCP070M

Prepared for:
NYC Department of City Planning

Prepared by:
Philip Habib & Associates

December 12, 2011

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME West Harlem Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
12DCP070M	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
Pending	

2a. *Lead Agency Information*

NAME OF LEAD AGENCY: NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON: Robert Dobruskin, AICP, Director, EARD

ADDRESS: 22 Reade Street

CITY: New York | STATE: NY | ZIP: 10007

TELEPHONE: 212.720.3420 | FAX: 212.720.3495

EMAIL ADDRESS: rdobrus@planning.nyc.gov

2b. *Applicant Information*

NAME OF APPLICANT: NYC Department of City Planning

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON: Edith Hsu-Chen, Director, Manhattan Office

ADDRESS: 22 Reade Street, 6th Floor

CITY: New York | STATE: NY | ZIP: 10007

TELEPHONE: 212.720.3480 | FAX: 212.720.3488

EMAIL ADDRESS: ehsuchen@planning.nyc.gov

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☑ TYPE I; SPECIFY CATEGORY *(see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):*

6NYCRR Part 617.4 (b)(9): any Unlisted Action occurring wholly or partially within, or substantially contiguous to any historic building, structure, site or district.

Action Type *(refer to Chapter 2, "Establishing the Analysis Framework" for guidance)*

☐ LOCALIZED ACTION, SITE SPECIFIC ☑ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description:*

The New York City Department of City Planning (NYCDCP) proposes zoning map and zoning text amendments (the "Proposed Action") for an approximately 90 block area in the West Harlem neighborhood of Manhattan Community District 9. The Proposed Action would preserve the low-scale residential character of the neighborhood while allowing for modest residential growth where appropriate by mapping contextual zoning districts within the rezoning area. The proposed zoning map and text changes would create C6-3X-IH, R8A-IH, R8A, R8*, R7A, R6A, and MX (M1-5/R7-2) districts, as well as C1-4 and C2-4 overlays. A related zoning text amendment would allow for additional affordable housing while maintaining existing building patterns that are characteristic to the area. Refer to Attachment A, "Project Description" for details.

4a. *Project Location: Single Site* *(for a project at a single site, complete all the information below)*

ADDRESS	NEIGHBORHOOD NAME	
TAX BLOCK AND LOT	BOROUGH	COMMUNITY DISTRICT
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

4b. *Project Location: Multiple Sites* *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

90 blocks in the West Harlem neighborhood of Manhattan Community District 9, comprising an area generally bounded by West 126th Street, West 155th Street, Edgecombe, Bradhurst and Convent Avenues, and Riverside Drive. Rezoning area is currently zoned R7-2, R7-A, R8, R8A, and M1-1, and C1 and C2 commercial overlays are mapped along some corridors (Zoning Sectional Maps 3b, 5c, 6a, 6b). Refer to Table 1 in Appendix A for list of blocks and lots.

5. *REQUIRED ACTIONS OR APPROVALS* *(check all that apply)*

City Planning Commission: YES ☑ NO ☐

- ☐ CITY MAP AMENDMENT
- ☑ ZONING MAP AMENDMENT
- ☑ ZONING TEXT AMENDMENT
- ☑ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ HOUSING PLAN & PROJECT
- ☐ SITE SELECTION — PUBLIC FACILITY
- ☐ FRANCHISE
- ☐ DISPOSITION — REAL PROPERTY

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Part I: General Information
5. Project Description

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.

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

(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.

A reasonable worst-case development scenario (RWCDS) for development associated with the Proposed Action has been identified. Projected developments, considered likely to occur in the foreseeable future, i.e., a ten-year period following the adoption of the Proposed Action, are expected to occur on 25 sites, and potential developments, which are considered possible but less likely, have been identified for 16 additional sites. 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 two of the projected development sites. For analysis purposes, two reasonable worst-case development scenarios (RWCDSs) have been identified for each of 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 – resulting in a total of four different reasonable worst-case development scenarios. 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. Table 2 on page 3a below provides a summary of each of the four RWCDSs, as well as the development increment compared to the No-Action condition for each scenario.

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☐ NO ☑

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ FUNDING OF CONSTRUCTION; SPECIFY
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ POLICY OR PLAN; SPECIFY
- ☐ FUNDING OF PROGRAMS; SPECIFY
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL *(not subject to CEQR)*
- ☐ PERMITS; SPECIFY:
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER; EXPLAIN
- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) *(not subject to CEQR)*

6. *State or Federal Actions/Approvals/Funding:* YES ☐ NO ☑ IF "YES," IDENTIFY

7. *Site Description:* *Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.*

GRAPHICS *The following graphics must be attached and each box must be checked off before the EAS is complete.* ***Each map must clearly depict*** *the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11×17 inches in size and must be folded to 8.5 ×11 inches for submission.*

☑ Site location map ☑ Zoning map ☐ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map

☑ Sanborn or other land use map ☑ Tax map ☑ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
8,690,808	**N/A**	**approximately 8,176,407 sf**

Other, describe (sq. ft.): **approximately 343,490 sf of open space and outdoor recreation, and 170,911 sf of vacant land**

8. *Physical Dimensions and Scale of Project* *(if the project affects multiple sites, provide the total development below facilitated by the action)*

Size of project to be developed: **Refer to Table 2 on page 3a for RWCDS and Population Summary for Development Scenarios 1 to 4** (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES ☑ NO ☐

If 'Yes,' identify the total square feet owned or controlled by the applicant : **0 sq. ft.** Total square feet of non-applicant owned development: **8,690,808 sf of lot ara**

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☑ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: **Not known at this time** sq. ft. (width × length) Volume: **Not known at this time** cubic feet (width × length × depth)

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? Number of additional workers?

Provide a brief explanation of how these numbers were determined:

Refer to Table 2: RWCDS and Population Summary for Development Scenarios 1 to 4

Does the project create new open space? YES ☐ NO ☑ If Yes: (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: **net increase of up 64,948** (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: **net increase of up to 154,084,938,300** (annual BTUs)

9. *Analysis Year* *CEQR Technical Manual Chapter 2*

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2021	**N/A**

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☐ NO ☑ IF MULTIPLE PHASES, HOW MANY PHASES: **N/A**

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: **Approximately 10 years (foreseeable future period in which developers are expected to act on the proposed zoning change)**

10. *What is the Predominant Land Use in Vicinity of Project?* *(Check all that apply)*

☑ RESIDENTIAL ☑ MANUFACTURING ☑ COMMERCIAL ☑ PARK/FOREST/OPEN SPACE ☑ OTHER, Describe: **Community Facility; Institutional**

Project Location

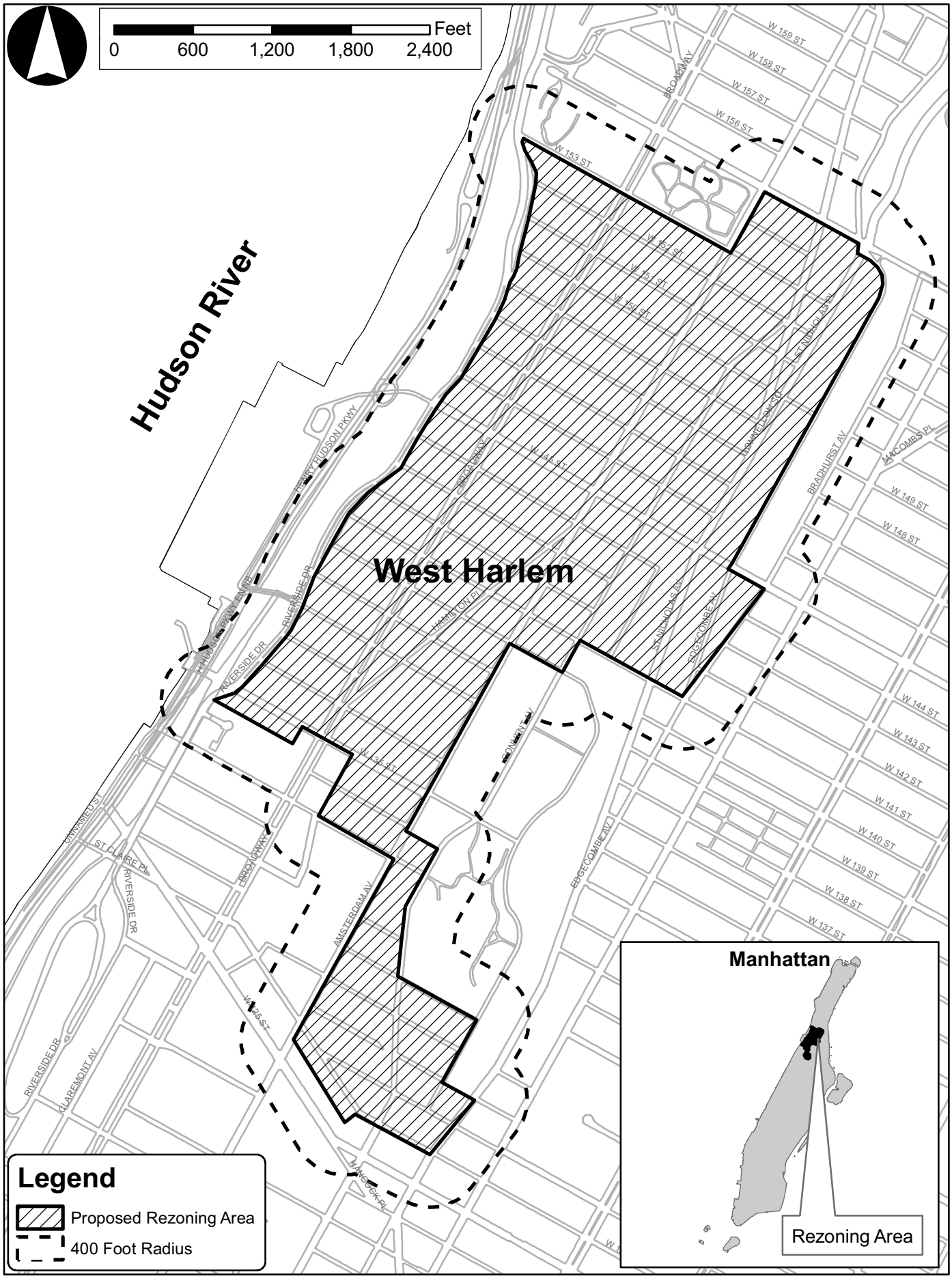
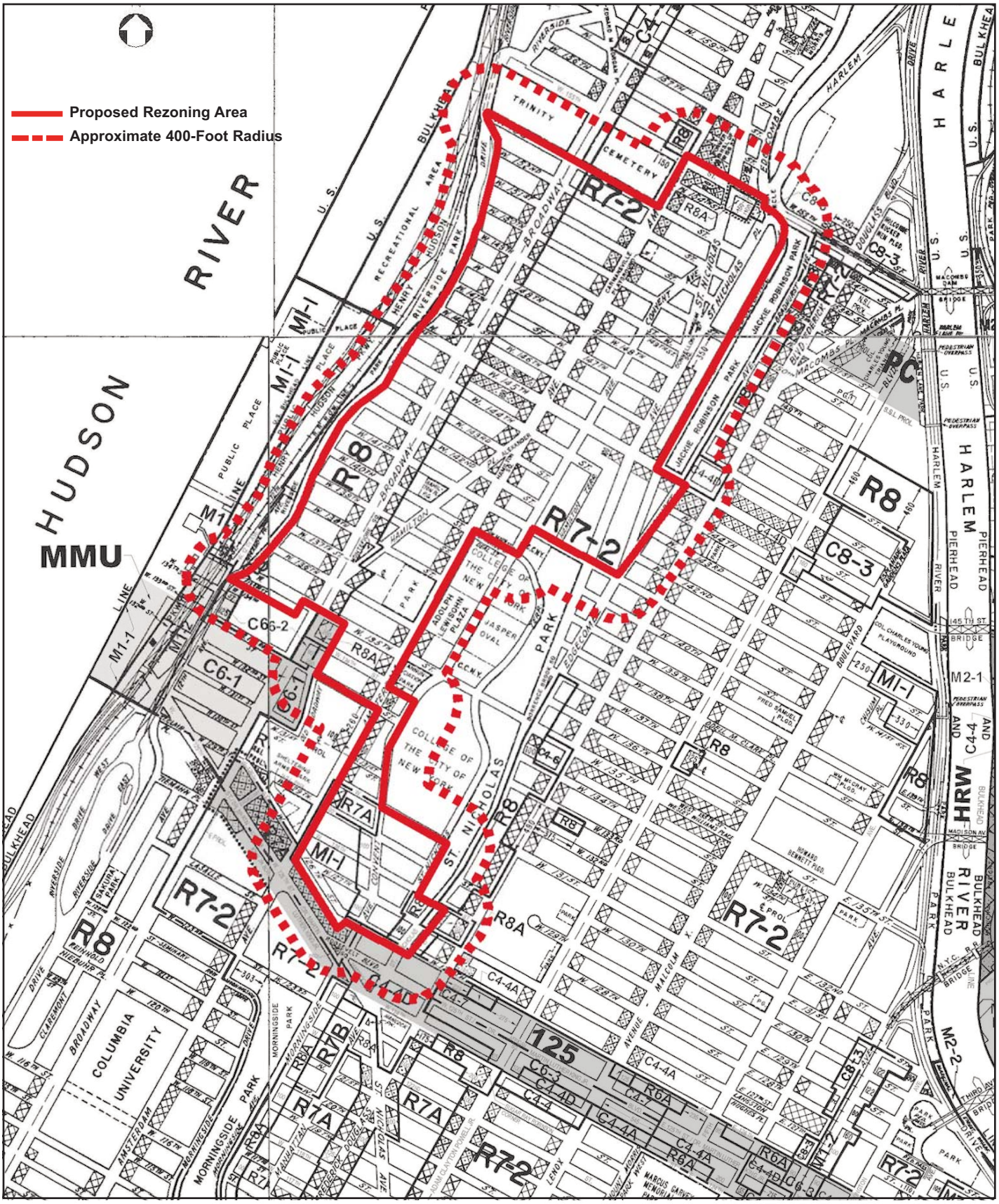
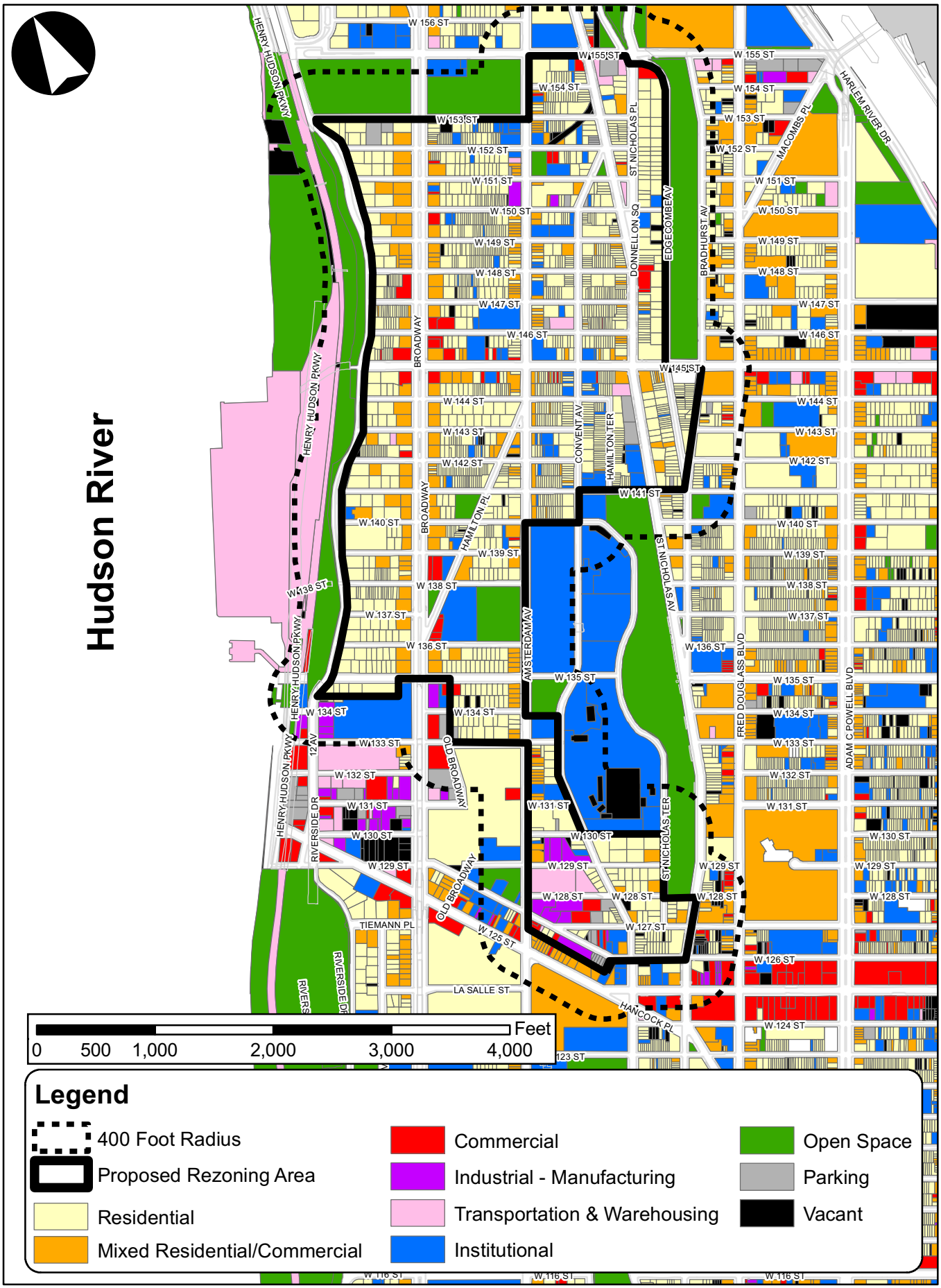


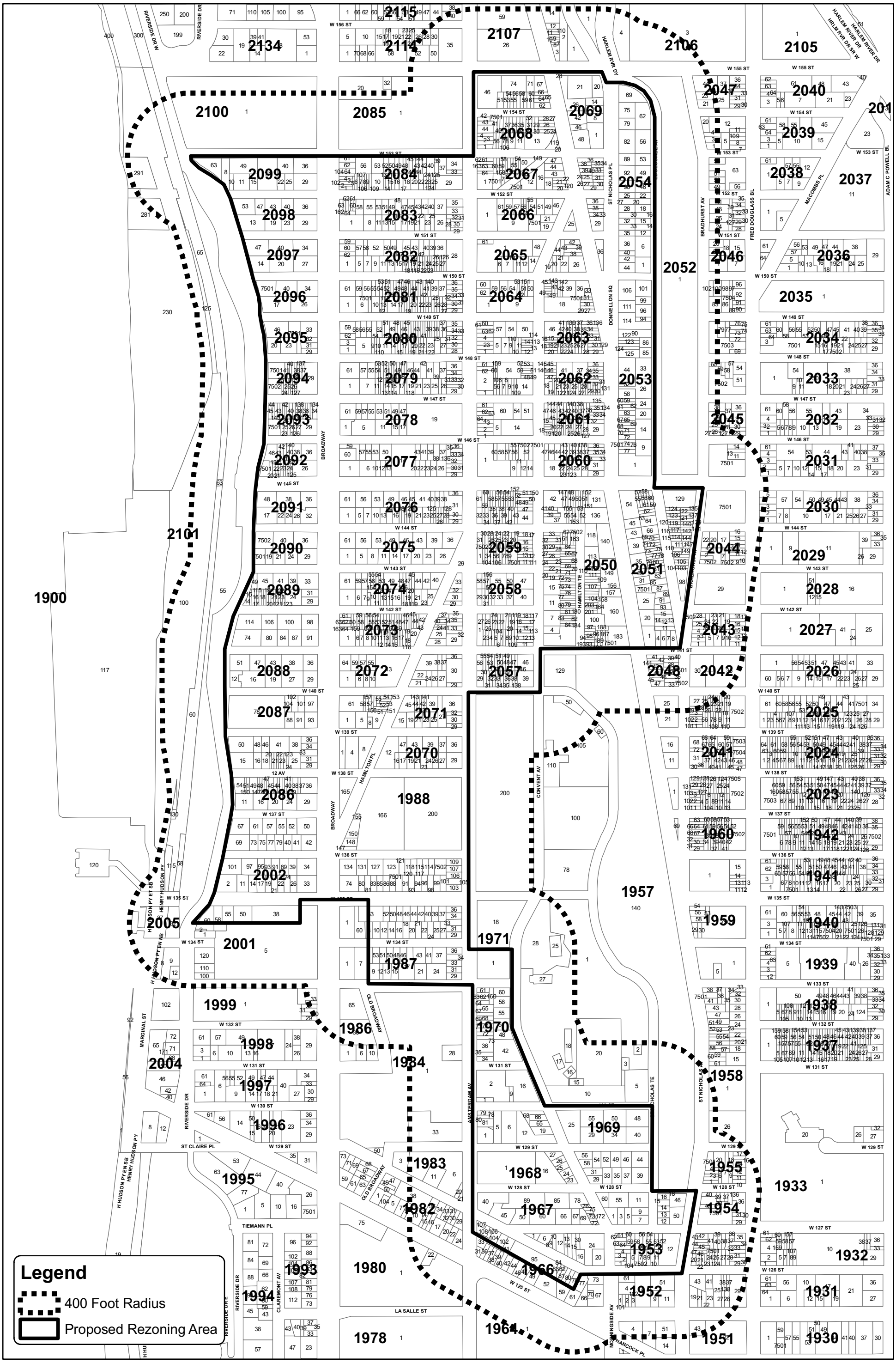
Figure 2
Existing Zoning



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

Figure 3
Land Use Map





West Harlem Rezoning EAS

Figure 4
Tax Map

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

Refer to Table 2 on Page 3a

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following				
No. of dwelling units	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
Commercial	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**
No. of bldgs				
GFA of each bldg (sq.ft.)				
Manufacturing/Industrial	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type of use	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
Community Facility	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Type	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES ☑ NO ☐	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe:				
Publicly Accessible Open Space	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Parking				
Garages	YES ☐ NO ☑	YES ☐ NO ☑	YES ☑ NO ☐	
If yes, specify the following:				
No. of public spaces	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	
No. of accessory spaces				
Operating hours				
Attended or non-attended				

EAS Form page 3-4: DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

Information provided is for the 24 identified projected development sites. All projected and potential development sites are shown in Figure A-6 of Attachment A, "Project Description."

TABLE 2
RWCDS and Population Summary for 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	58,129GSF	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)	95,605GSF	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			**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.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, describe				
Storage Tanks				
Storage Tanks	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes, specify the following:				
Gas/Service stations	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Oil storage facility	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
Other, identify:	YES ☐ NO ☐	YES ☐ NO ☐	YES ☐ NO ☐	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
Population				
Residents	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify number	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	
Briefly explain how the number of residents was calculated:				
Businesses	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify the following:				
No. and type	**To be provided in EIS**	**To be provided in EIS**	**To be provided in EIS**	
No. and type of workers by business	**REFER TO TABLE 2**	**REFER TO TABLE 2**	**REFER TO TABLE 2**	
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Zoning*				
Zoning classification	**Refer to Attachment A**	**Refer to Attachment A**	**Refer to Attachment A**	
Maximum amount of floor area that can be developed (in terms of bulk)	**Refer to Attachment A**	**Refer to Attachment A**	**Refer to Attachment A**	
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	**Refer to Attachment A**	**Refer to Attachment A**	**Refer to Attachment A**	
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.*

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the '**NO**' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the '**YES**' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING AND PUBLIC POLICY*: *CEQR Technical Manual Chapter 4*		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✔	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.	✔	
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.	✔	
2. *SOCIOECONOMIC CONDITIONS*: *CEQR Technical Manual Chapter 5*		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?	✔	
• Generate a net increase of 200,000 or more square feet of commercial space?	✔	
• Directly displace more than 500 residents?		✔
• Directly displace more than 100 employees?	✔	
• Affect conditions in a specific industry? **To be determined based on EIS analysis.**		✔
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
(1) ***Direct Residential Displacement*** **See "Socioeconomic Conditions" section of the attached "Additional Technical Information for EAS Part II."**		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		✔
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		✔
(2) ***Indirect Residential Displacement*** **See "Socioeconomic Conditions" section of the attached "Additional Technical Information for EAS Part II."**		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations? **To be determined based on EIS analysis.**	**TBD**	
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions? **To be determined based on EIS analysis.**	**TBD**	
• If 'Yes,' would the study area have a significant number of unprotected rental units? **To be determined based on EIS analysis.**	**TBD**	
Would more than 10 percent of all the housing units be renter-occupied and unprotected? **To be determined based on EIS analysis.**	**TBD**	
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area? **To be determined based on EIS analysis.**	**TBD**	

	YES	NO
(3) ***Direct Business Displacement*** **See "Socioeconomic Conditions" section of the attached "Additional Technical Information for EAS Part II."**		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project? **To be determined based on EIS analysis.**	TBD	
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project? **To be determined based on EIS analysis.**	TBD	
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it? **To be determined based on EIS analysis.**	TBD	
(4) ***Indirect Business Displacement*** **See "Socioeconomic Conditions" section of the attached "Additional Technical Information for EAS Part II."**		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	TBD	
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	TBD	
(5) ***Affects on Industry*** **See "Socioeconomic Conditions" section of the attached "Additional Technical Information for EAS Part II."**		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area? **To be determined based on EIS analysis.**	TBD	
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? **To be determined based on EIS analysis.**	TBD	
3. ***COMMUNITY FACILITIES***: *CEQR Technical Manual Chapter 6*		
(a) Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		✔
(b) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6?	✔	
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) ***Child Care Centers*** **See "Community Facilities and Services" section of the attached "Additional Technical Information for EAS Part II.**		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		✔
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
(2) ***Libraries*** **See "Community Facilities and Services" section of the attached "Additional Technical Information for EAS Part II.**		
• Would the project increase the study area population by 5 percent from the No-Action levels?		✔
• If Yes, would the additional population impair the delivery of library services in the study area?		
(3) ***Public Schools***		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent? **To be determined based on EIS analysis.**	TBD	
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?	TBD	
(4) ***Health Care Facilities*** **See "Community Facilities and Services" section of the attached "Additional Technical Information for EAS Part II.**		
• Would the project affect the operation of health care facilities in the area?		✔
(5) ***Fire and Police Protection*** **See "Community Facilities and Services" section of the attached "Additional Technical Information for EAS Part II.**		
• Would the project affect the operation of fire or police protection in the area?		✔
4. ***OPEN SPACE***: *CEQR Technical Manual Chapter 7*		
(a) Would the project change or eliminate existing open space?		✔
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		✔
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	✔	
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?	✔	
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?	✔	
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more then 5%?	TBD	
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		
• If 'Yes," are there qualitative considerations, such as the quality of open space, that need to be considered? **To be determined based on EIS analysis.**	TBD	

	YES	NO
5. *SHADOWS:* CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	✔	
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	✔	
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year. **See "Shadows" section of the attached "Additional Technical Information for EAS Part II.**		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources. **See "Historic and Cultural Resources" section of the attachment "Additional Technical Information for the EAS Part II."**	✔	
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	✔	
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✔
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10. **To be included in the EIS.**		
8. *NATURAL RESOURCES:* CEQR Technical Manual Chapter 11		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✔
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		✔
9. *HAZARDOUS MATERIALS:* CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	✔	
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts? **some sites within rezoning area are mapped with (E) designations**	✔	
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	✔	
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	✔	
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?	✔	
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?	✔	
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		✔
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify:		✔
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		
10. *WATER AND SEWER INFRASTRUCTURE:* CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day? **See "Water and Sewer Infrastructure" section of the attached "Additional Technical Information for the EAS Part II."**		✔
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?	✔	
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✔
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✔
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✔
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?		✔
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✔
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✔
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES:* CEQR Technical Manual Chapter 14		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		✔
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✔

See "Solid Waste and Sanitation" section of the attached "Additional Technical Information for EAS Part II."

	YES	NO
12. *ENERGY:* *CEQR Technical Manual Chapter 15*		
(a) Would the proposed project affect the transmission or generation of energy?		✔
13. *TRANSPORTATION:* *CEQR Technical Manual Chapter 16*		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	✔	
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions: **The following to be determined as part of the EIS analysis.**		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See Subsection 313 in Chapter 16 for more information.*	✔	
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line? **To be determined as part of the the EIS analysis.**	✔	
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop? **To be determined as part of the the EIS analysis.**	✔	
14. *AIR QUALITY:* *CEQR Technical Manual Chapter 17*		
(a) *Mobile Sources:* Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	✔	
(b) *Stationary Sources:* Would the proposed project result in the conditions outlined in Section 220 in Chapter 17? If 'Yes,' would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph? (attach graph as needed) **To be determined as part of the EIS analysis.**	✔	
(c) Does the proposed project involve multiple buildings on the project site?	✔	
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✔
(e) Does the proposed project site have existing institutional controls (*e.g.* E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts? **some sites within rezoning area are mapped with (E) designations**	✔	
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation. **To be determined as part of the EIS analysis**		
15. *GREENHOUSE GAS EMISSIONS:* *CEQR Technical Manual Chapter 18*		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✔
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		✔
(c) If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal? **To be determined as part of the EIS analysis.**		
16. *NOISE:* *CEQR Technical Manual Chapter 19*		
(a) Would the proposed project generate or reroute vehicular traffic?	✔	
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	✔	
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	✔	
(d) Does the proposed project site have existing institutional controls (*e.g.* E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts? **some sites within rezoning area are mapped with (E) designations**	✔	
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation. **To be included in the EIS analysis.**		
17. *PUBLIC HEALTH:* *CEQR Technical Manual Chapter 20*		
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20? **To be determined based on EIS analysis.**		
18. *NEIGHBORHOOD CHARACTER:* *CEQR Technical Manual Chapter 21*		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.	✔	
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
See "Neighborhood Character" section of the attached "Additional Technical Information for the EAS Part II.		

		YES	NO
19.	***CONSTRUCTION IMPACTS***: *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;	✓	
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);		✓
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;	✓	
	• The operation of several pieces of diesel equipment in a single location at peak construction;	✓	
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or	✓	
	• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

The RWCDS for the Proposed Action identifies 24 projected development sites, which are expected to accommodate new development and/or undergo residential conversion. In addition, there are 16 potential development sites that are considered less likely to be developed over the 10-year analysis period with a full build-out by 2021. An analysis of construction impacts will be provided in the EIS.

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Adam Wolff, AICP (APPLICANT/SPONSOR) of NYC Department of City Planning (NAME THE ENTITY OR OWNER)

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☐ APPLICANT/REPRESENTATIVE or ☑ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

APPLICANT/SPONSOR NAME	LEAD AGENCY REPRESENTATIVE NAME
	Adam Wolff, AICP
SIGNATURE	DATE
	12/12/2011

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

Additional Technical Information for EAS Part II

A. Land Use, Zoning and Public Policy

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if the action would result in a significant change in land use or would substantially affect regulation or policies governing land use.

As illustrated in Figure 5, the proposed rezoning area falls mostly outside of New York City's coastal zone boundary as delineated in the Coastal Zone Boundary maps published by the New York City Department of City Planning (DCP), with one minor exception. The exception is a small portion of one City Block, located along the south side of West 135th Street west of Riverside Drive, which would be affected by the proposed zoning text amendment requiring all R8 districts north of West 125th Street to be developed pursuant to the R8 Quality Housing Program. For the remainder of the proposed rezoning area, the coastal zone boundary extends only as far east of the Hudson River as the eastern edge of Riverside Drive, and is adjacent to the rezoning area for its full length. None of the 24 projected development sites or 16 potential development sites identified in the RWCDS for the Proposed Action are located within the coastal zone.

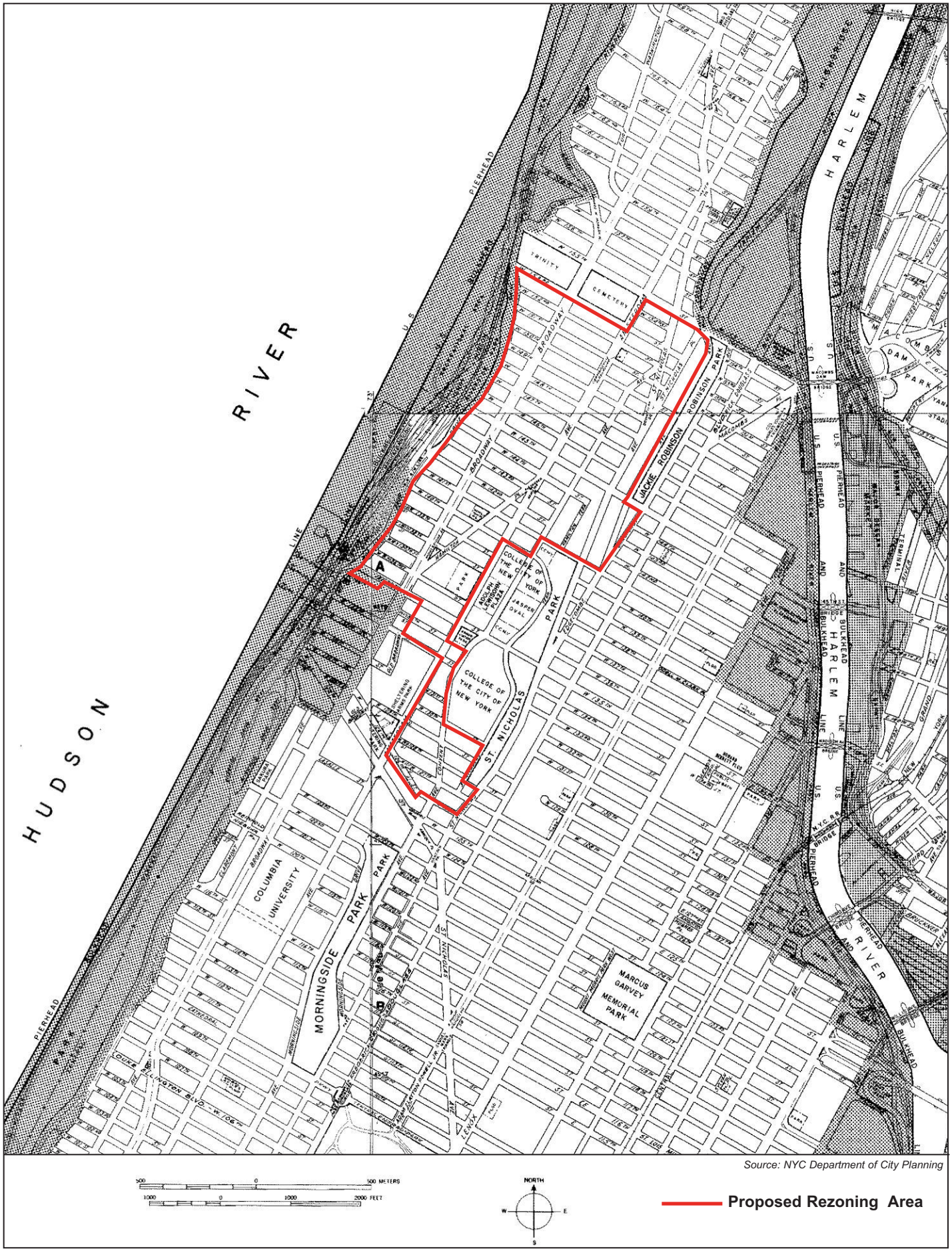
In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the Proposed Action's potential for inconsistency with the WRP policies was undertaken. This preliminary evaluation requires completion of the Consistency Assessment Form, which was developed by the Department of City Planning to help applicants identify which Waterfront Revitalization Program policies apply to a specific action. The questions in the Consistency Assessment Form are designed to screen out those policies that would have no bearing on a consistency determination for a proposed action. For any questions that warrant a "yes" answer or for which an answer is ambiguous, an explanation should be prepared to assess the consistency of the proposed action with the noted policy or policies. A Consistency Assessment Form (CAF) was prepared for the Proposed Action, and is included as Appendix E to this document. As indicated in the form, the Proposed Action was not deemed to require further assessment of any WRP policies. Therefore, the Proposed Action would not alter or conflict with the City's WRP, and no further assessment of this public policy is warranted.

The Proposed Action includes zoning map and zoning text amendments that would affect 90 blocks in West Harlem in Manhattan. In addition, a number of public policies are applicable to portions of the rezoning area, including urban renewal area, historic districts, etc. Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of land use, zoning and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

B. Socioeconomic Conditions

According to the *CEQR Technical Manual,* the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the

Figure 5
Coastal Zone Boundary Map



Source: NYC Department of City Planning

neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

As detailed in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for the five principal socioeconomic issues of concern.

Direct Residential Displacement

The Proposed Action would not directly displace any residents from any of the projected development sites identified as part of the RWCDS. Therefore, the Proposed Action would not result in significant adverse impacts due to direct residential displacement, and no further analysis of this issue is required.

Direct Business Displacement

The Proposed Action would result in the direct business displacement on four of the 24 projected development sites. The businesses that would be directly displaced by the Proposed Action conduct a variety of business activities and include auto service and transportation-related establishments, education, health and social services, a night club, wholesale establishments, event space, and non-profit gallery space. Collectively, the employment displaced from the projected development sites is expected to exceed the 100-employee CEQR threshold warranting analysis, and therefore, a preliminary assessment of direct business displacement will be conducted pursuant to CEQR guidelines, as described in the Draft Scope of Work.

Indirect Residential Displacement

The Project Action would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

Indirect Business Displacement

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. The Proposed Action could introduce over 200,000 square feet of new commercial and community facility uses to the project area, which is the CEQR threshold for "substantial" new development warranting assessment. Therefore, as described in the Draft Scope of Work an assessment of indirect business and institutional displacement will be provided in the EIS.

Adverse Effects on Specific Industries

Based on the guidelines in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Action would significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the Proposed Action would substantially reduce employment or impair viability in a specific industry or category of businesses.

C. Community Facilities and Services

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Action would not result in the direct displacement any existing community facilities or services, nor would it affect the physical operations of or access to and from any police or fire stations. The existing ACS funded day care center on projected development site 9 would be directly displaced with or without the Proposed Action. Therefore, the Proposed Action would not have any significant adverse direct impacts on existing community facilities or services. Moreover, the Proposed Action may facilitate the development of new community facilities, and the reasonable worst case development scenario for the Proposed Action could

include up to approximately 596,650 gsf of new community facility space in the With-Action condition (RWCDS Scenario 1).[1] As per the *CEQR Technical Manual*, depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or child care centers. The RWCDS associated with the Proposed Action would introduce a maximum of approximately 569 net additional dwelling units to the area [RWCDS Scenario 4, which has the highest number of residential units][2], with an estimated 1,462 residents. A discussion of the Proposed Action's potential effects on community facilities is provided below.

Public Schools

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required. According to *CEQR Technical Manual* guidelines, in Manhattan the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 310 residential units; the threshold for analysis of high school capacity is 2,492 residential units. As the RWCDS for the Proposed Action would result in the addition of a maximum of 596 residential units (compared to No-Action), it exceeds the CEQR threshold for elementary and middle schools, and therefore, a detailed analysis of public elementary and intermediate schools will be provided in the EIS, as described in the Draft Scope of Work. The Proposed Action does not exceed the threshold for analysis of high schools.

Libraries

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of residential units served by the local library branch by more than 5 percent, then an analysis of library services is necessary. In Manhattan, the introduction of 901 residential units would represent a 5 percent increase in dwelling units per branch. As the RWCDS associated with the Proposed Action would result in the addition of up to 596 dwelling units to the study area compared to No-Action conditions (representing an increase of 3.16 percent in dwelling units per branch), it does not exceed the CEQR threshold for a detailed analysis, and no further assessment is warranted. According, the EIS will not analyze indirect impacts on libraries.

Child Care Centers

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age six require further analysis. According to Table 6-1b of the *2010 CEQR Technical Manual*, the number of dwelling units to yield 20 or more eligible children under age six in Manhattan would be 170 affordable housing units. The RWCDS associated with the Proposed Action would result in a net increment of up to 596 dwelling units, of which up to approximately 82 units would be affordable. As such, the Proposed Action does not trigger the threshold for an analysis of day care centers, and no further assessment is warranted. According, the EIS will not analyze indirect impacts on day care centers.

Police/Fire Services and Health Care Facilities

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

[1] RWCDS Scenario 1- assumes site 6a (85% community facility in Build) and site 40a (retain buildings).

[2] RWCDS Scenario 4- assumes site 6b (remove deed restrictions in Build) and site 40b (new development).

D. Open Space

Based on the *CEQR Technical Manual*, an open space assessment is typically warranted if an action would directly affect an open space, or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as "well-served areas;"
- 25 residents or 125 workers in areas classified as "underserved areas;"
- 200 residents or 500 workers in areas that are not within well-served or "underserved areas.

Maps in the Open Space appendix of the *2010 CEQR Technical Manual* identify the northern and western parts of the proposed rezoning area as well-served, though the eastern and southern parts of the proposed rezoning area do not fall in well-served or underserved areas. Thus, the analysis threshold used for the Proposed Action is for an area that is neither underserved nor well-served. As shown in Table 2 on page 3a of the EAS form, all four RWCDSs would exceed the *2010 CEQR Technical Manual* thresholds requiring detailed analysis. Therefore an open space assessment for the residential and worker (day-time) populations generated by Proposed Action is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

E. Shadows

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s), that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Action would result in new development with buildings ranging in height from 65 to 175 feet, some of which would be located in the vicinity of sunlight sensitive resources (e.g., Highbridge Park, Jackie Robinson Park, St. Nicholas Park, Sheltering Arms Park, Jacob H. Schiff Playground, Carmansville Playground, and Alexander Hamilton Playground). Therefore, the Proposed Action would have the potential to cast new shadows on nearby open spaces. As such, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an analysis of the new buildings' potential to result in shadow impacts in the area is warranted, and will be included in the EIS, as described in the Draft Scope of Work.

F. Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic resources assessment is required if there is the potential to affect either archaeological or architectural resources. According to *2010 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action and in the area surrounding identified development sites.

The proposed rezoning area encompasses blocks located within four 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). There are also several individual landmarks located within and adjacent to the proposed rezoning area. Therefore, it is necessary to analyze the potential impacts of the Proposed Action on historic architectural resources, and an assessment of historic architectural resources will be provided in the EIS, as described in the Draft Scope of Work.

In a letter dated October 27, 2011 (attached in Appendix D), 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.

G. Urban Design

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. According to the *CEQR Technical Manual*, a preliminary analysis of urban design and visual resources is considered 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 result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Action and subsequent development within the rezoning area could result in physical changes to the proposed rezoning area beyond the bulk and form currently permitted as-of-right. These changes could affect a pedestrian's experience of public space, requiring an urban design assessment, and therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

H. Hazardous Materials

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials (refer to Draft Scope of Work).

I. Water and Sewer Infrastructure

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than 1 million gallons per day), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Action, an analysis of water supply is not warranted because the project would not result in a demand of more than 1 million gallons per day, nor is it located in an area that experiences low water pressure refer to Table 1). As shown in Table 1, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Action would use a maximum net total of approximately 612,818 gallons of water per day.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Action would result in a net increase of more than 250,000 sf of non-residential space compared to No-Action conditions, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

Table 1
RWCDS for Water Demand Under the Future With-Action Condition

RWCDS Scenario #		Land Use	SF	DUs	(AC only)	(Domestic only)	(AC + Domestic)
					Air Conditioning	Water/ Wastewater Generation	Total
1	6a (Deed Restriction) and 40a (Conversion)	*Residential=*	839,621	911	0	234,127	**234,127**
		Retail=	170,238		28,940	40,857	**69,797**
		Commercial / Office=	480,509		81,687	48,051	**129,738**
		Community Facility=	596,650		101,431	59,665	**161,096**
						RWCDS Scenario #1 Total	**594,758**
2	6a (Deed Restriction) and 40b (New Development)	*Residential=*	904,591	981	0	252,117	**252,117**
		Retail=	194,722		33,103	46,733	**79,836**
		Commercial / Office=	415,540		70,642	41,554	**112,196**
		Community Facility=	566,625		96,326	56,663	**152,989**
						RWCDS Scenario #2 Total	**597,138**
3	6b (No Deed Restriction) and 40a (Conversion)	*Residential=*	983,328	1,066	0	273,962	**273,962**
		Retail=	170,238		28,940	40,857	**69,797**
		Commercial / Office=	480,509		81,687	48,051	**129,738**
		Community Facility=	477,187		81,122	47,719	**128,841**
						RWCDS Scenario #3 Total	**602,338**
4	6b (No Deed Restriction) and 40b (New Development)	*Residential=*	1,048,298	1,136	0	291,952	**291,952**
		Retail=	194,722		33,103	46,733	**79,836**
		Commercial / Office=	415,540		70,642	41,554	**112,196**
		Community Facility=	477,162		81,118	47,716	**128,834**
						RWCDS Scenario #4 Total	**612,818**

Notes:

1. Uses *CEQR Technical Manual* water demand rates from Table 13-2 "Water Usage and Sewage Generation Rates for Use in Impact Assessment"
   a. Residential = 100 gpd/person
   b. Retail: Domestic=0.24 gpd/sf; A/C=0.17 gpd/sf
   c. Commercial/Office: Domestic=0.1 gpd/sf; A/C=0.17 gpd/sf
   d. Community Facility: Domestic=0.1 gpd/sf; A/C=0.17 gpd/sf
2. Per available census information, 2.57 persons per DU

J. Solid Waste and Sanitation Services

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in Table 2, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that none of the four RWCDSs associated with the Proposed Action would result in a net increase of more than 65,000 pounds of solid waste per week (32.5 tons), compared to No-Action conditions. Therefore, an analysis of solid waste and sanitation services is

not warranted in the EIS, as the Proposed Action would not generate 50 tons (100,000 pounds) or more per week, nor would it generate wastes with special characteristics, and would therefore not result in a significant adverse solid waste and sanitation services impact.

TABLE 2
Expected Solid Waste Generation on Projected Development Sites –
2021 No-Action Vs. 2021 With-Action Conditions

	Use	Size (gsf)	Solid Waste Handled by DSNY (lbs/wk)	Solid Waste Handled by Private Carters (lbs/wk)	Total Solid Waste (lbs/wk)
No-Action Condition	Residential	567 DU	23,247		23,247
	Commercial – Retail	45,888		10,875	10,875
	Commercial – Office	399,655		20,782	20,782
	Community Facility	319,804		13,858	13,858
	Total		***23,247***	***45,515***	***68,762***
With-Action Condition	*RWCDS Scenario 1*				
	Residential	911 DU	37,351		37,351
	Commercial – Retail	170,238		40,346	40,346
	Commercial – Office	480,509		24,986	24,986
	Community Facility	596,650		25,855	25,855
	Total		***37,351***	***91,187***	***128,538***
	RWCDS Scenario 2				
	Residential	981 DU	40,221		40,221
	Commercial – Retail	194,722		46,149	46,149
	Commercial – Office	415,540		21,608	21,608
	Community Facility	566,625		24,554	24,554
	Total		***40,221***	***92,311***	***132,532***
	RWCDS Scenario 3				
	Residential	1,066 DU	*43,706*		*43,706*
	Commercial – Retail	170,238		*40,346*	*40,346*
	Commercial – Office	480,509		*24,986*	*24,986*
	Community Facility	477,187		*20,678*	*20,678*
	Total		***43,706***	***86,010***	***129,716***
	RWCDS Scenario 4				
	Residential	1,136 DU	*46,576*		*46,576*
	Commercial – Retail	194,722		*46,149*	*46,149*
	Commercial - Office	415,540		*21,608*	*21,608*
	Community Facility	447,162		*19,377*	*19,377*
	Total		***46,576***	***87,134***	***133,710***
Net Difference: No-Action V. With-Action Condition (Scenario 1)			**14,104**	**45,672**	**59,776**
Net Difference: No-Action V. With-Action Condition (Scenario 2)			**16,974**	**46,796**	**63,770**
Net Difference: No-Action V. With-Action Condition (Scenario 3)			**20,459**	**40,495**	**60,954**
Net Difference: No-Action V. With-Action Condition (Scenario 4)			**23,329**	**41,619**	**64,948**

Notes: Based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual.* Residential use: 41 lbs/wk per unit. Retail use: 79 lbs/wk per employee; and 3 employees per 1000 sf for general retail. Office uses: 13 lbs/wk per employee, 1 employee per 250 sf. Community facility use: use office rate, 13 lbs/wk per employee, 1 employee per 300 sf.

K. Energy

According to the *CEQR Technical Manual,* a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect

consumption of energy (such as a new roadway). Therefore, in accordance with CEQR guidelines, this environmental assessment will disclose the Proposed Action's energy consumption.

The Proposed Action's projected energy demand was calculated consistent with the methodologies of the *CEQR Technical Manual*. Based on the rates provided in the Manual, the Proposed Action and associated RWCDS would be expected to require up to approximately 396.72 billion British Thermal Units (BTUs) of energy annually (for RWCDS 1, which results in the highest energy demand), or an increment of approximately 154.08 billion BTU compared to No-Action conditions (refer to Table 3). According to the guidance of the *CEQR Technical Manual*, a detailed assessment of energy impacts would only be required for projects that may significantly affect the transmission or generation of energy. The Proposed Action would not be expected to significantly affect the transmission or generation of energy, and therefore an energy assessment is not warranted. In addition, any new developments projected in the RWCDS are expected to compliant with New York City Local Law 86 of 2005 and would be designed to meet provide sustainable elements where possible, including elements intended to reduce storm water runoff for example.

TABLE 3
Expected Energy Use on Projected Development Sites –
2021 No-Action Vs. 2021 With-Action Conditions

	Use	Size (gsf)	Rate (BTU/sf)	Annual Energy Use (BTU)
No-Action Condition	Residential	521,594	126,700	66,085,959,800
	Commercial – Retail	45,888	216,300	9,925,574,400
	Commercial – Office	399,655	216,300	86,445,376,500
	Community Facility	319,804	250,700	80,174,862,800
			Total	***242,631,773,500***
With-Action Condition	*RWCDS Scenario 1*			
	Residential	839,621	126,700	106,379,980,700
	Commercial – Retail	170,238	216,300	36,822,479,400
	Commercial – Office	480,509	216,300	103,934,096,700
	Community Facility	596,650	250,700	149,580,155,000
			Total	***396,716,711,800***
	RWCDS Scenario 2			
	Residential	904,591	126,700	114,611,679,700
	Commercial – Retail	194,722	216,300	42,118,368,600
	Commercial – Office	415,540	216,300	89,881,302,000
	Community Facility	566,625	250,700	142,052,887,500
			Total	***388,664,237,800***
	RWCDS Scenario 3			
	Residential	983,328	126,700	124,587,657,600
	Commercial – Retail	170,238	216,300	36,822,479,400
	Commercial – Office	480,509	216,300	103,934,096,700
	Community Facility	477,187	250,700	119,630,780,900
			Total	***384,975,014,600***
	RWCDS Scenario 4			
	Residential	1,048,298	126,700	132,819,356,600
	Commercial – Retail	194,722	216,300	42,118,368,600
	Commercial – Office	415,540	216,300	89,881,302,000
	Community Facility	447,162	250,700	112,103,513,400
			Total	***376,922,540,600***
Net Difference: No-Action V. With-Action Condition (Scenario 1)				**154,084,938,300**
Net Difference: No-Action V. With-Action Condition (Scenario 2)				**146,032,464,300**
Net Difference: No-Action V. With-Action Condition (Scenario 3)				**142,343,241,100**
Net Difference: No-Action V. With-Action Condition (Scenario 4)				**134,290,767,100**

Notes: Based on citywide average annual energy use rates presented in Table 15-1 of the *CEQR Technical Manual.*

L. Transportation

Consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of transportation will be provided in the EIS. A transportation planning assumptions memo that has been prepared for the Proposed Action is attached as Appendix B. As detailed in Appendix B, based on preliminary estimates 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. The project is also expected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on-and off-street parking utilization in the future No-Action and With-Action conditions, and will include a parking assessment to determine whether the Proposed Action and associated RWCDS would result in excess parking demand, and whether there is a sufficient number of other parking spaces in the study area to accommodate that excess demand.

Based on preliminary estimates, the RWCDS is expected to generate more than 200 subway trips in weekday AM and PM peak hours; therefore, a detailed subway analysis is warranted and would be provided in the EIS for the AM and PM peak hours, as detailed in the Draft Scope of Work. Although, the preliminary estimates also indicate that the RWCDS would generate more than 200 total bus trips in the weekday PM peak hour, the proposed rezoning area is served by a number of bus routes. Therefore, 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 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 these bus trips would be widely disbursed throughout the study area and distributed among a number of 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 *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

Based on preliminary estimates shown in the Transportation Planning Factors Memorandum in Appendix B, there are expected to be more than 200 project-generated pedestrian trips in all peak hours. Although these pedestrian trips would also be dispersed throughout the rezoning area, 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 projected development sites to area subway stations. Therefore, detailed pedestrian analysis is warranted and will be provided in the EIS.

M. Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses.

The Proposed Action would result in the conditions outlined in Section 210 of Chapter 17 of the 2010 *CEQR Technical Manual*. Specifically, the project-generated vehicle trips would exceed the emissions threshold and potentially the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection. The RWCDS would also include one or more accessory parking facilities on projected development sites. In addition, the Proposed Action and associated RWCDS would result in the conditions outlined in Section 220 in Chapter 17. Specifically, the projected and potential developments would use fossil fuels for heat and hot water systems. Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from project-generated

vehicle trips, heat and hot water systems, and from existing industrial uses in the surrounding area on the development resulting from the Proposed Action.

N. Greenhouse Gas Emissions

The 2010 *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 square feet or greater (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility). The proposed development associated with the RWCDS would exceed 350,000 sf, and therefore a GHG assessment will be provided in the EIS, as discussed in the Draft Scope of Work. 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, as described in the Draft Scope of Work.

O. Noise

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within 1 mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources.

A detailed noise analysis will be included in the EIS, because the Proposed Action would meet the following *CEQR Technical Manual* thresholds: it would result in additional vehicle trips to and from the rezoning area; it would introduce new sensitive receptors in the vicinity of heavily trafficked roadways including West 125th Street; West 145th Street; West 155th Street; Broadway; and Amsterdam Avenue, and it would introduce new sensitive receptors in West Harlem that experiences high existing ambient noise levels as a result of its proximity to the aforementioned heavily trafficked roadways. Building attenuation required to provide acceptable interior noise levels for the projected and potential development sites will also be examined and discussed in the EIS.

P. Public Health

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted

for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS as part of the mitigation task, as discussed in the Draft Scope of Work.

Q. Neighborhood Character

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise. The Proposed Action is expected to affect one or more of the constituent elements of the rezoning area's neighborhood character, including land use patterns, socioeconomic conditions, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, as described in the Draft Scope of Work, the EIS will analyze the Proposed Action's impact on neighborhood character.

R. Construction Impacts

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

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. Therefore, this will be undertaken in the EIS, 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*.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:
In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

	Potential Significant Adverse Impact	
IMPACT CATEGORY	**YES**	**NO**
Land Use, Zoning, and Public Policy	✓	
Socioeconomic Conditions	✓	
Community Facilities and Services	✓	
Open Space	✓	
Shadows	✓	
Historic and Cultural Resources	✓	
Urban Design/Visual Resources	✓	
Natural Resources		✓
Hazardous Materials	✓	
Water and Sewer Infrastructure	✓	
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation	✓	
Air Quality	✓	
Greenhouse Gas Emissions	✓	
Noise	✓	
Public Health	✓	
Neighborhood Character	✓	
Construction Impacts	✓	

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment. | | ✓

3. ***LEAD AGENCY'S CERTIFICATION***

Director, Environmental Assessment and Review Division, NYCDCP	New York City Department of City Planning (NYCDCP)
TITLE	LEAD AGENCY
Robert Dobruskin, AICP	Robert Dobruskin 12/12/2011
NAME	SIGNATURE

☐ **Check this box if the lead agency has identified one or more potentially significant adverse impacts that MAY occur.**

☐ Issue ***Conditional Negative Declaration***

A ***Conditional Negative Declaration*** **(CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

☑ Issue ***Positive Declaration*** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a ***Positive Declaration***.

NEGATIVE DECLARATION (To Be Completed By Lead Agency)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [ ] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [ ] has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other signficant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	SIGNATURE

ATTACHMENT A

PROJECT DESCRIPTION

I. INTRODUCTION

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 Figures A-1 and A-2). 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

(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.

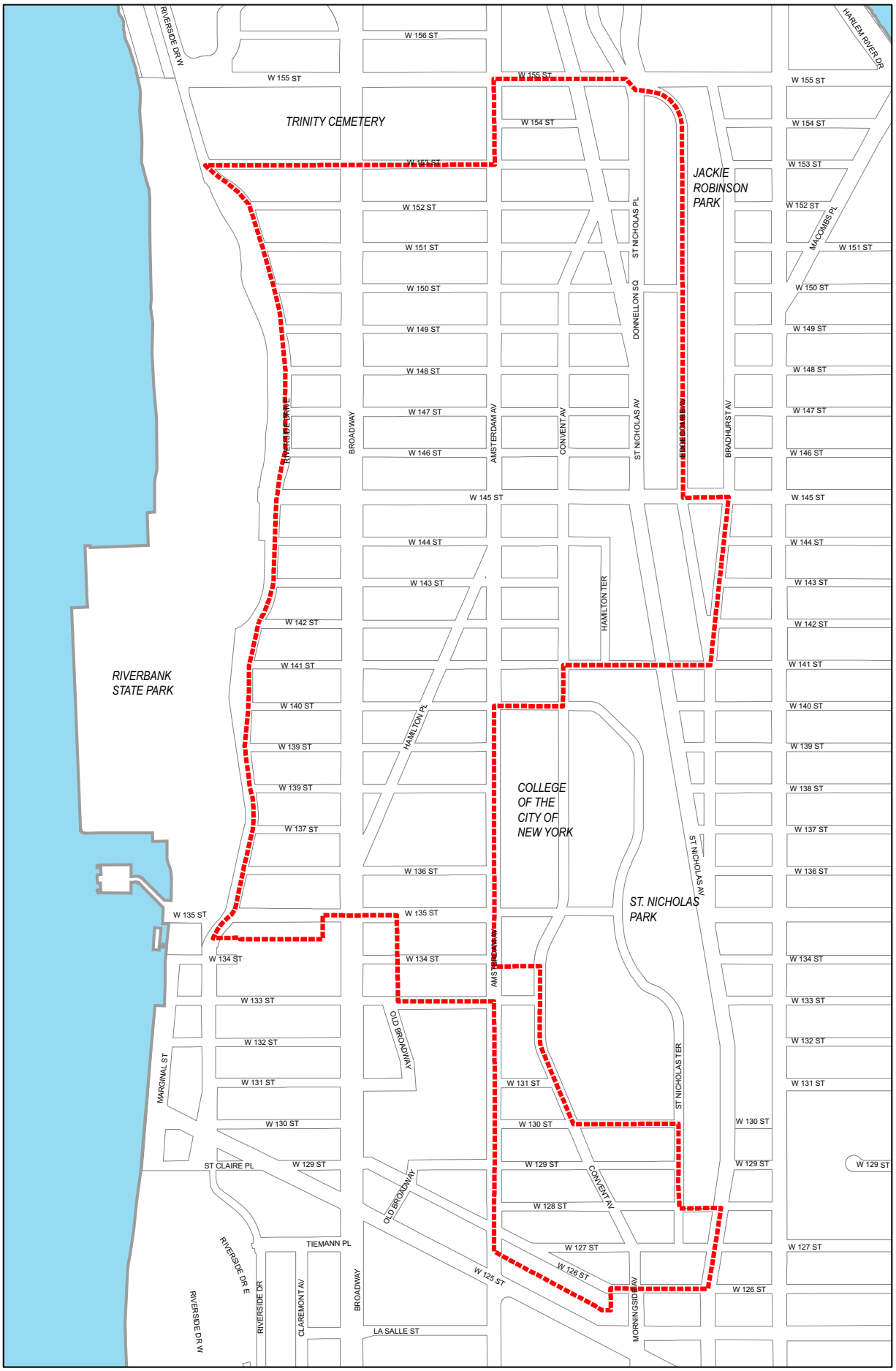
The text of the proposed zoning text amendments is included in its entirety in Appendix C to this document.

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.

As discussed below, a reasonable worst-case development scenario (RWCDS) for development associated with the Proposed Action has been identified. For environmental assessment purposes, projected developments, considered likely to occur in the foreseeable future, i.e., an approximate ten-year period following the adoption of the Proposed Action, are expected to occur on 24 sites, and potential developments, which are considered possible but less likely, have been identified for 16 additional sites. The Proposed Action would allow for the development of new uses and higher


TRINITY CEMETERY
W 155 TH STREET
EDGECOMBE AVENUE
JACKIE ROBINSON PARK
RIVERBANK STATE PARK
W 145TH STREET
RIVERSIDE DRIVE
BROADWAY
AMSTERDAM AVENUE
CONVENT AVENUE
BRADHURST AVENUE
CITY COLLEGE CUNY
ST. NICHOLAS PARK
MANHATTANVILLE HOUSES
W 126TH STREET
ST. NICHOLAS AVENUE
Copyright © 2007 Pictometry International Corp.
Source: NYC Department of City Planning

Figure A-2
Proposed Rezoning Area



Source: NYC Department if City Planning

Rezoning Area Boundary

densities at the projected and potential development sites. Under the proposed zoning changes and other controls, a range of new development could occur within two of the projected development sites. For analysis purposes, two reasonable worst-case development scenarios (RWCDSs) have been identified for each of these two sites, resulting in a total of four different reasonable worst-case development scenarios for the Proposed Action (see discussion of Reasonable Worst-Case Development Scenario in Section V below for details).

As the Proposed Action would rezone an area encompassing approximately 90 blocks, and an approximate ten-year period is typically believed to be the length of time over which a projection can be made on changes due to the rezoning, the analyses in this EAS consider an analysis year of 2021.

II. BACKGROUND AND EXISTING CONDITIONS

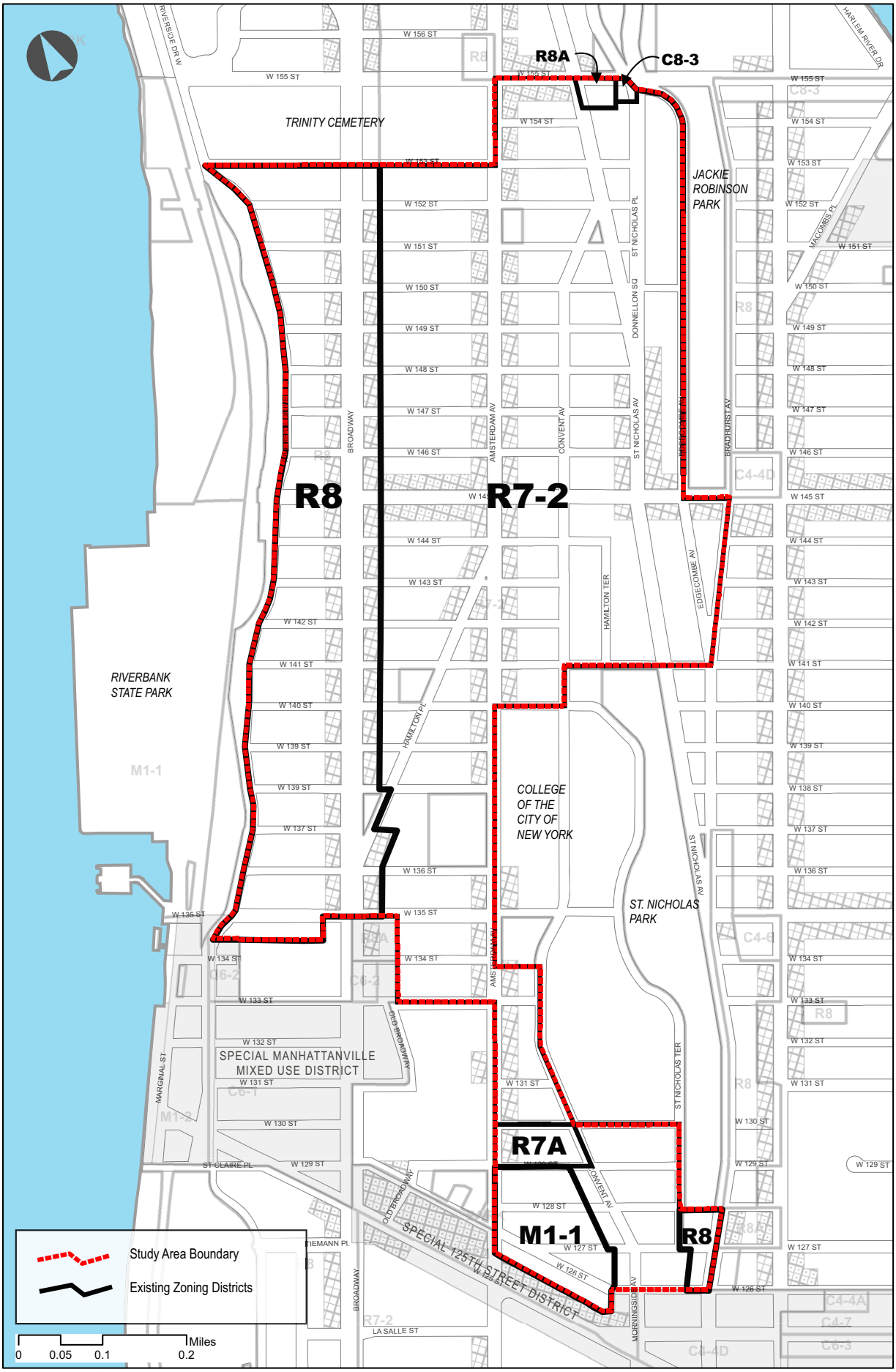
Originally established as the Village of Niuew Harlem in 1658, West Harlem retained its rural character for over a century, and by the late 1700's it was becoming a magnet for wealthy estates and country retreats. This trend continued through the 1800's, though the area's rural characteristics began 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 A-3, 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

Figure A-3
Existing Zoning



Source: NYC Department of City Planning

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 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.

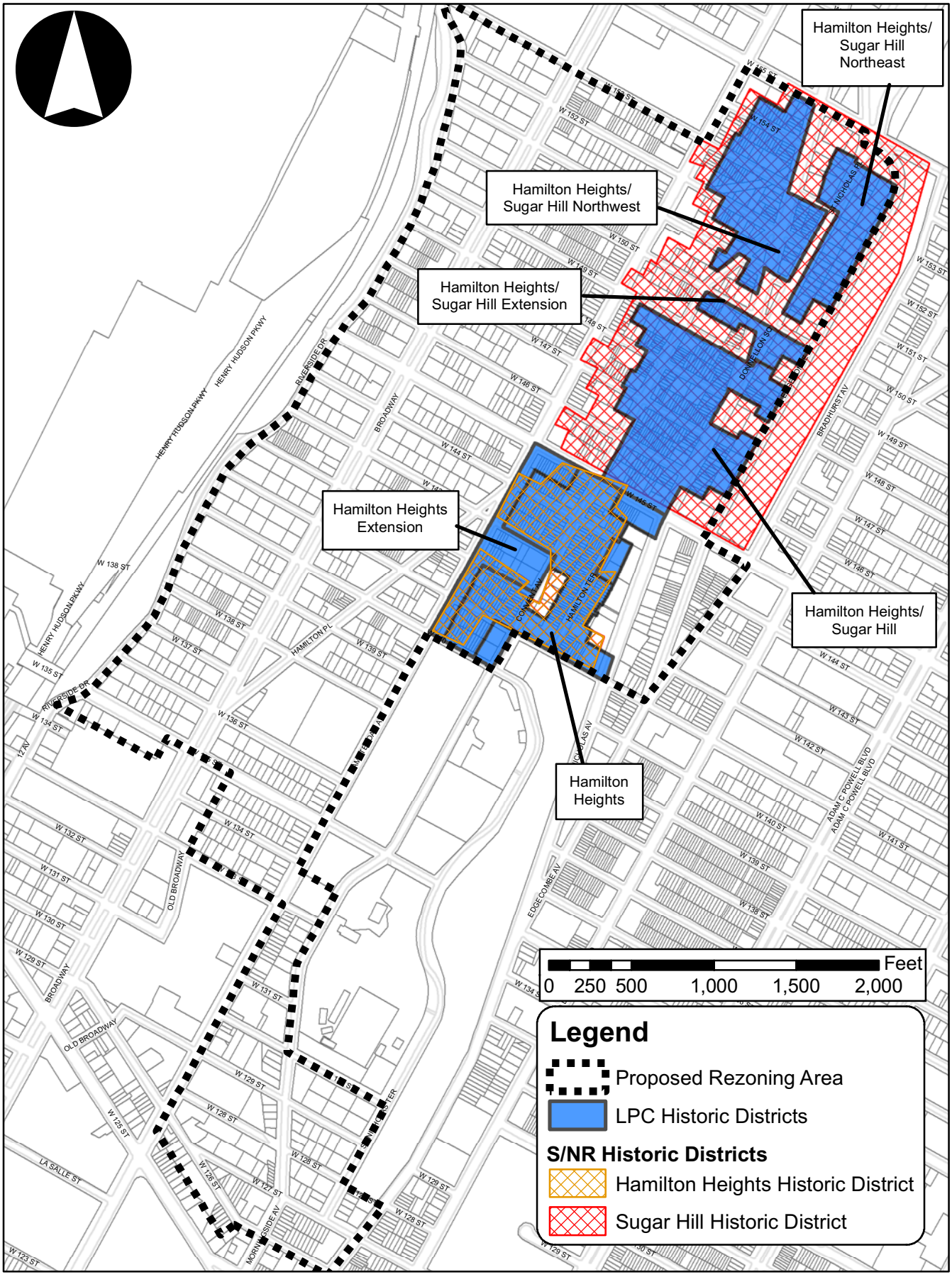
The West Harlem neighborhood is served by the IND Sixth and Eighth Avenue subway lines, with stations along St. Nicholas Avenue at West 145th and West 155th streets; by the IRT No. 1 line with stations along Broadway at West 137th and 145th streets, and by several bus lines that run along West 135th,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

Designated Historic Districts

West Harlem has several areas developed with historically significant structures and architecturally distinct buildings. Accordingly, the West Harlem rezoning area includes four 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 (refer to Figure A-4).

The Hamilton Heights Historic District and Extension, designated in 1974 and 2000, respectively, comprises the area immediately to the north of City College, bounded generally by West 140th Street to the south, West 145th Street to the north, Amsterdam Avenue to the west and St. Nicholas Avenue to the east (see Figure A-4). The Hamilton Heights Historic District designation emphasized row house construction and ecclesiastical architecture. The designation of the Extension added the multiple dwellings and row houses that were excluded from the 1974 district, incorporating the full range of architectural works that contribute to the character of this area.

Figure A-4
Historic Districts within Proposed Rezoning Area



The Hamilton Heights/Sugar Hill Historic District comprises portions of eight blocks generally bounded by West 145th and West 149th streets, Convent, St. Nicholas and Edgecombe avenues (see Figure A-4). Approved in 2000, the district includes 188 buildings comprising three and four-story rowhouses, mid-rise apartment buildings and ecclesiastical structures that exemplify a variety of architectural styles including neo-Grec, Romanesque Revival and Renaissance Revival. The Hamilton Heights/Sugar Hill Historic District Extension adjoins the Hamilton Heights/Sugar Hill Historic District to the north and comprises portions of three blocks generally bounded by West 149th and West 150th streets, Edgecombe and Convent avenues (see Figure A-4). It was approved in 2002. The historic district extension included fifteen residential buildings constructed between 1885 and 1909, which feature red brick, limestone and terra cotta facades that reflect a range of styles, including Romanesque and Renaissance Revival.

The Hamilton Heights/Sugar Hill Northeast Historic District, which was designated in 2001, comprises portions of two blocks generally bounded by West 150th and West 155th streets, and Edgecombe and St. Nicholas avenues (see Figure A-4). The district includes thirty-two residential buildings constructed between 1905 and 1930. The buildings feature brick and stone facades that reflect a range of neo-classical styles, including Renaissance and Colonial Revival. The Hamilton Heights/Sugar Hill Northwest Historic District, which was designated in 2002, includes approximately 97 buildings and extends from the southwest corner of Convent Avenue and West 151st Street and the west side of St. Nicholas Avenue, just south of West 151st Street, north to the southwest corner of St. Nicholas Avenue and West 155th Street (see Figure A-4).

The proposed rezoning area also encompasses two State and National Register (S/NR) listed historic districts, which are shown in Figure A-4. The S/NR-listed Sugar Hill Historic District, designated in 2002, has boundaries that are different from the LPC-designated districts. The S/NR-listed Sugar Hill Historic District covers more than 15 irregularly-shaped blocks, and is bounded to the south by West 145th Street and to the north by West 155th Street, running irregularly along the side streets west of Convent Avenue and in some cases as far west as Amsterdam Avenue. Designated in 1983, the S/NR-listed Hamilton Heights Historic District, which roughly coincides with the LPC district boundaries, comprises 12 blocks and is roughly bounded by St. Nicholas and Amsterdam Avenues and West 145th and West 140th Streets.

III. PURPOSE AND NEED FOR THE 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 A-2 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. 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.

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. As discussed below, 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.

The existing R7-2 and R8 districts are governed by 'height factor' regulations which encourage tower-in-the-park developments on large lots, like those that occupy many superblocks in West Harlem (i.e., large blocks formed by the combination of two to three standard blocks). The tower-in-the-park building form contrasts sharply with the character of multi-family walk-ups and rowhouses within the rezoning area. The existing zoning could result in new buildings that disrupt the continuity of street walls in predominantly low to mid-rise neighborhoods. In addition, buildings constructed under height factor zoning could rise between 14 and 16 stories in R7-2 districts, and 18 and 21 stories in R8 districts. These are significantly taller than the six- to eight-story residential buildings along the avenues and the four- to six-story rowhouses in the mid-block that characterize much of the neighborhood. Further, under the existing zoning, there are no height limits. Larger buildings such as community facilities could result in future building heights that are unpredictable and out of scale with the prevailing context.

The Proposed Action also expands development opportunities for several blocks currently zoned only for light manufacturing use. In the existing M1-1 district, private investment has been limited by outmoded zoning that does not provide the flexibility or density to facilitate mixed-use development. To attract private investment, it is necessary to have a zoning plan that provides design flexibility to allow a wide range of uses and activities. This is especially true for the M1-1 district, where the existing density – 1.0 FAR for commercial and light manufacturing uses – constrains expansion of existing buildings and hinders new construction. The proposed rezoning, through density increases (i.e., 1.0 FAR to 5.0 FAR for commercial and light manufacturing uses) would enable better accommodation of mixed-use throughout the area that is currently zoned M1-1, including retail, arts production uses and exhibition space, offices and other commercial anchors.

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.

IV. DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action includes zoning map and zoning text amendments introducing contextual zoning districts. The primary component of the Proposed Action would affect zoning rules governing building bulk, including the permitted densities (i.e., FAR's), building heights, and streetwalls. The Proposed Action also recommends some changes in permitted uses in specific locations within the rezoning area. Table 1 in Appendix A to this EAS document provides a list of all blocks and lots affected by the Proposed Action.

Figure A-5 illustrates the proposed zoning designations, and the following provides a more detailed discussion of the proposed zoning changes. Table A-1 below summarizes the key bulk control regulations for the proposed zoning districts, and Figure A-6 (a and b) illustrates the zoning envelope controls for each proposed district.

Proposed Zoning Map Changes

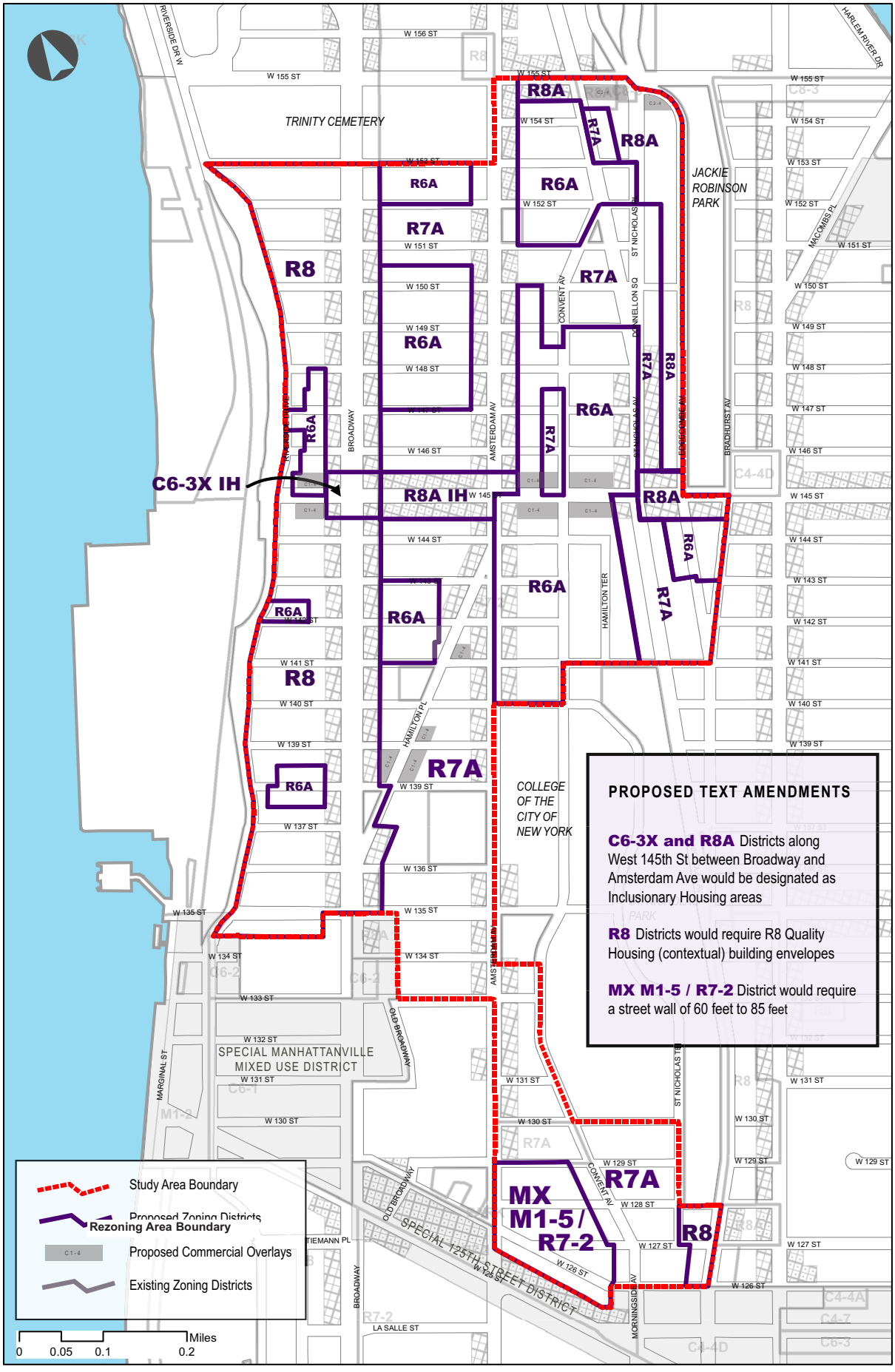
From R8 and R7-2 to R6A

As shown in Figure A-5, 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 (see Figure A-6a). 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.

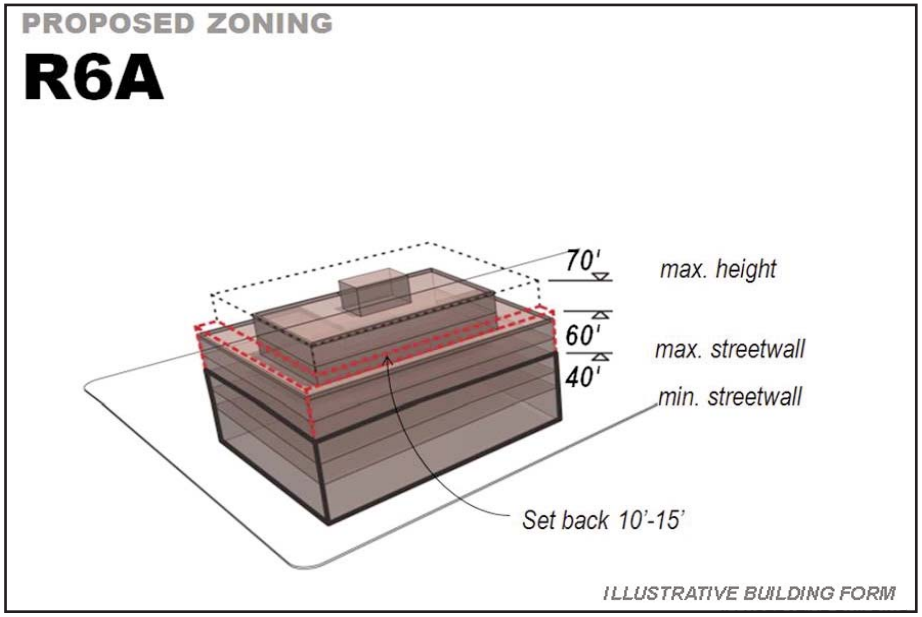
From R7-2 to R7A

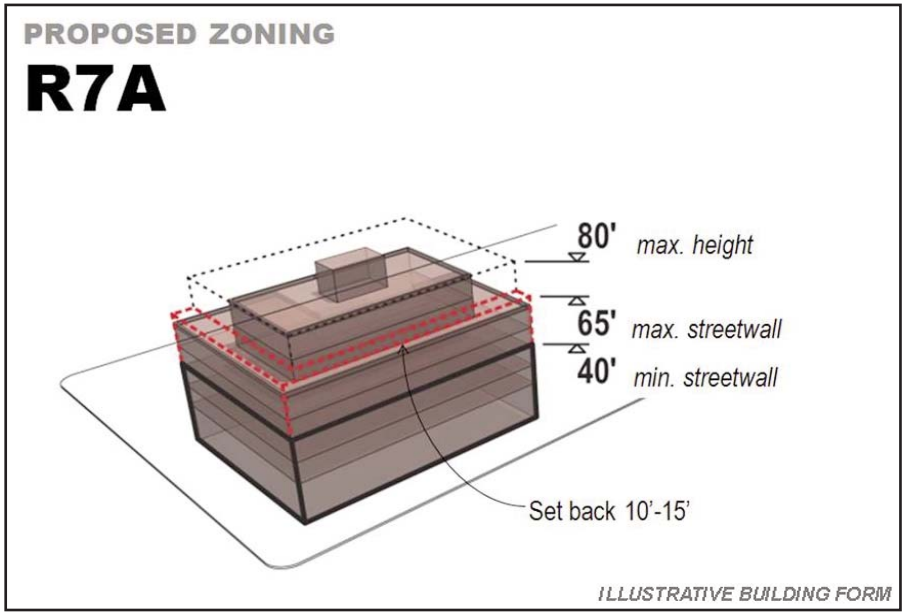
This district would replace existing R7-2 zoning districts located along portions of St. Nicholas Place, Amsterdam, Convent and St. Nicholas avenues and on select mid-blocks between Broadway and St. Nicholas Avenue (see Figure A-5). R7A allows maximum building heights of 80 feet, street wall heights of 40 to 65 feet (as illustrated in Figure A-6a), 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.

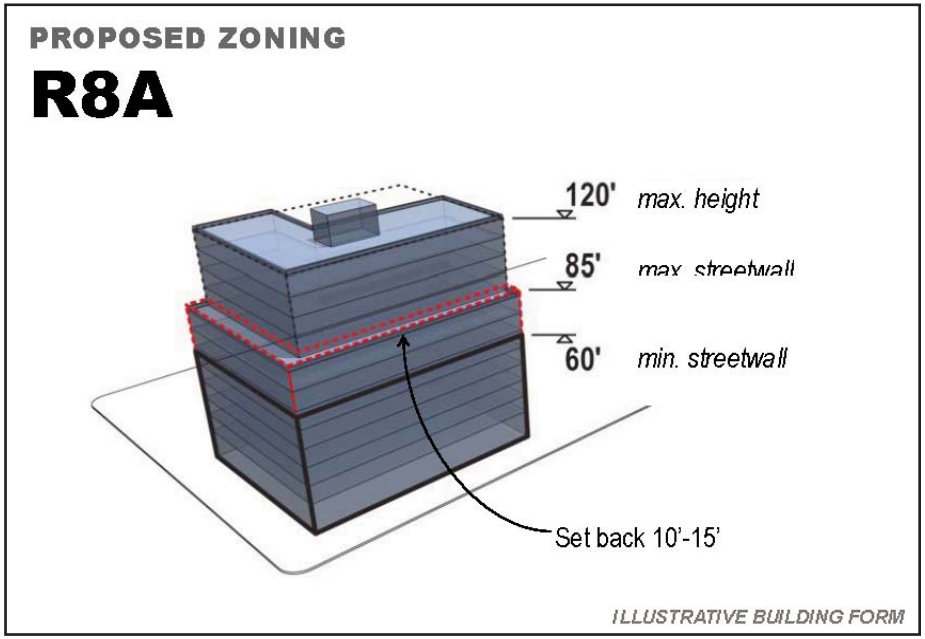
Figure A-5
Proposed Zoning

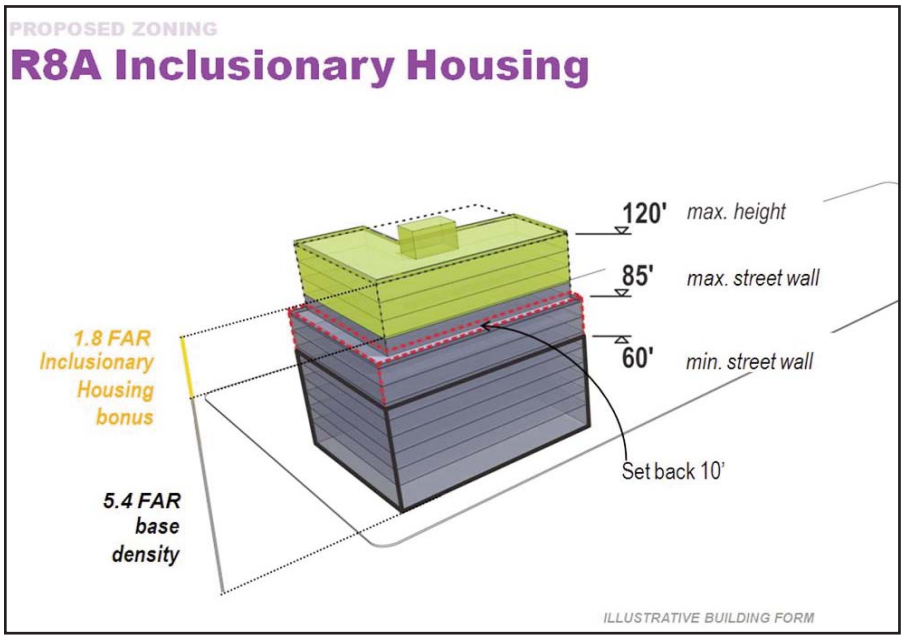


Source: NYC Department of City Planning







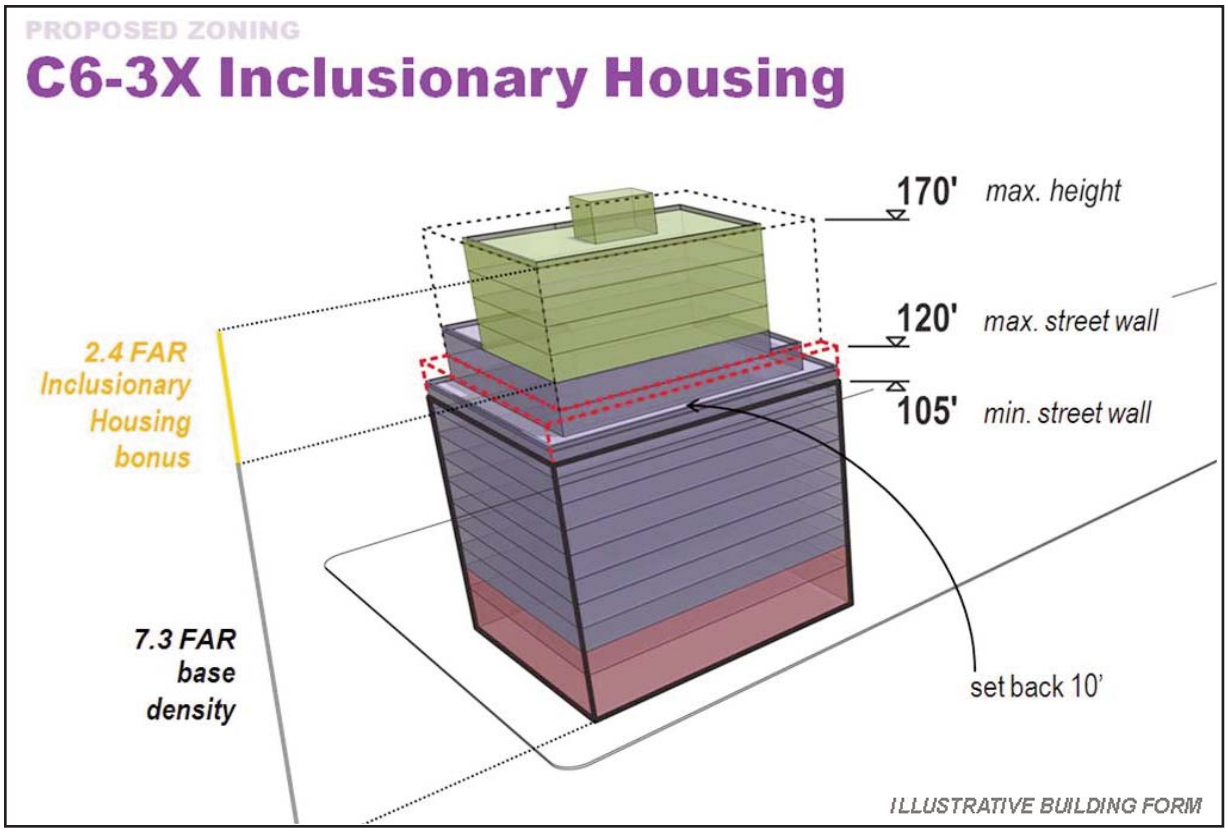


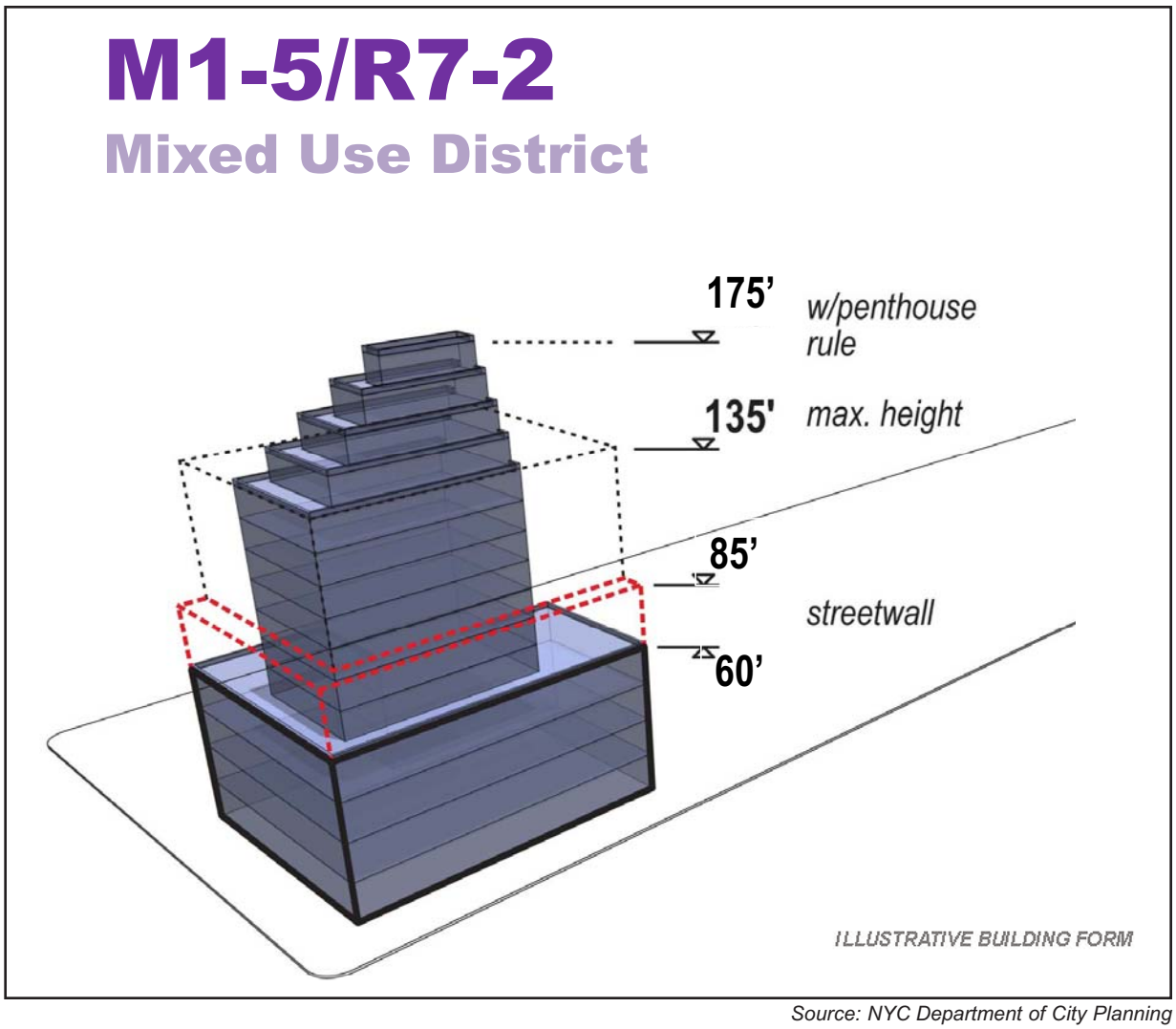
Source: NYC Department of City Planning

West Harlem Rezoning EAS **Figure A-6a**

Building Envelope Controls for Proposed Zoning Districts - R6A, R7A, R8A, and R8A with Inclusionary Housing

Building Envelope Controls for Proposed Zoning Districts - C6-3X and MX (M1-5/R7-2)





Source: NYC Department of City Planning

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 A-5). R8A districts have a maximum building height of 120 feet, and street wall heights of 60 to 85 feet (refer to illustrative building form in Figure A-6a). 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 A-5) 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 (refer to Figure A-6a). 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 A-5), 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. As illustrated in Figure A-6b, 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 A-5). 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.

As shown in Figure A-6b, 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 A-5, 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 R8A 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 A-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 zoning text amendments described below. The text of the proposed zoning text amendments described below is also included in its entirety as Appendix C to this document.

Inclusionary Housing Program

As part of the City's ongoing effort to provide new housing opportunities in West Harlem, the Proposed Action identifies 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 building 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.

V. 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 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 A-3c at the end of this attachment) 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 that do not result in additional residential units.

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 A-7 shows these projected and potential development sites, and Tables A-3 and A-4 at the end of this attachment identify the uses expected to occur on each of those sites under future No-Action and future With-Action conditions. Table A-2 below provides a summary of the RWCDS for each analysis scenario.

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

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 A-3 and A-4, respectively at the end of this attachment.

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 A-2, 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 Conditions)

Defining the Reasonable Worst Case Development Scenario for Environmental Analysis

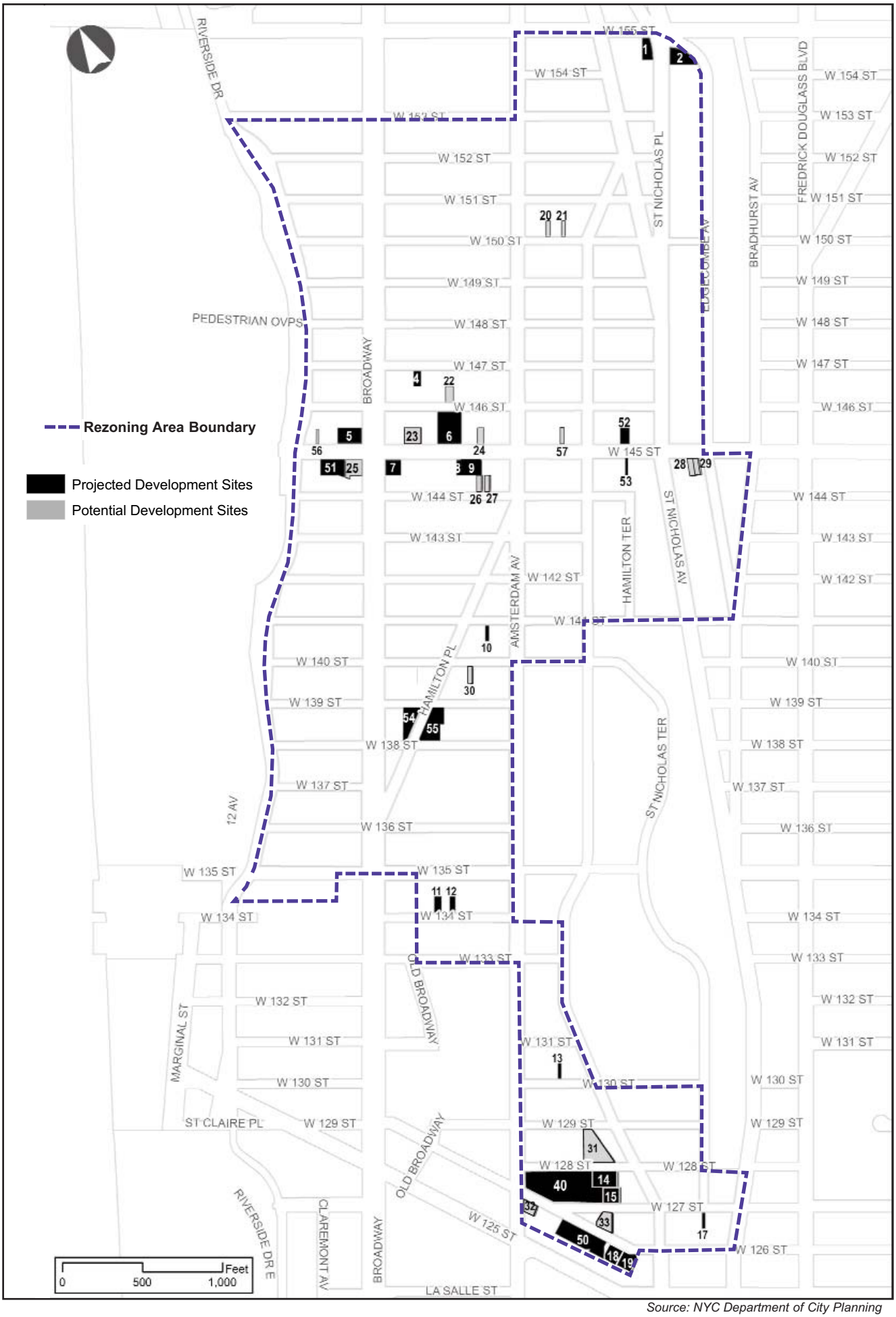
The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. Under the proposed zoning changes and other controls, a range of new development could occur within projected development sites 6 and 40. For analysis purposes, two reasonable 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 A-3c at the end of this attachment).

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

Figure A-7

RWCDS Projected and Potential Development Sites



Source: NYC Department of City Planning

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 A-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 A-3 and A-4 included at the end of this attachment.

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.

TABLE A-2
RWCDS and Population Summary for 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			**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.

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 A-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 A-4 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.

VI. APPROVALS REQUIRED

The proposed zoning map and zoning text amendments for West Harlem are discretionary public actions that are subject to both the Uniform Land Use Review Procedure (ULURP), as well as City Environmental Quality Review (CEQR). ULURP is a process that allows public review of Proposed Action at four levels: the community board, the Borough President, the City Planning Commission, and if applicable, the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of seven months.

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The CEQR process requires city agencies to assess, disclose, and mitigate to the greatest extent practicable the significant environmental consequences of their decisions to fund, directly undertake, or approve a project. The environmental assessment analyzes the project that is facilitated by the action or actions. Based on an initial evaluation, an agency determines whether or not a project is subject to environmental review. If the project is subject to environmental review, an initial assessment considers a series of technical areas, such as air quality, traffic, and neighborhood character, to determine whether the project may have a significant adverse impact on the environment. If the project under consideration has the potential for a significant adverse environmental impact, then the lead agency conducts a detailed assessment to determine whether significant adverse environmental impacts would occur as a result of the project. If the agency identifies significant adverse impacts, the lead agency must consider alternatives that, consistent with social, economic and other essential considerations, would avoid or minimize such impacts to the maximum extent practicable. For the proposed West Harlem Rezoning project, NYCDCP is acting as lead agency on behalf of the City Planning Commission.

TABLE A-3a
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

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

TABLE A-3b
RWCDS Projected 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]	ZSF	GSF[3]	ZSF	GSF[3]	ZSF	GSF[3]	Facility SF[2]	Spaces	(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

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

TABLE A-3c
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

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

TABLE A-3d
RWCDS Projected Development Sites

Increment													
			Residential SF		Retail SF		Other Commercial SF		Community Facility SF				
Site	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	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 A-4a
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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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 A-4b
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

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

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TABLE A-4c
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

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

TABLE A-4d
RWCDS Potential Development Sites

	Increment												
			Residential SF		Retail SF		Other Commercial SF		Community Facility SF				
Site	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)
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 A

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 B

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.

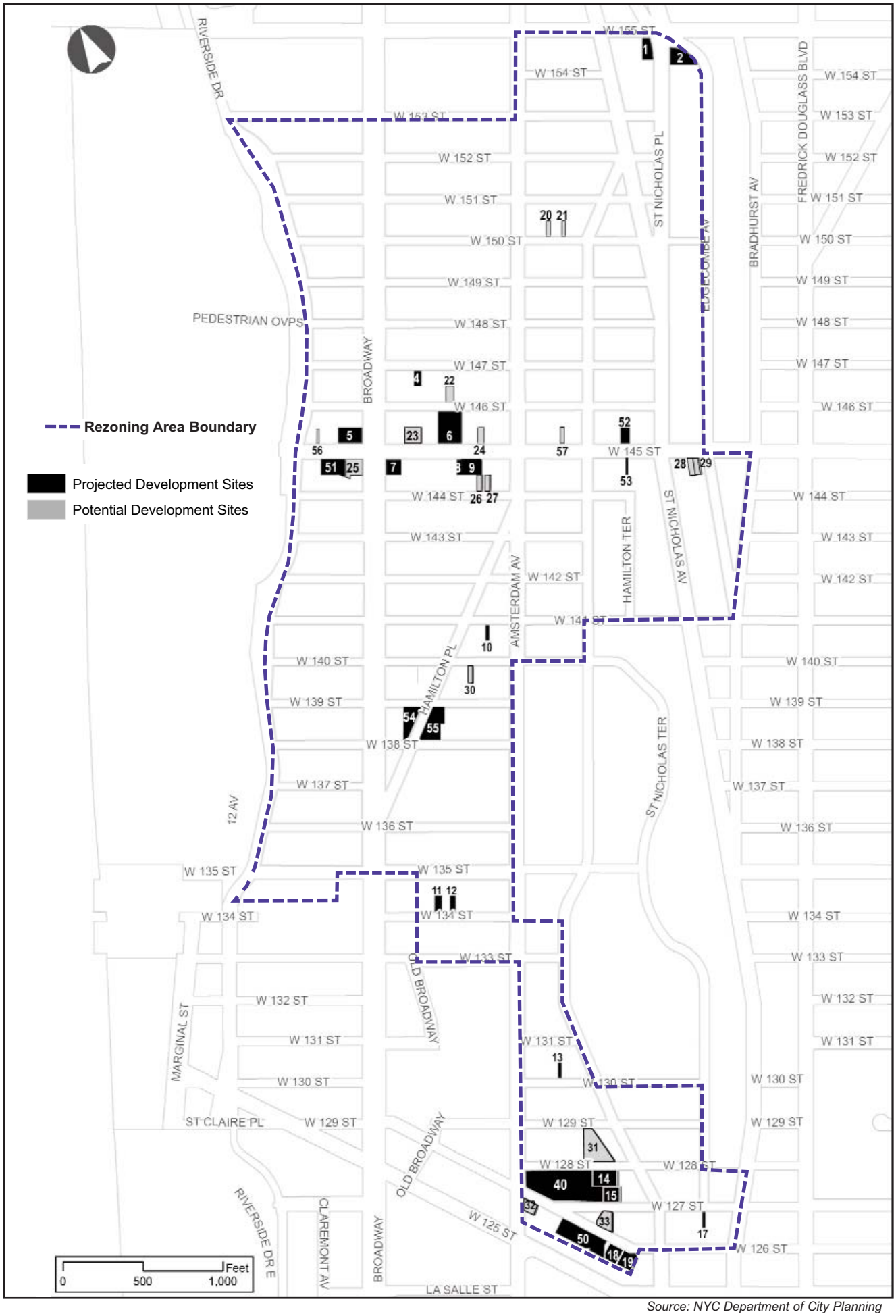
THE PROPOSED ACTION

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 -188	gsf 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:																				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	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
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
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
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
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
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
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 :																				
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	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
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
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
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
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
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
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

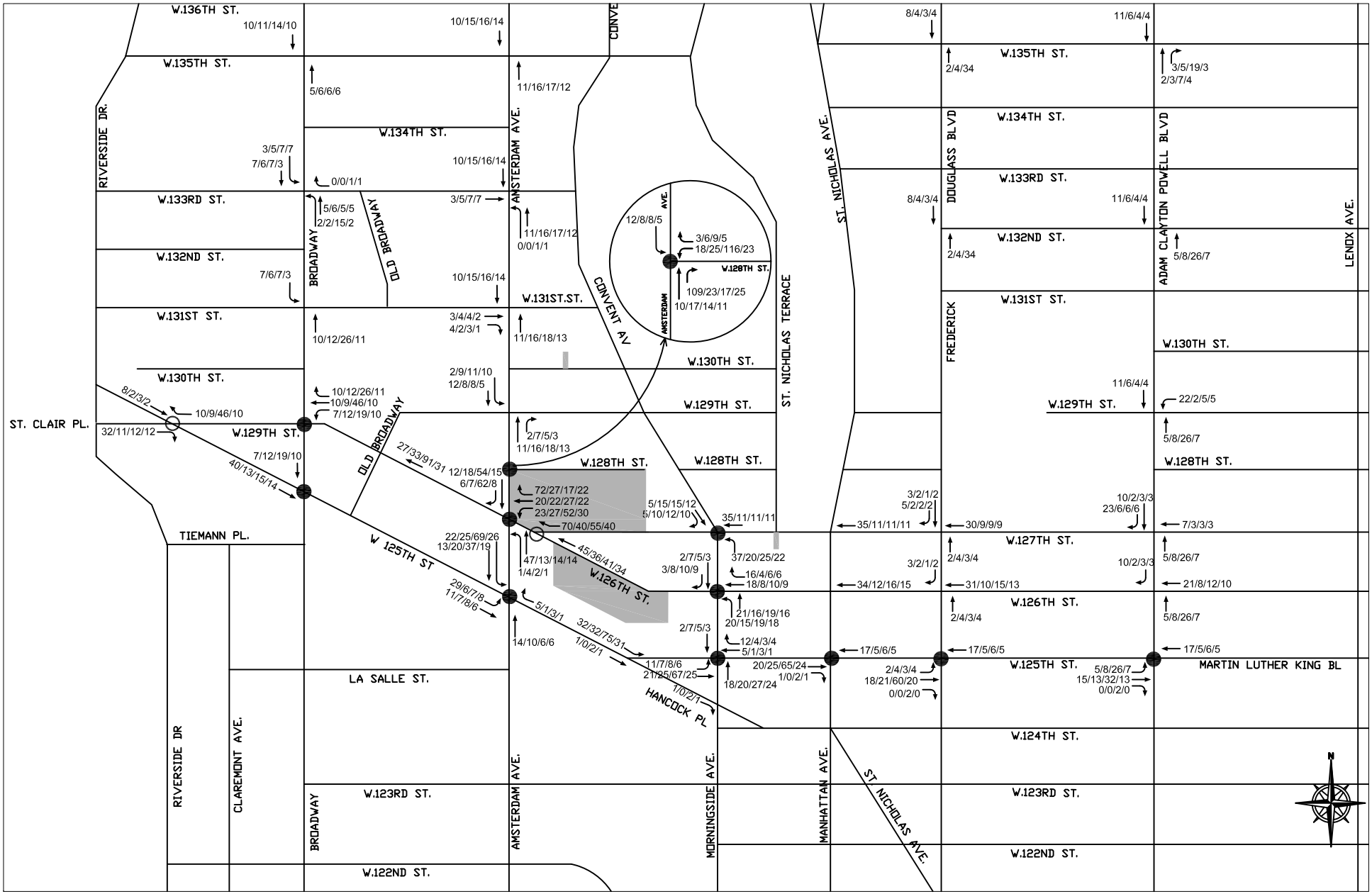
	In	Out	Total
AM (8-9)	**0**	**0**	**0**
MD (12-1)	**0**	**0**	**0**
PM (5-6)	**0**	**0**	**0**
Sat MD (1-2)	**0**	**0**	**0**

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



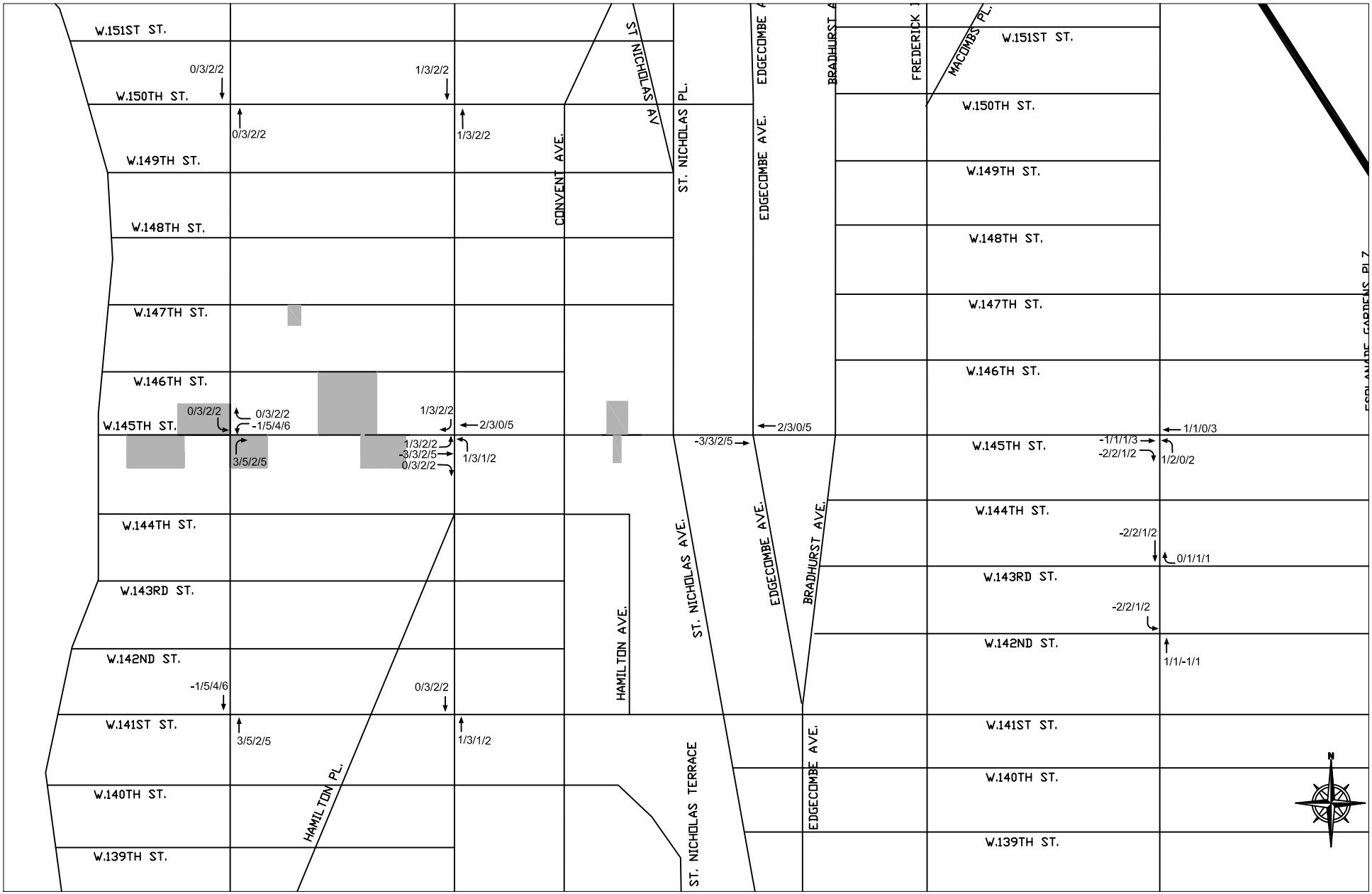
Legend:

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

West Harlem Rezoning

Figure A-2

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



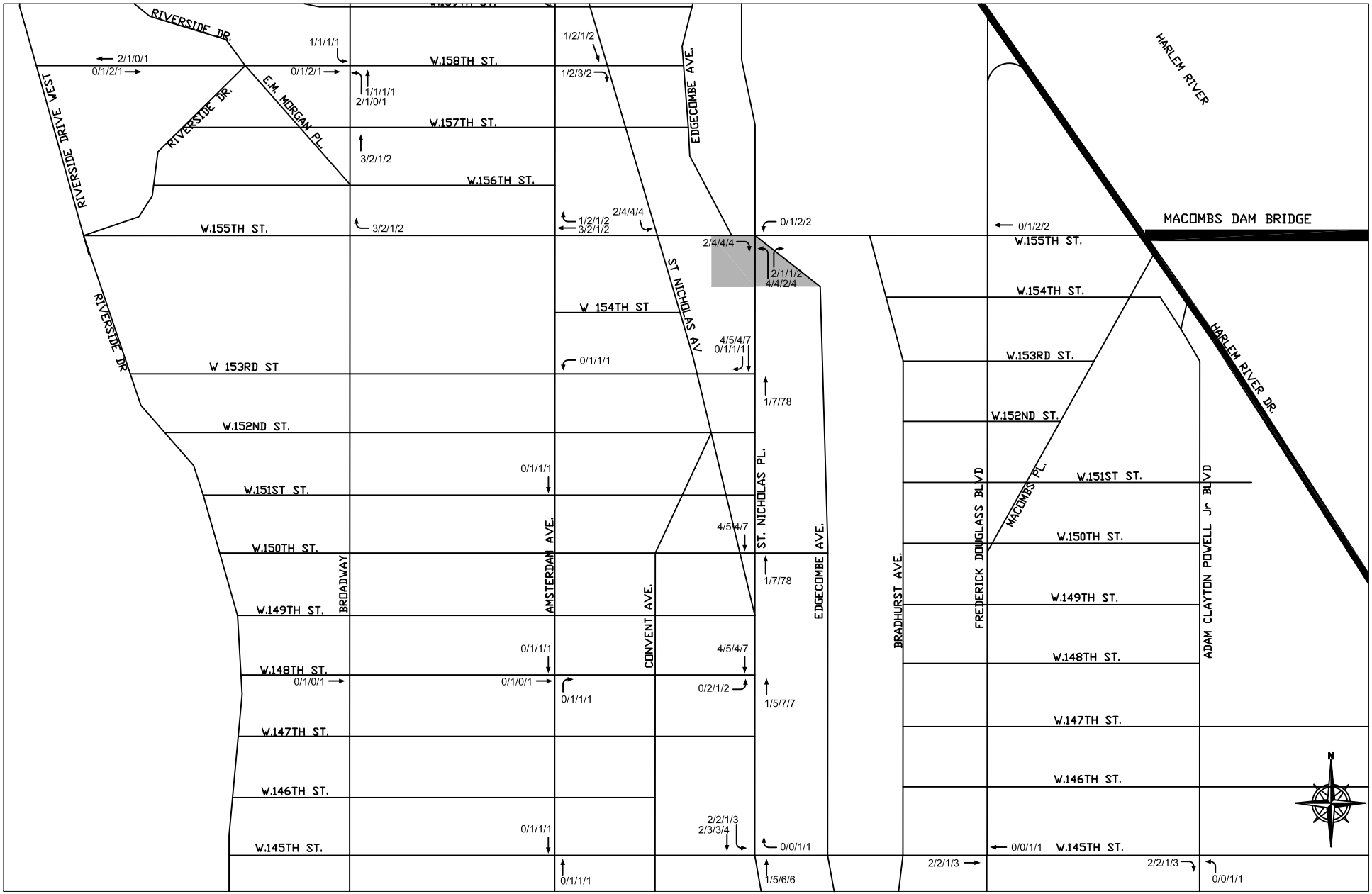
Legend:

- 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

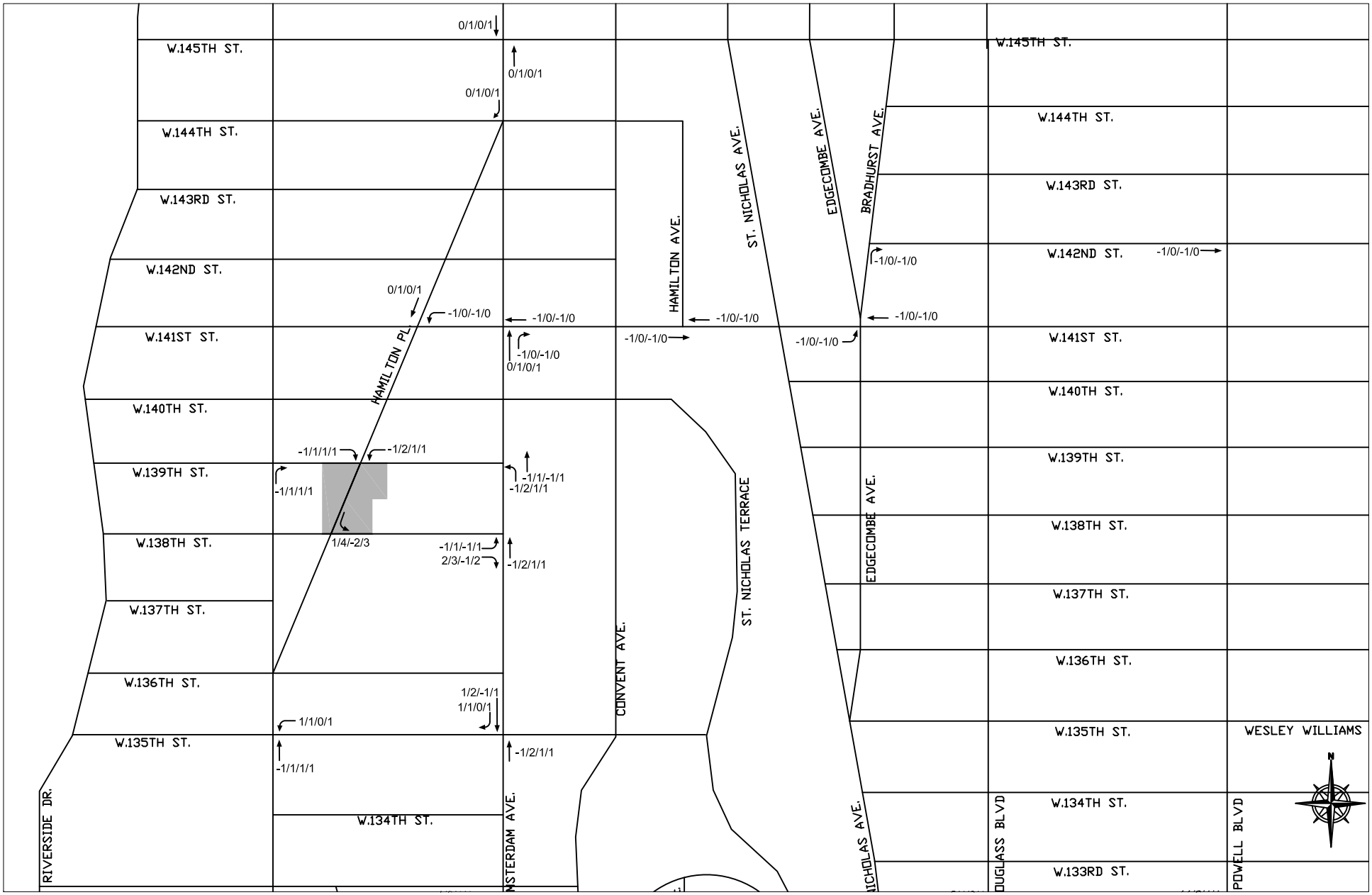


Legend:

- Analyzed Signallzed Intersectlon
- 15/7/7 = AM/MD/PM/Sat MD
- Projected Development Slte Cluster 3 - Sltes 1 and 2
- Analyzed Unsignalized Intersection

Figure A-4

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



Legend:

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

APPENDIX C

Draft Zoning Text Amendments

West Harlem Rezoning TEXT
DRAFT 4 – 2011.10.28

Matter in underline is new, to be added;
Matter in ~~strikeout~~ is to be deleted;
Matter with # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

Article II
Residence District Regulations

* * *

Chapter 3
Bulk Regulations for Residential Buildings in Residence Districts

* * *

23-142
In R6, R7, R8 or R9 Districts

R6 R7 R8 R9

Except as otherwise provided in the following Sections:

Section 23-144	(In designated areas where the Inclusionary Housing Program is applicable)
Section 23-145	(For Quality Housing buildings)
Section 23-146	(Optional provisions for certain R5 and R6 Districts in Brooklyn)
Section 23-147	(For non-profit residences for the elderly)~~; and~~
Section 23-148	(For tower-on-a-base buildings in R9 Districts); and
Section 23-149	(Special floor area regulations for certain sites in Community District 9, Borough of Manhattan)

In the districts indicated, the minimum required #open space ratio# and the maximum #floor area ratio# for any #zoning lot# shall be as set forth in the following table for #zoning lots# with the #height factor# indicated in the table.

* * *

23-144
In designated areas where the Inclusionary Housing Program is applicable

In #Inclusionary Housing designated areas#, as listed in the table in this Section, the maximum permitted #floor area ratios# shall be as set forth in Section 23-952 (Floor area compensation in Inclusionary Housing designated areas). The locations of such areas are specified in APPENDIX F (Inclusionary Housing Designated Areas) of this Resolution.

Community District	Zoning District
Community District 1, Bronx	R6A R7-2 R7A R7X R8A
Community District 4, Bronx	R8A R9D
Community District 7, Bronx	R7D
Community District 1, Brooklyn	R6 R6A R6B R7A R7-3
Community District 2, Brooklyn	R7A R8A R9A
Community District 3, Brooklyn	R7D
Community District 6, Brooklyn	R7-2
Community District 7, Brooklyn	R7A R8A
Community District 14, Brooklyn	R7A
Community District 3, Manhattan	R7A R8A R9A
Community District 6, Manhattan	R10
Community District 7, Manhattan	R9A R10
Community District 9, Manhattan	R8A R9X
Community District 1, Queens	R7A
Community District 2, Queens	R7X

* * *

23-149
Special floor area regulations for certain sites in Community District 9, Borough of Manhattan

Within the boundaries of Community District 9 in the Borough of Manhattan, all #buildings# located in R8 Districts north of West 125th Street shall be #developed# or #enlarged# pursuant to the Quality Housing Program and are subject to the #floor area# regulations set forth in Section 23-145 (For Quality Housing buildings).

* * *

23-636
Special height and setback regulations for certain sites in Community District 9, Borough of Manhattan

Within the boundaries of Community District 9 in the Borough of Manhattan, all #buildings# located in R8 Districts north of West 125th Street shall be #developed# or #enlarged# pursuant to the Quality Housing Program.

* * *

23-952
Floor area compensation in Inclusionary Housing designated areas

* * *

Maximum #Residential Floor Area Ratio#

District	Base #floor area ratio#	Maximum #floor area ratio#
R6B	2.00	2.20
R6*	2.20	2.42
R6** R6A R7-2*	2.70	3.60
R7A R7-2**	3.45	4.60
R7D	4.20	5.60
R7X	3.75	5.00
R8	5.40	7.20
R9	6.00	8.00
R9A	6.50	8.50
R9D	7.5	10.0
R9X	7.3	9.7
R10	9.00	12.00

---
* for #zoning lots#, or portions thereof, beyond 100 feet of a #wide street#

** for #zoning lots#, or portions thereof, within 100 feet of a #wide street#

* * *

24-523
Special height and setback regulations

R5D R8 R10

(a) Community District 7, Manhattan

Within the boundaries of Community District 7 in the Borough of Manhattan, all #buildings or other structures# located in R10 Districts, except R10A or R10X Districts, shall comply with the requirements of Section 23-634 (Special height and setback regulations in R10 Districts within Community District 7, Borough of Manhattan).

(b) Community District 9, Manhattan

Within the boundaries of Community District 9 in the Borough of Manhattan, all #buildings# located in R8 Districts located north of West 125th Street shall be #developed# or #enlarged# pursuant to the #residential bulk# regulations of the Quality Housing Program.

(c) R5D Districts

In R5D Districts, all #buildings or other structures# shall comply with the height and setback requirements set forth in Section 23-60 (HEIGHT AND SETBACK REGULATIONS).

* * *

33-433
Special height and setback regulations

(a) Within the boundaries of Community District 7 in the Borough of Manhattan, all #buildings or other structures# located in an R10 equivalent #Commercial Districts# without a letter suffix shall comply with the requirements of Section 23-634 (Special height and setback regulations in R10 Districts within Community District7, Borough of Manhattan).

(b) Within the boundaries of Community District 9 in the Borough of Manhattan, all #buildings# located in R8 Districts located north of West 125th Street shall be #developed# or #enlarged# pursuant to the #residential bulk# regulations of the Quality Housing Program.

(c) In C1 or C2 Districts mapped within R5D Districts, all #buildings or other structures# shall comply with the height and setback requirements of Section 23-60.

* * *

Article XII
Special Purpose Districts

Chapter 3
Special Mixed Use District

* * *

123-662
All buildings in Special Mixed Use Districts with R6, R7, R8, R9 and R10 District designations

In #Special Mixed Use Districts# where the designated #Residence District# is an R6, R7, R8, R9 or R10 District, the height and setback regulations of Sections 23-60 and 43-40 shall not apply. In lieu thereof, all #buildings or other structures# shall comply with the height and setback regulations of this Section.

(a) Medium and high density non-contextual districts

(1) In #Special Mixed Use Districts# where the designated #Residence District# is an R6, R7, R8, R9 or R10 District, except an R6A, R6B, R7A, R7B, R7D, R7X, R8A, R8B, R8X, R9A, R9X, R10A or R10X District, the height of a #building or other structure#, or portion thereof, located within ten feet of a #wide street# or 15 feet of a #narrow street#, may not exceed the maximum base height specified in Table A of this Section, except for dormers permitted in accordance with paragraph (c) of this Section. Beyond ten feet of a #wide street# and 15 feet of a #narrow street#, the height of a #building or other structure# shall not exceed the maximum #building# height specified in Table A. However, a #building or other structure# may exceed such maximum #building# height by four #stories# or 40 feet, whichever is less, provided that the gross area of each #story# located above the maximum #building# height does not exceed 80 percent of the gross area of that #story# directly below it.

Table A
HEIGHT AND SETBACK FOR ALL BUILDINGS
IN MEDIUM AND HIGH DENSITY NON-CONTEXTUAL DISTRICTS
(in feet)

Maximum District	Maximum Base Height	#Building# Height
R6	60	110
R7-1 R7-2	60	135
R7-3	85	185

R8	85	210
R9	85	225
R9-1	90	280
R10	110	350

(2) In #Special Mixed Use District# 15 in the Borough of Manhattan, where the designated #Residence District# is an R7-2 District, the height and setback regulations of paragraph (1) of this Section shall not apply. In lieu thereof, the following height and setback regulations shall apply. A #building or other structure#, or portion thereof, located within ten feet of a #wide street# or 15 feet of a #narrow street#, shall rise to a minimum height of 60 feet, and may rise to a maximum height of 85 feet, except for dormers permitted in accordance with paragraph (c) of this Section. At least 70 percent of the #aggregate width of street walls# shall be located on the #street line# and shall extend to the minimum base height of 60 feet or the height of the #building#, whichever is less. The remaining 30 percent of the #aggregate width of street walls# shall be located within eight feet of the #street line#. Existing #buildings# may be vertically #enlarged# by up to one #story# or 15 feet without regard to the #street wall# location provisions of this paragraph, (a)(2). Beyond ten feet of a #wide street# and 15 feet of a #narrow street#, the height of a #building or other structure# shall not exceed a maximum #building# height of 135 feet. However, a #building or other structure# may exceed a height of 135 feet by four #stories# or 40 feet, whichever is less, provided that the gross area of each #story# located above the 135 feet does not exceed 80 percent of the gross area of that #story# directly below it.

(b) Medium and high density contextual districts

In #Special Mixed Use Districts# where the #Residence District# designation is an R6A, R6B, R7A, R7B, R7D, R7X, R8A, R8B, R8X, R9A, R9X, R10A or R10X District, no #building or other structure# shall exceed the maximum #building# height specified in Table B of this Section.

Setbacks are required for all portions of #buildings# that exceed the maximum base height specified in Table B. Such setbacks shall be provided in accordance with the following provisions:

(1) #Building# walls facing a #wide street# shall provide a setback at least ten feet deep from such wall of the #building# at a height not lower than the minimum base height specified in Table B. #Building# walls facing a #narrow street# shall provide a setback at least 15 feet deep from such wall of the #building# at a height not lower than the minimum base height specified in Table B.

(2) These setback provisions are optional for any #building# wall that is either located beyond 50 feet of a #street line# or oriented so that lines drawn perpendicular to such #building# wall would intersect a #street line# at an angle of 65 degrees or less. In the case of an irregular #street line#, the line connecting the most extreme points of intersection shall be deemed to be the #street line#.

(3) Required setback areas may be penetrated by dormers in accordance with paragraph (c) of this Section.

(4) Where the #Residence District# designation is an R10X District, no maximum #building# height shall apply. However, the minimum coverage of any portion of a #building# that exceeds the permitted maximum base height shall be 33 percent of the #lot area# of the #zoning lot#. Such minimum #lot# coverage requirement shall not apply to the highest four #stories# of the #building#.

TABLE B
HEIGHT AND SETBACK FOR ALL BUILDINGS
IN MEDIUM AND HIGH DENSITY CONTEXTUAL DISTRICTS
(in feet)

District	Minimum Base Height	Maximum Base Height	Maximum #Building# Height
R6B	30	40	50
R6A	40	60	70
R7B	40	60	75
R7A	40	65	80
R7D	60	85	100
R7X	60	85	125
R8A	60	85	120
R8B	55	60	75
R8X	60	85	150
R9A**	60	95	135
R9A*	60	102	145
R9X**	60	120	160
R9X*	105	120	170
R10A**	60	125	185
R10A*	125	150	210
R10X	60	85	***

---

* That portion of a district which is within 100 feet of a #wide street#

** That portion of a district on a #narrow street# except within a distance of 100 feet from its intersection with a #wide street#

*** #Buildings# may exceed a maximum base height of 85 feet in accordance with paragraph (b)(4) of this Section

(c) Permitted obstructions and dormer provisions

Obstructions shall be permitted pursuant to Sections 23-62, 24-51 or 43-42. In addition, within a required setback area, a dormer may exceed a maximum base height specified in Tables A or B of this Section and thus penetrate a required setback area, provided that, on any #street# frontage, the aggregate width of all dormers at the maximum base height does not exceed 60 percent of the length of the #street wall# of the highest #story# entirely below the maximum base height. At any level above the maximum base height, the length of a #street wall# of a dormer shall be decreased by one percent for every foot that such level of dormer exceeds the maximum base height. (See illustration of Dormer in Section 62-341).

However, all #buildings or other structures# on #waterfront blocks#, as defined in Section 62-11, shall comply with the height and setback regulations set forth for the designated #Residential District# as set forth in Section 62-34 (Height and Setback Regulations on Waterfront Blocks), inclusive.

* * *

123-90
SPECIAL MIXED USE DISTRICTS SPECIFIED

The #Special Mixed Use District# is mapped in the following areas:

* * *

#Special Mixed Use District# - 14:
Third Avenue/Tremont Avenue, the Bronx

The #Special Mixed Use District# - 14 is established along Third Avenue in the Bronx as indicated on the #zoning maps#.

<u>#Special Mixed Use District# - 15:</u>
<u>West Harlem, Manhattan</u>

<u>The #Special Mixed Use District# - 15 is established in West Harlem in Manhattan as indicated on the #zoning maps#.</u>

* * *

APPENDIX F: Inclusionary Housing Designated Areas

* * *

Manhattan

* * *

Manhattan Community District 9, 10 and 11

* * *

In the R8A and R9X Districts within the areas shown on the following Map 2:

Map 2



Portions of Community District 9, Manhattan

APPENDIX D

LPC Environmental Review Letter

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-M
Project: WEST HARLEM REZONING
Date received: 10/6/2011

Comments:

The LPC is in receipt of a request for identification and evaluation of architectural and archaeological resources within the project area and project study area.

Properties with no Archaeological significance:

1) ADDRESS: 362 West 127th Street, BBL: 1019530054
2) ADDRESS: 461 West 125th Street, BBL: 1019660041
3) ADDRESS: 402 West 126th Street, BBL: 1019660077
4) ADDRESS: 412 West 126th Street, BBL: 1019660078
5) ADDRESS: 416 West 126th Street, BBL: 1019660080
6) ADDRESS: 418 West 126th Street, BBL: 1019660081
7) ADDRESS: 420 West 126th Street, BBL: 1019660082
8) ADDRESS: 422 West 126th Street, BBL: 1019660083
9) ADDRESS: 426 West 126th Street, BBL: 1019660095
10) ADDRESS: 429 West 126th Street, BBL: 1019670009
11) ADDRESS: 423 West 126th Street, BBL: 1019670012
12) ADDRESS: 461 West 126th Street, BBL: 1019670045
13) ADDRESS: 415 West 127th Street, BBL: 1019670066
14) ADDRESS: 454 West 128th Street, BBL: 1019670085
15) ADDRESS: 460 West 128th Street, BBL: 1019670089
16) ADDRESS: 489 West 130th Street, BBL: 1019700009
17) ADDRESS: 521 West 134th Street, BBL: 1019880014
18) ADDRESS: 517 West 134th Street, BBL: 1019880018
19) ADDRESS: 406 West 145th Street, BBL: 1020500150
20) ADDRESS: 348 West 145th Street, BBL: 1020510056
21) ADDRESS: 3468 West 145th Street, BBL: 1020510057
22) ADDRESS: 344 West 145th Street, BBL: 1020510058
23) ADDRESS: 342 West 145th Street, BBL: 1020510059
24) ADDRESS: 477 West 145th Street, BBL: 1020600010
25) ADDRESS: 409 West 145th Street, BBL: 1020600025
26) ADDRESS: 475 West 150th Street, BBL: 1020650006
27) ADDRESS: 463 West 150th Street, BBL: 1020650010
28) ADDRESS: 91 97 St. Nicholas Place, BBL: 1020690020
29) ADDRESS: 518 West 140th Street, BBL: 1020710042
30) ADDRESS: 516 West 140th Street, BBL: 1020710141
31) ADDRESS: 504 West 141st Street, BBL: 1020720038
32) ADDRESS: 515 West 144th Street, BBL: 1020760025
33) ADDRESS: 509 West 144th Street, BBL: 1020760027
34) ADDRESS: 508 West 145th Street, BBL: 1020760040
35) ADDRESS: 510 West 145th Street, BBL: 1020760041
36) ADDRESS: 518 West 145th Street, BBL: 1020760045
37) ADDRESS: 513 West 144th Street, BBL: 1020760125
38) ADDRESS: 507 West 144th Street, BBL: 1020760127
39) ADDRESS: 543 West 145th Street, BBL: 1020770006
40) ADDRESS: 507 West 145th Street, BBL: 1020770024
41) ADDRESS: 523 West 146th Street, BBL: 1020780017

42) ADDRESS: 538 West 147th Street, BBL: 1020780055
43) ADDRESS: 606 West 145th Street, BBL: 1020910038
44) ADDRESS: 621 West 145th Street, BBL: 1020920021
45) ADDRESS: 3543 Broadway, BBL: 1020920026
46) ADDRESS: 443 449 West 127th Street, BBL: 1019670050
47) ADDRESS: 429 437 West 127th Street, BBL: 1019670060
48) ADDRESS: 1355 AMSTERDAM AVENUE, BBL: 1019660107
49) ADDRESS: 1351 AMSTERDAM AVENUE, BBL: 1019660108
50) ADDRESS: 427 WEST 126 STREET, BBL: 1019670010
51) ADDRESS: 1361 AMSTERDAM AVENUE, BBL: 1019670040
52) ADDRESS: 451 WEST 128 STREET, BBL: 1019680016
53) ADDRESS: 425 EDGECOMBE AVENUE, BBL: 1020540069
54) ADDRESS: 30 HAMILTON PLACE, BBL: 1020700008
55) ADDRESS: 35 HAMILTON PLACE, BBL: 1020700012
56) ADDRESS: 3534 BROADWAY, BBL: 1020760061
57) ADDRESS: 525 WEST 145 STREET, BBL: 1020770014
58) ADDRESS: 3531 BROADWAY, BBL: 1020910036

Properties with architectural significance:

On the projected development list: Yuengling Brewery, LPC heard and S/NR eligible, bbl: 1967/85 (Site 14); 1967/89, 40, 45, 50, 60 (Site 40).

LPC eligible properties within the project and study areas:

Speyer School, 514-516 W. 126 St.
Riverview Courts, 607-612 W. 136 St., 610-612 W. 136 St.
Creston Court, 619-621 W. 136 St.
Hudson View, 614-616 W. 136 St.
St. Walpurgas Academy, 630-632 Riverside Drive (S/NR listed)
Engine Company 23, 504 W. 140 St.
W.E.B. DuBois Residence, 606 St. Nicholas Ave.
Church of the Crucifixion, 451-459 W. 149 St.
Church of St. Catherine, 502-504 W. 153 St.
Trinity Cemetery Gate Lodge, 501 W. 153 St.
Convent Garden Historic District, W. 129 St. to W. 130 St. between St. Nicholas Ave. and Convent Ave.
Upper Riverside Drive HD, map attached.
Dorrance Brooks Square HD, map attached.
Hamilton Place HD, map attached.
Loth Building Area HD, map attached.

LPC designated historic districts:

Hamilton Heights/Sugar Hill Northwest HD
Hamilton Heights/Sugar Hill Northeast HD
Hamilton Heights/Sugar Hill HD Extension
Hamilton Heights/Sugar Hill HD
Hamilton Heights HD
Hamilton Heights HD Extension

Maps may be found in the LPC website at NYC.gov.

LPC individual landmarks:

The Bailey Residence, 10 St. Nicholas Ave., (S/NR)
Benzinger House, 345 Edgecombe Ave.
Hamilton Grange, 287 Convent Ave. (S/NR)
Our Lady of Lourdes Roman Catholic Church, 465 W. 142 St. (S/NR)
Hamilton Grange Branch, NYPL, 505 W. 145 St. (S/NR)
Former Hamilton Theater, 3560 Broadway
Loth Ribbon Mill, 1820 Amsterdam Ave.
Former 30th Precinct Police Station, 1854 Amsterdam Ave.
518 W. 125 St. (S/NR eligible)
Jackie Robinson Pool and Colonial Park Play Center, 319 W. 145 St. (S/NR)
St. Mary's Church, 517 W. 126 St. (S/NR)
Claremont Theater, 3320 Broadway (S/NR)

S/NR listed historic districts:

Sugar Hill HD
Hamilton Hts. HD

Maps may be obtained from NYS SHPO.

S/NR listed properties:

P.S. 157, 327 St. Nicholas Ave.
3280 Broadway.
Jackie Robinson Pool and Colonial Park Play Center, 319 W. 145 St.
St. Mary's Church, 517 W. 126 St.
The Bailey Residence, 10 St. Nicholas Ave.,
Hamilton Grange, 287 Convent Ave.
Our Lady of Lourdes Roman Catholic Church, 465 W. 142 St.
Hamilton Grange Branch, NYPL, 505 W. 145 St.
St. Walpurgas Academy, 630-632 Riverside Drive

S/NR eligible properties:

See "Manhattanville Area NR eligibilities" attachment from the SHPO. Included in the project and study areas are the following:

Roman Catholic Church of the Annunciation, 80 Convent Ave., church and rectory.
Former Bernhiemer & Schwartz Pilsener Brewing Company (Yuengling)
Residences at 2 through 14 Convent Ave.
St. Joseph's Roman Catholic Church Complex. 401 and 405 W. 125 St, 168 Morningside Ave, and 406 W. 127 St.
571 Riverside Drive.
2350-2362 12th Ave., NY Central Substation No. 11
509 W. 126 St.
527-535 W. 125 St.
509 W. 129 St.
Houses at 505-517 W. 135 St.
Riverside Drive and Riverside Park Boundary increase, North End, Riverside Drive from W. 135 St. to W. 158 St.



10/27/2011

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

Attachments: 4 LPC study areas, plus SHPO Manhattanville Area Eligibilities

File Name: 27784_FSO_DNP_10132011.doc

APPENDIX E

Waterfront Revitalization Program Consistency Assessment Form

For Internal Use Only: WRP no._____
Date Received: _____ DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: New York City Department of City Planning
2. Address: 22 Reade Street, 6th Floor, New York, NY 10007
3. Telephone: 212-720-3457 Fax: 212-720-3488 E-mail:_____
4. Project site owner: varies

B. PROPOSED ACTIVITY

1. Brief description of activity:

   The Proposed Action includes zoning map and zoning text amendments introducing contextual zoning districts. The primary component of the Proposed Action would affect zoning rules governing building bulk, including the permitted densities (i.e., FAR's), building heights, and street walls. The Proposed Action also recommends some changes in permitted uses in specific locations within the rezoning area. 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 for mixed use development.

2. Purpose of activity:

   Through zoning map and zoning text amendments, the Proposed Action would:
   - Promote building forms that are compatible with existing neighborhood character.
   - Preserve the low and mid-rise scale of mid-blocks and avenue frontages with strong built contexts
   - Enhance and expand future development opportunities for West 145th Street.
   - Support and enhance mixed-use development opportunities in the area currently zoned as a M1-1 district.
   - Foster new opportunities for affordable housing development.
   - Provide support for existing ground floor retail uses.

3. Location of activity: (street address/borough or site description):

   The proposed rezoning area encompasses an approximately 90 block area within the West Harlem neighborhood of Manhattan Community District 9, which 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 proposed rezoning area falls mostly outside of New York City's coastal zone boundary as delineated in the Coastal Zone Boundary maps published by the New York City Department of City Planning (DCP), except for a small portion of one City Block, located along the south side of West 135th Street west of Riverside Drive, comprised of Block 2001, Lots 38, 50, 55, 58, and 60. For those lots within the proposed rezoning area that fall within the coastal zone, the Proposed Action would implement a zoning text amendment requiring all R8 districts north of West 125th Street to be developed pursuant to the R8 Quality Housing Program. This CAF only addresses this portion of the rezoning area that falls within the coastal zone. None of the 24 projected development sites or 16 potential development sites identified in the RWCDS for the Proposed Action are located within the coastal zone.

Proposed Activity Cont'd

4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:

   N.A.

5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).

   N.A.

6. Will the proposed project require the preparation of an environmental impact statement?
   Yes ✔ No ____ If yes, identify Lead Agency:

   New York City Department of City Planning, acting as lead agency on behalf of the City Planning Commission.

7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.

   (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.

C. COASTAL ASSESSMENT

Assessment is provided for the portion of the proposed rezoning area that falls within the coastal zone, comprised of Block 2001, Lots 38, 50, 55, 58, and 60.

Location Questions:	**Yes**	**No**
1. Is the project site on the waterfront or at the water's edge?		✔
2. Does the proposed project require a waterfront site?		✔
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?		✔

Policy Questions	**Yes**	**No**

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)		✔
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)		✔
6. Will the action result in a change in scale or character of a neighborhood? (1.2)		✔

The RWCDS has not identified any projected or potential development sites within the portion of the rezoning area that falls within the coastal zone.

Policy Questions cont'd	Yes	No
7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✔
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✔
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✔
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✔
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✔
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✔
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✔
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✔
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✔
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✔
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✔
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✔
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)		✔
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)		✔
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		✔
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		✔
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)		✔
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)		✔
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)		✔
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)		✔
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)		✔
28. Would the action cause violations of the National or State air quality standards? (5.2)		✔

Policy Questions cont'd	Yes	No
29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)		✔
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)		✔
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)		✔
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)		✔
33. Would the action result in any construction activities that would lead to erosion? (6)		✔
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)		✔
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)		✔
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)		✔
37. Would the proposed project affect a non-renewable source of sand ? (6.3)		✔
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)		✔
39. Would the action affect any sites that have been used as landfills? (7.1)		✔
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)		✔
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)		✔
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)		✔
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)		✔
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)		✔
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)		✔
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)		✔
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)		✔
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)		✔
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)		✔
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)		✔

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10) **The RWCDS has not identified any projected or potential development sites within the portion of the rezoning area that falls within the coastal zone.**		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10) **The portion of the rezoning area that falls within the coastal zone is not located within or adjacent to any historic resources, and no projected or potential development sites have been identified in this small area.**		✓

D. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: NYC Department of City Planning

Address: 22 Reade Street

New York, NY 10007 Telephone

Applicant/Agent Signature: Date: 11/29/2011