FINAL SCOPE OF WORK FOR THE 125th STREET CORRIDOR REZONING AND RELATED ACTIONS

ENVIRONMENTAL IMPACT STATEMENT

CEQR No. 07DCP030M
ULURP Nos. Pending

Lead Agency: NYC Department of City Planning

Prepared by: Urbitran Associates

August 31, 2007

FINAL SCOPE OF WORK FOR THE
125th STREET CORRIDOR REZONING AND RELATED ACTIONS
ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 07DCP030M
ULURP NOs. Pending

AUGUST 31, 2007

A. INTRODUCTION

This final scope of work outlines the issues to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed 125th Street Corridor Rezoning and Related Actions ("the proposed action"). The proposed action includes zoning map and zoning text amendments proposed by the New York City Department of City Planning (DCP). The rezoning area spans the West, Central and East Harlem neighborhoods of Manhattan and includes parts of Manhattan Community Districts 9, 10 and 11 (see **Figure 1**). The proposed rezoning area is currently zoned R7-2, C4-4, C4-4A, C4-5, C4-7, and M1-2. The rezoning proposal would create a new special district, the Special 125th Street District, within the rezoning area and change the area's underlying zoning to R6A, R7-2, R7A, C4-4A, C4-4D, C6-3, and C4-7, as modified by the proposed special district. A draft of the proposed text amendment is included in Appendix B of this Final Scope of Work.

In addition to the zoning map and text amendments, the proposed action includes the disposition of City-owned property, an Urban Renewal Plan amendment, a City Planning Commission (CPC) certification pursuant to the Special TA (transit land use) District, and Urban Development Action Area Project (UDAAP) designation and project approval (a non-ULURP action) in connection with a known development on a site within the rezoning area.

This final scope of work for the EIS provides a description of the proposed action and includes task categories for all technical areas to be analyzed in the EIS.

The EIS will be prepared in conformance with all applicable laws and regulations, including Executive Order No. 91, New York City Environmental Quality Review (CEQR) regulations, dated August 24, 1977, and will follow the guidelines of the *CEQR Technical Manual*. The EIS will contain:

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

The environmental analyses in the EIS will assume a development period of ten years for the reasonable worst-case development scenario (RWCDS) for the project (build year 2017), and identify the cumulative impacts of other projects in areas affected by the proposed action. The New York City Department of City

Planning (DCP), as lead agency, will coordinate the review of the proposed action among the involved and interested agencies and the public.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed action requires City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and includes the following actions:

- Zoning map amendments that would map the Special 125th Street District and new zoning districts in conjunction with the proposed zoning text amendments. Refer to **Figure 2**, Existing Zoning, and **Figure 3**, Proposed Zoning for proposed zoning map changes.
- Zoning text amendment to establish the Special 125th Street District
- Disposition of City-owned property, an Urban Renewal Plan amendment, a CPC certification pursuant to the Special TA (transit land use) District, and UDAAP designation and project approval (a non-ULURP action) to facilitate the development of a residential project with ground floor retail on a site within the proposed rezoning area.

These actions are subject to the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was submitted on December 13, 2006. DCP, acting as lead agency on behalf of the City Planning Commission, has determined that the proposed action would have the potential for significant adverse impacts. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in an EIS.

This final scoping document sets forth the analyses and methodologies proposed for the EIS. The public, interested agencies, Manhattan Community Boards 9, 10 and 11 and elected officials were invited to comment on the scope, either in writing or orally, at a public scoping hearing that was held on Wednesday, January 17, 2007, at 4:00 PM at the Harlem State Office Building located at 163 West 125th Street, between Adam Clayton Powell Jr. Blvd and Lenox Avenue/Malcolm X Blvd, New York, NY 10027. Comments were received during the draft scope's public hearing, and written comments were received up to 30 days after the hearing. The final scope considers public comments made on the draft scope and revises the methodologies of the studies, as appropriate, in response to comments made during scoping. Also, in response to comments made on the draft scope, the proposed action has been modified to change the base commercial floor area ratio (FAR) in the proposed C4-4D district from 4.0 to 5.4. The Reasonable Worst Case Development Scenario (RWCDS) presented in the draft scope has been revised for the final scope to reflect this change to the proposed action. The final scope of work will be used as a framework for preparing the Draft EIS (DEIS) for the proposed action.

Once the lead agency (DCP) is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the ULURP application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF THE PROPOSED ACTION

The New York City Department of City Planning is proposing zoning text and map amendments that would affect 24 blocks in East, Central and West Harlem. The area proposed to be rezoned is generally bounded by 124th Street, 126th Street, Broadway and Second Avenue (the exact boundaries are shown in the attached Rezoning Area and Special District Boundaries map – See **Figure 1**). The proposed changes are part of a comprehensive City initiative to support the ongoing revitalization of 125th Street, Harlem's Main Street. **Table 1** below provides a list of the block and lots affected by the proposed action.

The 125th Street corridor has a diverse mix of commercial, institutional and retail uses. Portions of the corridor have occupied residential buildings. Examples of recent development include a Pathmark supermarket, Gotham Plaza and Gateway Plaza, located at Lexington Avenue and 125th Street; the Hotel Trades Association building and Harlem USA, located at Morningside Avenue and Frederick Douglass Boulevard, respectively.

Buildings within the 125th Street corridor have a wide range of heights. Taller buildings include the Adam Clayton Powell Jr. State Office Building (20 stories) and the landmarked Theresa Towers (13 stories) within the core of the corridor at 125th Street and Adam Clayton Powell Jr. Boulevard, along with 55 West 125th Street (15 stories). Predominantly residential portions of the corridor contain four- to five-story buildings and brownstones. There are also one- and two-story retail and commercial buildings lining portions of 125th Street.

Table 1 – Blocks and Lots Affected by Proposed 125th St. Corridor Rezoning and Related Actions

AFFECTED BLOCKS	AFFECTED LOTS
1722	1, 3, 5, 6, 7, 13, 19, 22, 24, 25, 26, 27, 30, 33, 35, 36, 37, 38, 39, 40, 41, 44, 46, 47, 49, 51, 55, 56, 57, 58, 59, 60, 61, 62, 63, 65, 66, 67, 68, 69, 135, 137, 145, 155, 156, 168
1723	1, 4, 5, 7, 9, 10, 17, 21, 22, 23, 31, 33, 37, 38, 39, 40, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63, 64, 65, 66, 67, 69, 122, 137, 140, 144, 146, 150, 153, 157, 159, 161, 164
1749	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 14, 16, 21, 22, 23, 24, 31, 33, 35, 40, 43, 46, 48, 49, 50, 56, 59, 60, 61, 62, 63, 64, 66, 69, 101, 104, 107, 123, 160, 172
1750	1, 5, 6, 7, 9, 10, 12, 16, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 53, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 104, 142, 156, 158, 161, 165, 167, 168
1773	1, 4, 7, 11, 15, 17, 18, 20, 27, 33, 57, 58, 61, 62, 67, 69, 72
1774	1, 5, 6, 7, 8, 9, 17, 20, 30, 33, 48, 51, 56, 58, 61, 65, 66, 67, and 68
1789	1, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 34, 35, 36, 37, 39, 42, 43, 45, 46 (partial), 50, 104, 121
1909	1, 7, 9, 11, 12, 20, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 38, 39, 40, 41, 42, 44, 46, 57, 59, 63, 129, 140
1910	1, 7501
1930	1, 5, 30, 37, 40, 41, 44, 49, 50, 51, 53, 55, 57, 59
1931	1, 6, 10, 12, 15, 17, 19, 21, 27, 36, 56, 61, 63, 64
1951	1, 4, 7, 14, 22, 43, 51
1952	1, 2, 3, 4, 5, 9, 11, 19, 21, 22, 23, 25, 27, 28, 29, 37, 38, 41, 43, 51, 61, 101, 102, 138
1964	1 (partial)
1966	31, 33 (partial), 36, 37, 38, 39, 40, 42, 44, 46, 47, 49 (partial), 52, 59, 61, 66 (partial), 67, 70, 73, 77 (partial), 95 (partial)
1980	1 (partial), 22 (partial), 75 (partial)
1982	1, 5, 7, 9, 10, 14, 15, 16, 17, 20, 22, 24, 29, 30, 31, 32, 33, 34, 36, 38, 47, 49, 50, 59, 61, 63, 65, 67, 68, 69, 71, 73, 104

Central to the proposal is establishing a new special purpose district for the areas of the 125th Street corridor within the rezoning - the Special 125th Street District. The Special District would allow a wide range of retail, arts, entertainment and cultural uses to physically and economically activate the street, would allow fine-tuned building form controls to respond to the specific scale and character of the corridor, and would support future job creation and career opportunities.

The majority of the area within the proposed rezoning boundaries is currently zoned C4-4, C4-7 and R7-2, which comprise medium and high density zoning districts. Small portions within the rezoning boundaries also include areas currently zoned C4-5, C4-4A and M1-2. The majority of the existing zoning districts have been in effect since the last major revision of the New York City Zoning Resolution in 1961. The zoning proposal includes changes to the existing C4-7 and R7-2 districts within the rezoning area and mapping C6-3, C4-4D, C4-4A and R6A districts in the remaining areas.

A key principle of the rezoning proposal for 125th Street is the creation of a balanced rezoning approach that includes opportunities to catalyze future development, while preserving those areas with a strong, definable built context as well as predominately residential areas. The proposal recognizes the built context of 124th and 126th Streets, which are predominantly residential in character and clearly distinct from 125th Street and proposes compatible zoning districts accordingly.

DCP's rezoning strategy balances encouraging growth with promoting preservation within select areas of the corridor. Through zoning text and zoning map amendments DCP's proposal would:

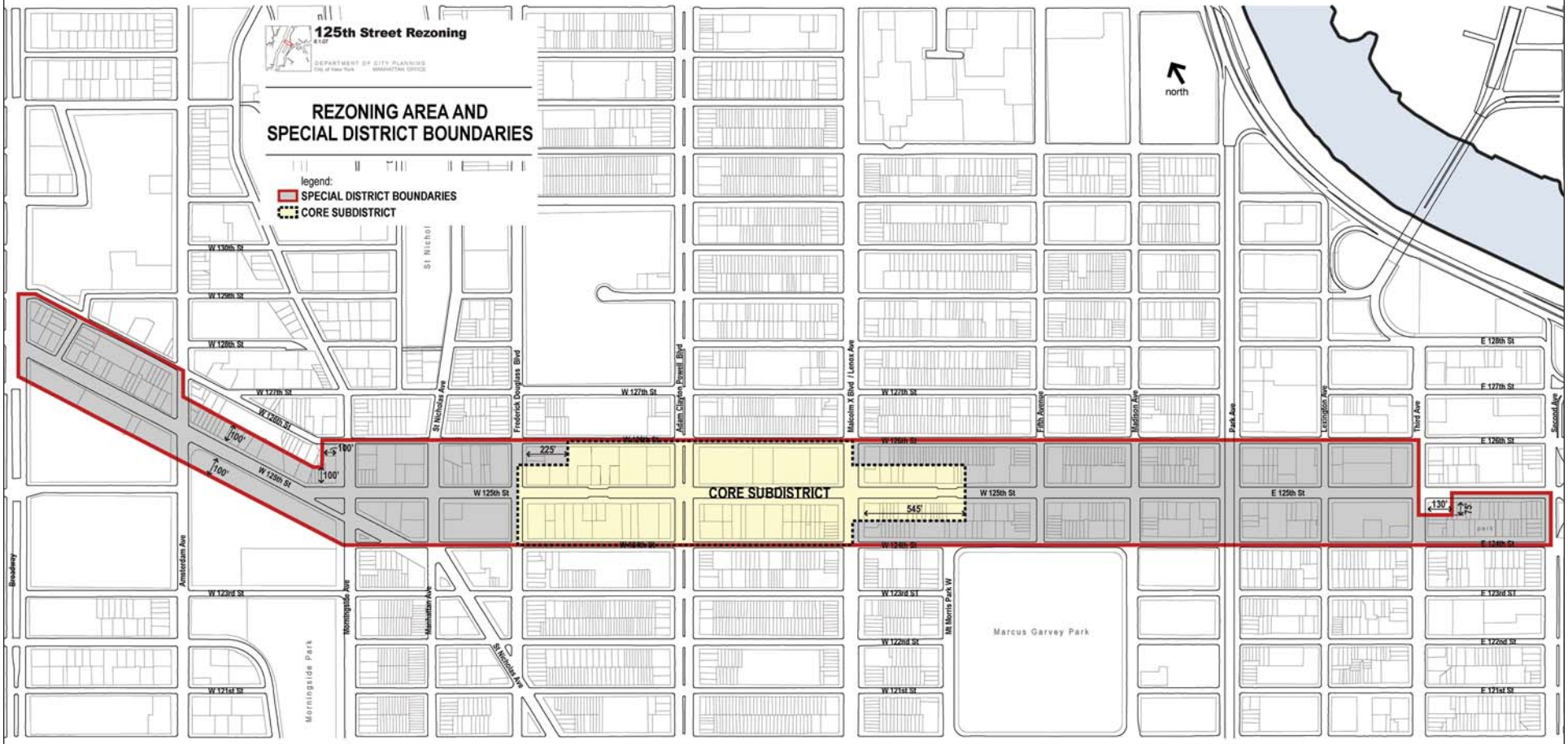
Support and enhance the ongoing economic revitalization of 125th Street and neighboring areas.

125th Street is Harlem's Main Street. Through the 1960- 80's period, 125th Street experienced an erosion of its function as a major retail corridor, resulting from population and housing decline, a lack of available public funding for new development, and general private disinvestment. In recent years 125th Street has experienced renewed development and private investment, such as that typified by the Harlem USA retail complex, the Hotel Trades Association building, Harlem Center and Pathmark. Significant projects undergoing their planning stages include the proposed redevelopment of the Victoria Theater, Columbia University's proposed campus plan for Manhattanville, to the western end of 125th Street, and the East 125th Street Project (formerly known as Uptown New York), a new mixed-use project to be located on portions of three blocks bounded by 125th and 127th streets, Second and Third avenues, at the eastern end of 125th Street. Neighboring blocks have also seen new residential development, primarily under various New York City Housing Preservation and Development (HPD) programs.

DCP's rezoning proposal complements the city's ongoing capital investment and renewed private investment in the area. The proposal includes zoning changes that would positively bolster new development activity, and activate and reinforce 125th Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail.

Promote building forms that are compatible with existing neighborhood character.

Along most of 125th Street, mid-blocks and intersecting avenue frontages, current zoning regulations allow tower-in-the park development that is inconsistent with the surrounding context of street wall buildings. Portions of the corridor within the rezoning area are characterized by four to five-story rowhouses with street walls built to the street line; prominent examples of these areas include portions of 124th and 126th streets between Malcolm X Boulevard and Park Avenues, and along portions of 125th Street between Fifth and Madison Avenues.



Source: NYC Department of City Planning

Figure 1 - Rezoning Area and Special District Boundaries

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

To address these issues, DCP is proposing zoning districts to catalyze development and to ensure that future building forms are compatible with the surrounding neighborhood's built character. The proposed changes to the existing zoning regulations include bulk controls that will require all new development to provide street walls and setbacks for the upper portion of the buildings above the street wall to reduce their visual impact from the street level. Maximum height limits would be introduced for all the proposed new mapped districts ensuring the overall massing and scale of new development responds to the particular characteristics of the different areas within the corridor.

Foster new opportunities for mixed-use development.
Neighboring blocks, located north and south of 125th Street, comprise a growing neighborhood that is undergoing significant redevelopment. Residential development is critical and valuable to the long term vitality of a mixed-use district; however, no new housing has been built along 125th Street in the past recent years. New mixed-use development that includes housing on 125th Street would add vitality to the street both at day and night times by increasing the residential population. To encourage new mixed-use development that includes housing, DCP proposes increased densities in appropriate locations, with an inclusionary zoning bonus to expand and enhance the opportunities for affordable housing development.

Purpose and Need
In response to recent and anticipated development in Harlem, and most specifically along 125th Street, DCP, in partnership with New York City Economic Development Corporation (EDC), Housing Preservation and Development (HPD), New York City Department of Transportation (DOT) and other City agencies, undertook in 2003 the 125th Street River-to-River Study. The purpose of this study was to propose a strategic planning and development framework for 125th Street from the Hudson River to the East River. The study focused on several key areas that include: zoning, transportation, the arts, identity enhancement to promote and support increased visits to the corridor by local residents as well as regional, national and international visitors, and public realm/streetscape improvements. The study also reviewed strategies to develop housing within the corridor, including affordable housing. To achieve the study's overall objectives, DCP convened an interagency working group and community-based Advisory Committee comprising more than 100 Harlem business and local civic representatives, community board members and elected officials. The actions comprising the 125th Street Corridor Rezoning and Special District described in this document constitute a key product of the study.

The rezoning plan includes input received from public meetings held in 2004, 2005 and 2006. The plan includes strategies to encourage new mixed-use development and to expand and enhance the arts, culture and retail activities on 125th Street in order to enable Harlem's Main Street to evolve as a vibrant corridor and a premier arts, entertainment and commercial destination in the City. The proposed rezoning seeks to:

Provide a balanced zoning strategy — encourage new development where appropriate while maintaining the scale and character of existing predominantly residential areas.

Encourage new mixed-use development — catalyze the production of residential, commercial, retail, arts and entertainment uses to enliven the street during the day and evening.

Balance new development in response to existing neighborhood character and scale — establish urban design controls that reflect the special context of 125th Street.

Sustain and enhance the ongoing revitalization of 125th Street as a unique, diverse Manhattan main street — expand the extent and range of uses permitted along the street.

Create opportunities for new housing including affordable housing — couple increases in density with inclusionary housing bonuses.

Existing Zoning

The 125th Street corridor is primarily zoned for medium-density residential and commercial development, interspersed with low-density manufacturing and high-density commercial districts (see **Figure 2**).

C4-7 high-density districts are generally mapped on the north side of 125th Street between Malcolm X and Frederick Douglass Boulevards, and at the southwest corner of 125th Street and Park Avenue. C4-7 districts allow commercial, residential and community facility uses up to 10 FAR. The maximum FAR can be increased to 12 FAR through the inclusionary zoning bonus available for residential development and through the provision of an urban plaza or arcade.

Most of the rezoning area lies within a C4-4 general commercial district, which allows regional shopping with a wide range of commercial uses. C4-4 districts allow commercial development up to 3.4 FAR, residential development up to 3.44 FAR and community facility uses up to 6.5 FAR. On wide streets outside the Manhattan Core (i.e., Manhattan Community Districts 9-12), residential development that complies with the Quality Housing program is allowed up to 4.0 FAR. One off-street parking space per 1,000 feet of commercial floor area for most retail uses is generally required; however parking requirements can be waived if less than 40 parking spaces are generated.

A C4-5 general commercial district is mapped on the block bounded by Frederick Douglass Boulevard, St. Nicholas Avenue, West 125th and West 124th Streets. C4-5 districts also allow regional shopping with a wide range of commercial uses. Like C4-4 districts, C4-5 districts allow residential uses up to 3.44 FAR and community facility uses up to 6.5 FAR. Commercial uses are permitted up to 3.4 FAR. For commercial uses, no accessory parking is required.

The west side of Lexington Avenue between 125th and 126th Street is zoned C4-4A, a general commercial district that allows residential, commercial and community facility uses up to 4 FAR. The C4-4A district is a contextual district and requires buildings to provide a street wall between 40 and 65 feet and has a maximum height limit of 80 feet.

Local retail activity is facilitated by commercial overlays mapped over the existing R7-2 district. Along the north side of 125th Street C2-4 commercial overlays are mapped Broadway and Amsterdam Avenue and a C2-2 commercial overlay is mapped between Amsterdam and Morningside Avenue. Along the south side of 125th Street a C-1-4 commercial overlay is mapped at the intersection with Broadway. As local service districts, these commercial overlays allow commercial uses up to 2.0 FAR; however, in mixed residential/ and or community facility and commercial buildings, commercial uses are limited to the ground floor.

Low density M1-2 districts are mapped along portions of East 126th Street between Park and Third Avenues, and along Park Avenue north of East 125th Street. M1-2 districts allow light manufacturing and commercial uses up to 2.0 FAR and certain community facility uses up to 4.8 FAR.

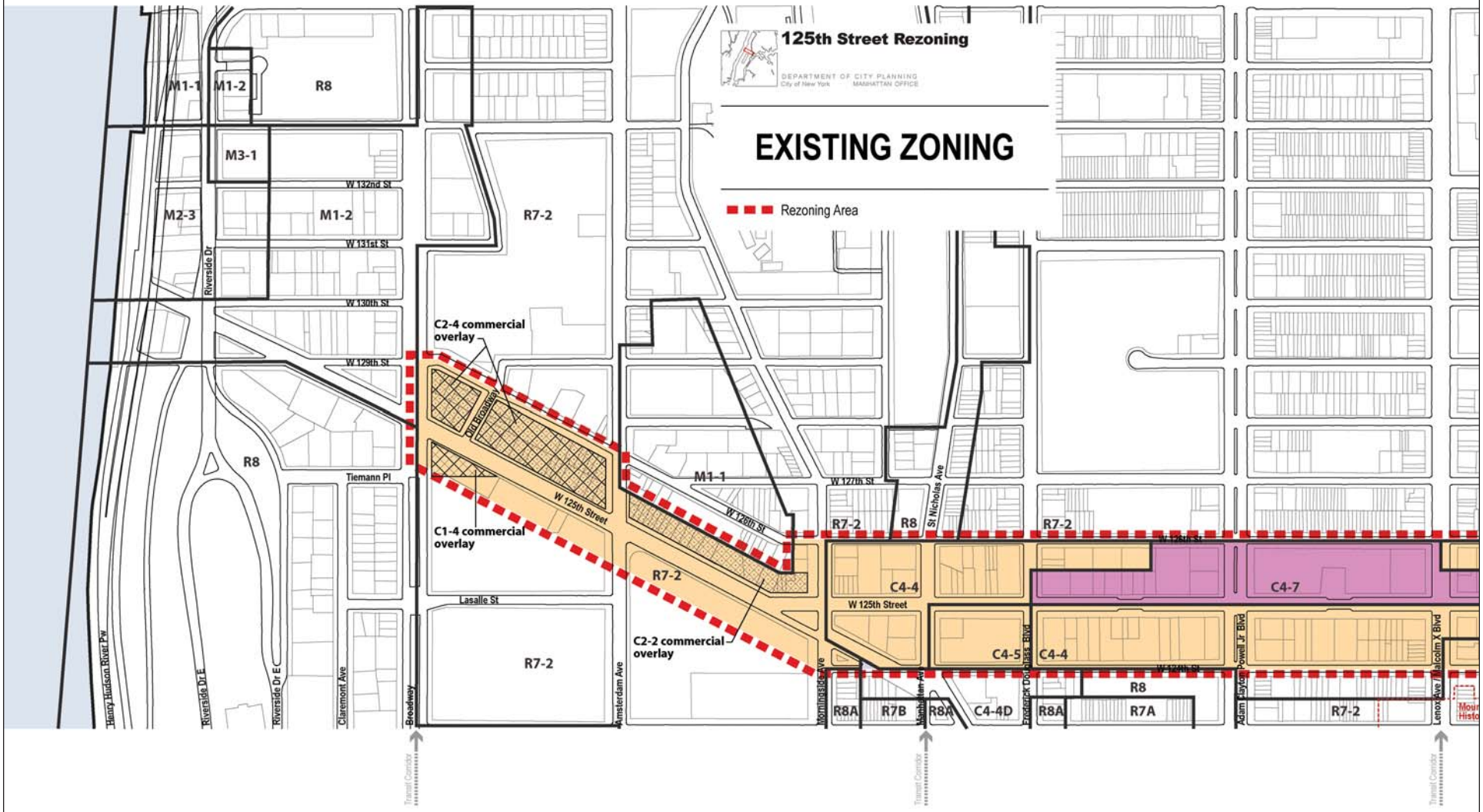


Source: NYC Department of City Planning

Figure 2 - Existing Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

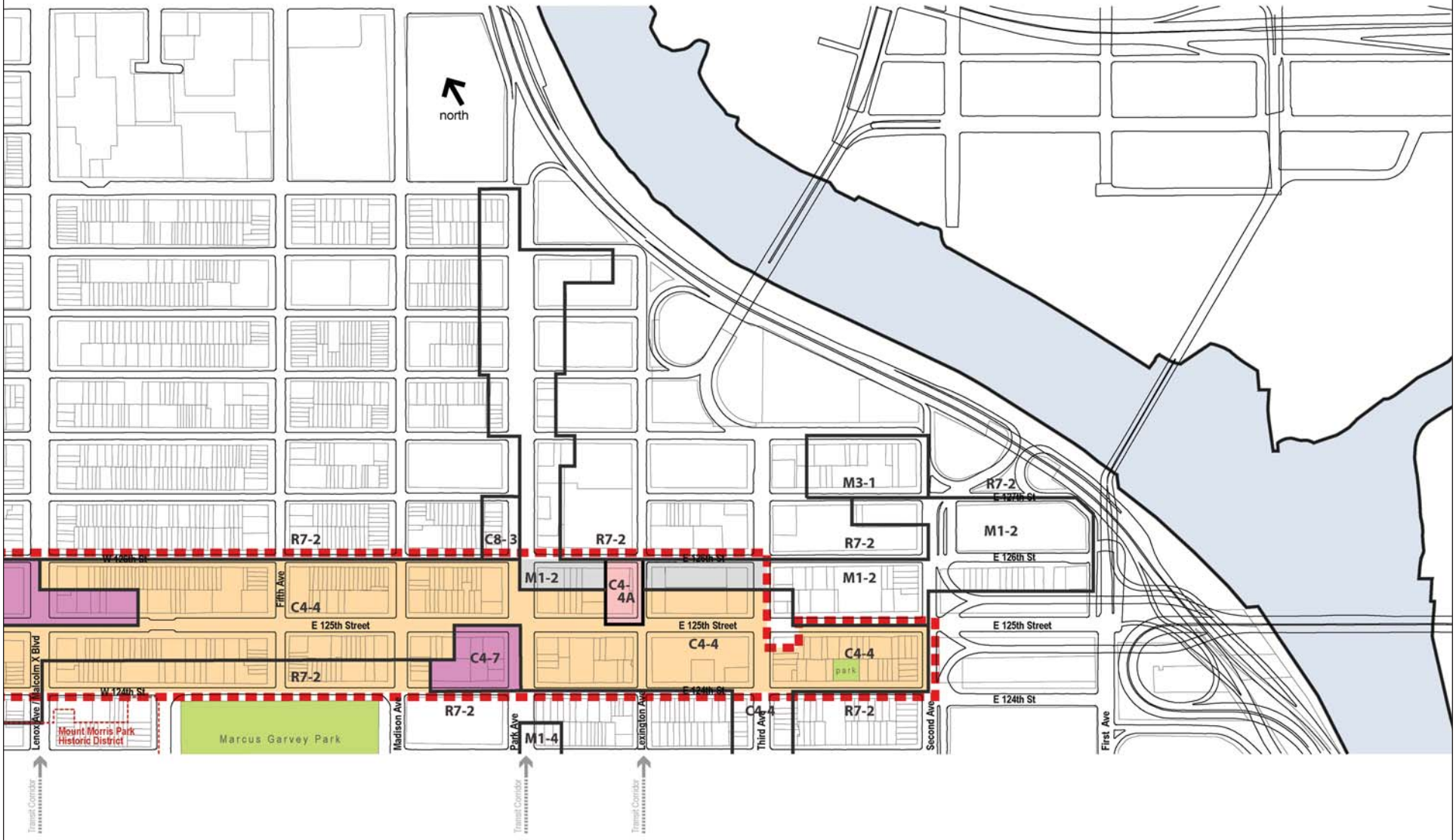


Source: NYC Department of City Planning

Figure 2a - Existing Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Source: NYC Department of City Planning

Figure 2b - Existing Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

The existing Special TA District is mapped along portions of East 125th Street and Second Avenue. The Special TA District is mapped in the vicinity of the proposed Second Avenue subway line to provide easements to facilitate pedestrian access to the proposed subway and the access of light and air to the stations.

Table 2 provides a summary of the existing allowed density and building form in the rezoning area.

Table 2 - Summary of Existing Allowed Density and Building Form

EXISTING ZONING

	Allowed Density (FAR):					Building Form:	
	Use:	RESIDENTIAL			COMMERCIAL	COMMUNITY FACILITY	Existing bulk controls	
	Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min. max.	Building height: max.
	R7-2	-	-	3.44/4.0+	-	6.5	not required	none
	overlays C2-4, C2-2, C1-4	-	-	-	2.0	-	-	-
	C4-4	-	-	3.44/4.0+	3.4	6.5	not required	none
	C4-5	-	-	3.44	3.4	6.5	not required	none
	C4-4A	-	-	4.0	4.0	4.0	40' 65'	80'
	C4-7	10.0	2.0	12.0	10 - 12*	10 - 12*	not required	none
	M1-2	2.0 - Manufacturing			2.0	4.8	not required	none

+ with Quality Housing Program * with plaza or arcade bonus

Source: NYC DCP

Proposed Zoning

The Department of City Planning is proposing a zoning text amendment to establish the Special 125th Street District and zoning map amendments to map the Special 125th Street District. The proposed action would serve to enhance the 125th Street corridor through a balanced strategy which provides new opportunities to catalyze future mixed-use commercial and residential development, including affordable housing, while protecting the scale and character of predominately residential portions of the corridor with a strong built context. The Special 125th Street District boundaries coincide with the rezoning area boundaries, which is generally bounded by 124th and 126th Streets, Broadway and Second Avenue (see **Figure 1**). 125th Street comprises the spine within the proposed rezoning area.

The proposed Special District would contain the "Core Subdistrict". The subdistrict would generally include both sides of 125th Street between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard, (see **Figure 1**). Prominent arts institutions like the Apollo Theater and the Studio Museum are located within this section of 125th Street. The subdistrict would contain additional regulations pertaining to the creation of arts and entertainment uses that would complement existing ones, these regulations are described in detail within the Use Regulations section below.

The proposed Special District would promulgate controls that shape the form of new buildings to respond to the specific conditions along the corridor in a more fine-tuned approach than possible with regular zoning categories. Key elements include:

- Maintaining a consistent street wall that frames 125th Street through the base of new buildings at heights consistent with the existing context.
- Ensuring ground floor retail continuity and transparency to improve the pedestrian experience along 125th Street, and
- Establishing height limits for new developments within the corridor.

The proposed Special District would modify existing bulk and density regulations for C4-4D, C6-3 and C4-7 districts mapped within the proposed rezoning area in order to achieve the building form objectives listed above. The modified density regulations would also create and expand opportunities for affordable housing.

The proposed Special District would modify use requirements of the underlying zoning to ensure appropriate "active" uses such as retail, arts and entertainment have sufficient frontage on 125th Street at the ground floor level, it would also include building frontage and ground floor location restrictions for certain uses such as banks, offices and hotels. The proposed Special District would also modify signage and parking regulations. **Table 3** summarizes the proposed density and bulk regulations for the rezoning area.

Table 3 - Summary of Proposed Allowed Density and Building Form within Special District

PROPOSED ZONING

	Allowed Density within Special District (FAR):						Building Form:		
	Use:	RESIDENTIAL			COMMERCIAL	COMMUNITY FACILITY	Special District bulk controls		
	Underlying Zoning District	Base FAR	Inclusionary Housing Bonus	Max. FAR	Max. FAR	Max. FAR	Building base (streetwall): min.	max.	Building height: max.
	R6A	-	-	3.0	-	3.0	40'	60'	70'
	R7-2	-	-	3.44	-	6.5	not required		none
	C2-4 overlay	-	-	-	2.0	-	-		-
	R7A	-	-	4.0	-	4.0	40'	65'	80'
	C2-4 overlay	-	-	-	2.0	-	-		-
	C4-4A	-	-	4.0	4.0	4.0	40'	65'	80'
	C4-4D	5.4	1.8	7.2	5.4	6.0	60'	85'	120'
	C6-3	6.0	2.0	8.0	6.0	6.0	60'	85'	160'
	C4-7	9.0	3.0	12.0	10.0	10.0	60'	85'	290'

Source: NYC DCP

Density and Building Form Regulations

DCP's proposes zoning map and zoning text amendments that would create new opportunities for mixed-use development along 125th Street while preserving the scale and character of portions of 124th, 125th and 126th streets. The proposed actions would also facilitate and expand new and existing opportunities for affordable housing. The primary component of DCP's proposal would affect zoning regulations governing building bulk, including the permitted densities (i.e., FAR), building heights, and street walls.

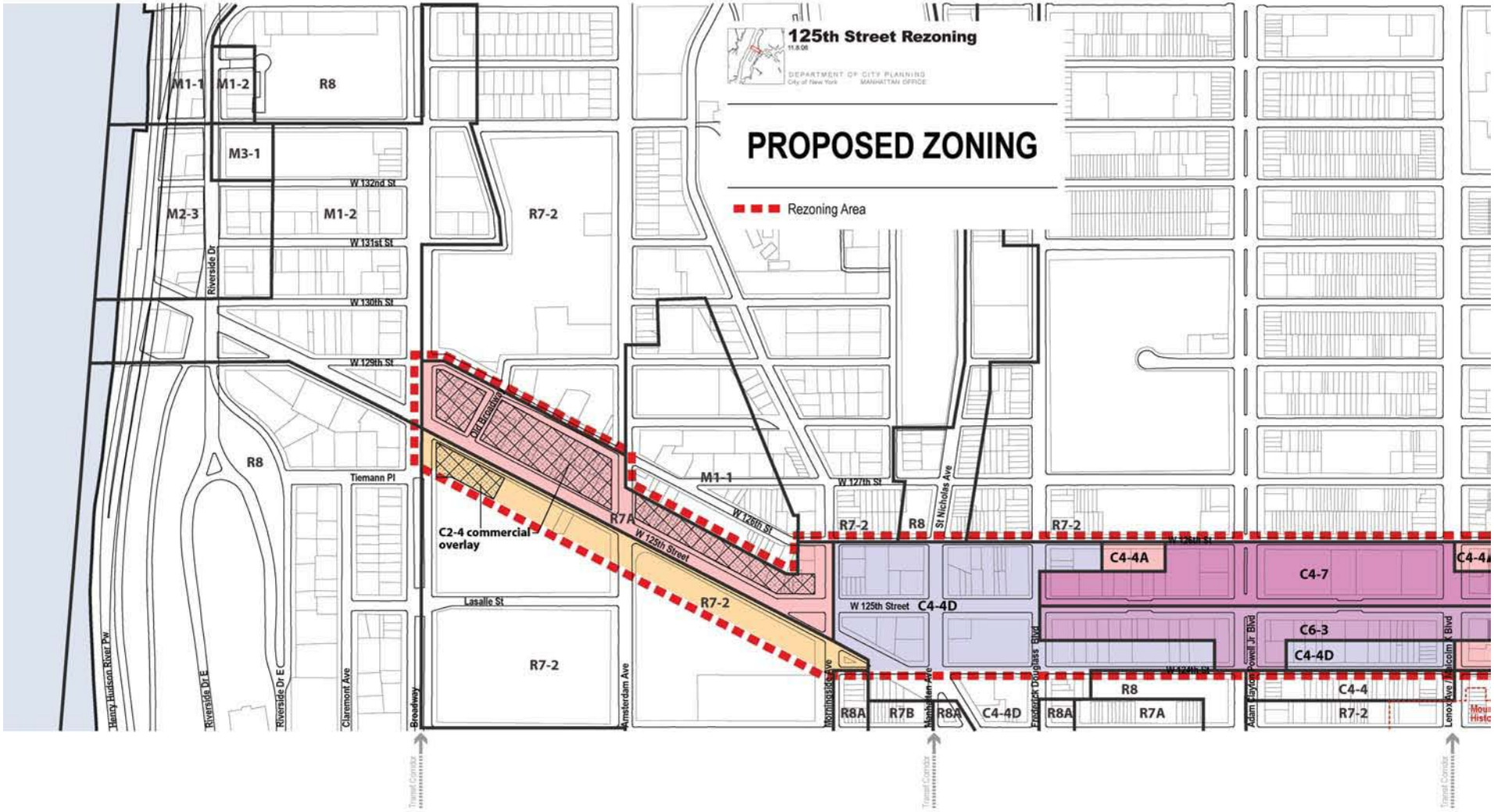


Source: NYC Department of City Planning

Figure 3 - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

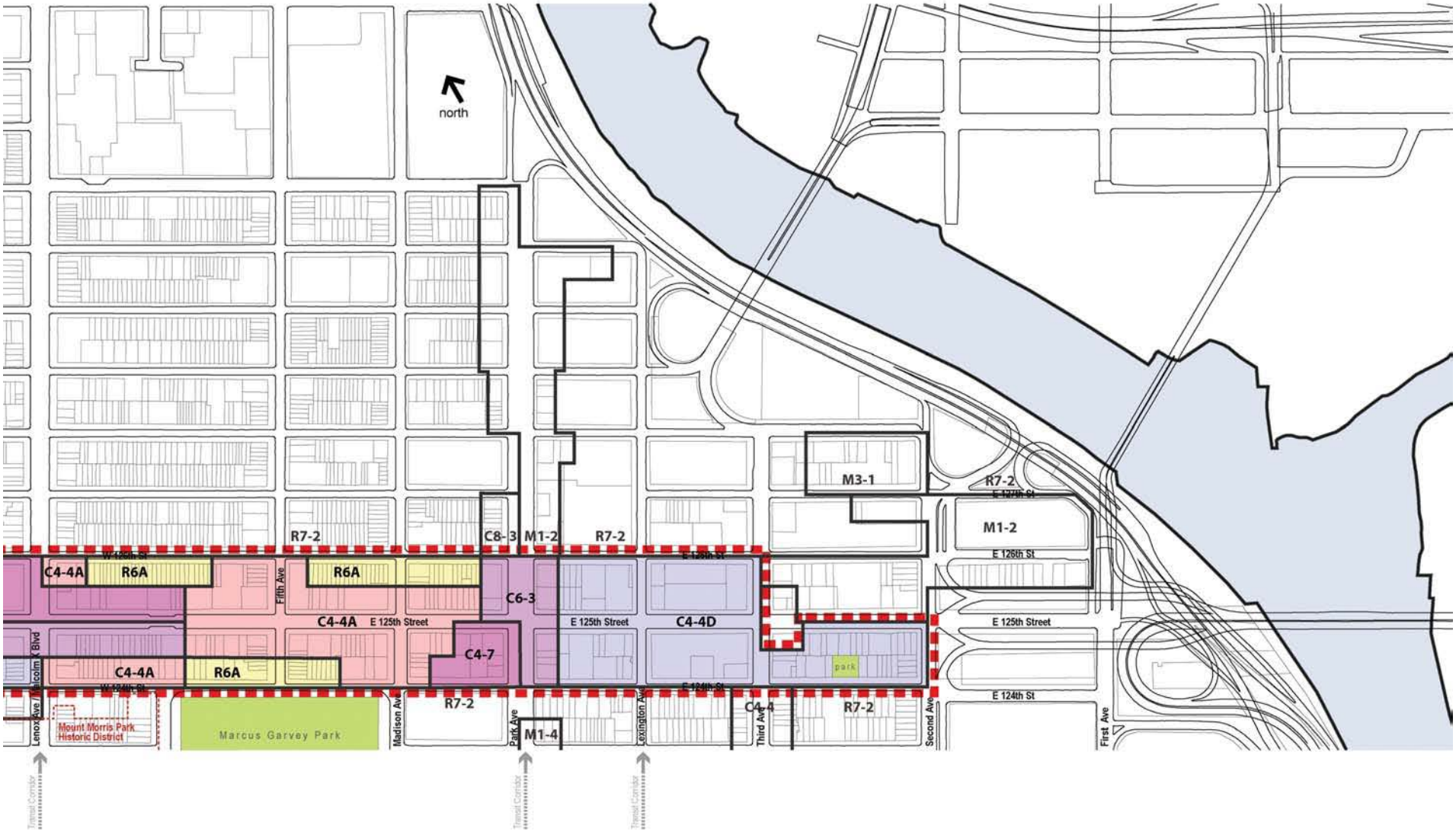


Source: NYC Department of City Planning

Figure 3a - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Source: NYC Department of City Planning

Figure 3b - Proposed Zoning

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

The rezoning proposal includes the following changes in the zoning districts, as modified by the proposed special district:

- C4-7, on the north side of 125th Street, between Frederick Douglass Boulevard and a point 545 feet east of Malcolm X Boulevard, and the southwest corner of 125th Street and Park Avenue. The proposed C4-7 district is an existing zoning district with modified bulk regulations to limit the height of new buildings and to expand opportunities for affordable housing. The existing C4-7 district allows residential uses up to 10 FAR (bonusable to 12 through the existing inclusionary housing program or the provision of an urban plaza or arcade) and commercial and community facility uses up to 10.0 FAR with a bonus of up to 2 FAR available for the provision of an urban plaza or arcade. The proposed C4-7 district would be extended 165 feet east beyond its existing boundaries over a C4-4 district. The proposed C4-7 district would permit residential uses up to 9.0 FAR (bonusable to 12 FAR through inclusionary housing) and commercial and community facility uses up to 10.0 FAR. The building form requires a street wall between 60 and 85 feet, a 15 feet setback above the street wall facing wide and narrow streets, and limits the maximum building height to 290 feet. In addition, within 50 feet of the 126th Street frontage between Adam Clayton Powell Jr. Boulevard and Lenox Avenue/Malcolm X Boulevard the bulk regulations would require a maximum height of 80 feet for those portions of the building within this area, in lieu of the height limit described above.

- C6-3, on the south side of 125th Street, between Frederick Douglass Boulevard and a point 545 feet east of Malcolm X Boulevard. The proposed C6-3 district is a zoning district with modified bulk regulations to limit the height of new buildings and to create opportunities for new housing, including affordable housing. The existing zoning within this area is C4-4 which allows residential uses up to 3.44 FAR (4.0 FAR through the Quality Housing provisions on wide streets), commercial uses up to 3.4 FAR and community facility uses up to 6.5 FAR. The proposed C6-3 district would permit residential uses up to 6.0 FAR (bonusable to 8.0 FAR through inclusionary housing) and commercial and community facility uses up to 6.0 FAR. The building form requires a street wall between 60 and 85 feet, with a 15 feet setback above the street wall facing wide and narrow streets. Above a height of 85 feet the horizontal dimension of the building (also referred to as the slab width) is limited to 150 feet in width. The maximum building height is limited to 160 feet.

- C6-3, along portions of Park Avenue between 124th and 126th streets. The existing zoning within this area is C4-4 as described above, except for the south east corner of Park Avenue and 126th Street which is zoned M1-2, a manufacturing district that allows manufacturing and local commercial uses up to 2.0 FAR and community facility uses up to 4.8 FAR. Density and bulk regulations on the proposed C6-3 district are as described above, in addition, buildings fronting along Park Avenue and the elevated railroad structure are allowed to setback from the Park Avenue streetline 10 feet regardless of the street wall requirements.

- C4-4D, for three areas generally bounded by Park and Second Avenues, 124th and 126th streets; Frederick Douglass Boulevard and Morningside Avenue between 124th and 126th streets, and along portions of 124th Street between Frederick Douglass and Malcolm X boulevards. The proposed C4-4D district would limit the height of new buildings and would create opportunities for new housing, including affordable housing. The existing zoning within these areas is C4-4, C4-5, C4-4A and M1-2. The proposed C4-4D district would

permit residential uses up to 5.4 FAR (bonusable to 7.2 FAR through inclusionary housing), commercial uses up to 5.4 FAR and community facility uses up to 6.0 FAR. The building form requires a street wall between 60 and 85 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 120 feet.

- C4-4A, on portions of 125th Street generally between Fifth and Park Avenues, along portions of 126th Street between Frederick Douglass and Adam Clayton Powell Jr. boulevard, and between Malcolm X boulevard and Fifth Avenue, and along portions of 124th Street between Malcolm X Boulevard and Madison Avenue. The existing zoning within these areas is C4-4 and R7-2. The proposed C4-4A district would permit residential, commercial and community facility uses up to 4.0 FAR. The building form requires a street wall between 40 and 65 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 80 feet.

- R7A, on the north side of 125th Street between Morningside Avenue and Broadway. The existing zoning within this area is R7-2. The proposed R7A district would permit residential and community facility uses up to 4.0 FAR. The building form requires a street wall between 40 and 65 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 80 feet.

- C2-4, a commercial overlay mapped over the proposed R7A district between Amsterdam and Morningside Avenues and on the two blocks north of 125th Street between Amsterdam Ave and Broadway would allow local retail uses and commercial development up to 2.0 FAR.

- R6A, for portions of 124th and 126th streets between Malcolm X Boulevard and Park Avenue. The existing zoning within these areas is C4-4. The proposed R6A district would allow residential and community facility uses up to 3.0 FAR. The building form requires a street wall between 40 and 60 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and limits the maximum building height to 70 feet.

- The existing R7-2, within 100 feet of the south side of 125th Street between Broadway, Morningside Avenue and 124th street would remain, the district allows residential uses up to 3.44 FAR and community facility uses up to 6.5 FAR. Within this portion of the R7-2 district contextual bulk regulations do not apply and building form is regulated through height and setback regulations, the building height is controlled through a sky-exposure plane, without a maximum height limit.

- C2-4, a commercial overlay mapped over a portion of the R7-2 district described above, would extend east to completely include the existing commercial uses fronting on 125th Street between Broadway and a point 340 feet east. The C2-4 overlay allows commercial development up to 2.0 FAR.

Split Lot Provisions

Some blocks within the core of the 125th Street corridor contain through-lots that front both on 125th and 124th Streets, the proposed zoning districts would split lots within these blocks into two different zoning districts. In order to provide development flexibility on these split lots without compromising the urban design goals of the proposal, the proposed Special District includes a provision to allow developments within the Core Subdistrict that are split by two different zoning districts to transfer floor area across such district lines, such developments would still be required to comply with the bulk requirements applicable to each of the portions of the development within their corresponding zoning districts.

Bulk Regulations for New Developments within the Special Transit Land Use (TA) District
The proposed Special 125th St District would overlap with the Special TA District which is mapped along portions of East 125th Street and Second Avenue. The proposed regulations would allow new developments within the Special 125th Street District, that are also located within the Special TA District, to modify the street wall requirements for those portions of the new development located directly above the proposed tunnel for the Second Avenue Subway. Such portions of the new development would be required to provide a minimum street wall with a height of at least 15 feet or one storey, in lieu of the minimum street wall required by the Special 125th Street District.

Inclusionary Housing Bonus
As part of the City's ongoing effort to broaden and provide new housing opportunities in Harlem the proposed 125th Street Corridor Rezoning includes an inclusionary housing bonus. The inclusionary housing bonus, 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. Developments taking advantage of the full bonus must devote at least 20 percent of their total floor area (excluding ground floor non-residential floor area) to housing that will remain permanently affordable to lower-income households.

Within the rezoning area, the inclusionary housing bonus would be available in the proposed C4-7, C6-3 and C4-4D districts. The bonus would allow an increase in floor area (up to 33 percent above the base residential FAR) in exchange for the provision of permanently affordable housing. The additional floor area must be accommodated within the applicable height and setback provisions of the proposed Special District.

The amount of bonus floor area is determined by the amount of lower income housing provided. For each square foot of lower income housing provided, a development is eligible for 1.25 square feet of bonus floor area, up to the maximum floor area ratio (FAR) permitted with the bonus. However, the amount of lower income housing required to receive such bonus need not exceed 20 percent of the total floor area in the building (excluding ground floor non-residential floor area).

In order to be eligible for the bonus, lower-income units must be affordable to households at or below 80 percent of Area Median Income (AMI), and must remain affordable for the life of the development receiving the bonus. Lower-income housing units used to earn the Inclusionary Housing bonus may be new units on the same site as the development receiving the bonus, or new or preserved units in a separate building off-site. Off-site affordable units must be located within the same community district, or in an adjacent community district on a site within a half-mile of the site receiving the bonus.

Developments using the floor area bonus in the new program may also use various city, state and federal housing subsidy programs and tax incentives to finance affordable units. The Department of Housing Preservation and Development must approve a Lower Income Housing Plan for all developments in the Inclusionary Housing Program.

Use regulations
The proposed Special District would modify the underlying allowed uses by regulating uses located at the ground floor level on new developments or enlargements with frontage on 125th Street within the boundaries of the Special District. The proposed Special District would allow those uses that promote a vibrant pedestrian environment to locate at ground floor level while limiting the ground floor location and frontage on 125th Street of uses that do not contribute to this goal.

Uses above or below the ground floor of new developments or enlargements through out the Special District would be regulated by the underlying districts use regulations.

Retail and Active Use Ground Floor Requirement for 125th Street Frontages
In order to promote a vibrant pedestrian environment the Special District would require that new developments or enlargements locate active uses at ground level fronting on 125th Street and to provide continuity of these uses within the 125th Street frontage. Uses locating on the ground floor, fronting on 125th Street would be limited to "active" uses that include retail, and uses that qualify as arts and entertainment-related uses as described below. Such uses would be required to be located along the majority of the 125th Street frontage of any new development or enlargement.

Ground Floor Restrictions for 125th Street Frontages
In order to promote ground floor uses that enliven the street and contribute to an active pedestrian environment bank, hotel office and residential uses would be restricted from fully occupying the ground floor of any new development or enlargement with 125th Street frontage. Such uses would be allowed to locate on floors other than the ground floor and would be allowed to have a limited ground floor frontage on 125th Street for the purpose of access through entrances and lobbies. Buildings with offices or hotels would have to have active uses such as restaurants, retail and entertainment venues located at the ground floor level.

Arts and Entertainment-Related Use Requirement
Within the Core Subdistrict new developments with 60,000 square feet of floor area or more would be required to have five percent of their total floor area reserved for and developed with qualifying arts and entertainment-related uses as listed below. Such arts and entertainment-related uses could be located anywhere within the new development but would be required to be accessible from 125th Street.

The uses listed below would qualify as art and entertainment-related uses within the proposed Special District:

- Art galleries
- Auditoriums
- Bookstores
- Bowling alleys
- Clubs, commercial
- Dance clubs, public
- Eating or drinking establishments, with table service only
- Historical exhibits
- Museums
- Performance spaces
- Music or record stores
- Studios, art, music, dancing or theatrical
- Studios, radio, television or motion picture
- Theaters

Signage Regulations
The underlying signage regulations would apply within the Special District. In addition, in order to allow distinctive signage that would complement and support the arts and entertainment character of the corridor, the proposal includes modifying sign regulations within the Arts and Entertainment Core Subdistrict to allow distinctive signs for those uses qualifying as arts and entertainment-related uses.

Parking Regulations
The proposed rezoning seeks to achieve a balance between creating a vibrant pedestrian environment within the 125th Street corridor that respects and enhances the pedestrian character and safety of 125th Street with the provision of adequate parking. In order to achieve this goal the underlying parking regulations would apply within the Special District except for those instances where the Special District modifies them as described below.

Curb Cut Restrictions
In order to promote a safe, attractive and uninterrupted pedestrian experience along 125th Street the Special District would not allow as-of-right curb cuts on 125th Street or within 50 feet of 125th Street. Curb cuts on 125th Street would be allowed only through a City Planning Commission Authorization, in order to grant such Authorization the Commission would have to find that the curb cut is not hazardous to traffic safety, that it does not create traffic congestion or unduly inhibit vehicular and pedestrian movement, and that the curb cut will not interfere with the efficient functioning of buses and public transit facilities.

Curb cuts along wide streets other than 125th Street would be allowed only through a City Planning Commission (CPC) Certification for those instances when a development or enlargement is required to provide accessory residential parking and/or loading and such development has no narrow street access. In order to obtain such Certification the applicant would have to prove, in addition to what is described in the preceding paragraph, that efforts to configure the development so that it has narrow street access have been exhausted, that there is no other mean to access the required accessory residential parking and/or loading, and that providing the required accessory residential parking off-site is not possible.

Curb cuts along wide streets other than 125th Street would be allowed only through a CPC Authorization to access non-required accessory residential parking or public parking facilities and non-required loading docks when access via a narrow street is not possible.

Commercial parking requirements
Commercial parking is not required in medium and high density commercial districts such as C6-3 and C4-7; however, medium density commercial C4-4D districts have a commercial parking requirement of generally 1 space for every 1000 square feet of commercial floor area which can be waived if the required number of spaces is less that 40. The proposed Special District would eliminate the commercial parking requirement in C4-4D districts making it consistent with the other medium and high density commercial districts within the Special District where commercial parking is not required.

Residential Parking Requirements
The underlying residential parking requirements apply. In addition, any required accessory residential parking would be allowed to be provided off-site, on a location other than the development site provided that such location is within 1000 feet from the development required to provide the parking and that such location is within a commercial district.

Community Facility Parking Requirements
The underlying community facility parking requirements apply.

Allowed Public Parking
The provision of public parking is essential to support the role of 125th Street as a prominent local and regional commercial, arts and entertainment destination. In addition, the rezoning proposal would increase the number of residents within the corridor. The proposed Special District therefore includes provisions to allow public parking of up to 150 spaces as-of-right throughout the Special District, subject to the district's curb cut regulations.

Access through R6A District
In order to maximize the opportunities to provide access for parking and/or loading from a side street and to protect the pedestrian character of 125th Street, the Special District would allow the use of undeveloped lots (as of the date the rezoning is enacted) within R6A districts, adjacent to a commercial district, to be used for the purposes of accessing parking and/or loading. Existing regulations on R6A districts do not allow for commercial parking and/or loading access.

Projected Development Scenario

As discussed above, a RWCDS for both "future no-action" and "future with-action" conditions will be analyzed for an analysis year, or Build year, of 2017. A ten-year period is typically believed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt.

The future with-action (or Build) scenario identifies the amount, type, and location of development that is expected to occur by 2017 as a result of the proposed action. The future without the action (or no-build) scenario identifies similar development projections for 2017 absent the proposed action. The incremental difference between the build and no-build scenarios serves as the basis for the impact analyses.

To determine the scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been considered, including known development proposals, current real estate market demands, and DCP's standard "soft site" criteria, described below, for identifying likely development sites. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the RWCDS, a set of criteria were established and all sites that met the criteria were identified. Development sites were identified based on one or more of the following criteria:

- Individual lots or lot assemblages with total lot area of 3,500 sf or more
- Vacant lots or vacant buildings
- Buildings built to less than 50% of the maximum allowable FAR under the proposed zoning
- Commercial use
- Buildings with less than six residential units
- Site location and development potential (limited to sites with frontage on 125th Street)

DCP has identified a total of 49 sites which meet these criteria. Of these 49 sites, 26 are projected development sites and 23 are potential development sites.

One of the projected development sites, Projected Development Site 26, is the subject of specific development proposal. The proposed actions are needed to undertake the development planned on this site. The rezoning would facilitate the development of a residential project with ground floor retail on Projected Development Site 26. As some parcels comprising Projected Development Site 26 are owned by the City's Department of Housing Preservation and Development (HPD), the project would be developed in partnership with HPD and a private developer. The project would include a substantial amount of affordable units. In addition to the proposed rezoning, the project would require several discretionary actions including the disposition of City-owned property, an Urban Renewal Plan

amendment, a CPC certification pursuant to the Special TA (transit land use) District, and UDAAP designation and project approval (a non-ULURP action).

Future No-Action Conditions (No-Build Scenario)

In the future without the proposed action, the existing zoning controls would remain in place. It is expected that the rezoning area would experience some growth in commercial and residential uses. In the future without the proposed action (No-Build), as-of-right development would be expected to occur on some of the 26 projected development sites identified by DCP in the rezoning area. Development on the 26 projected development sites is expected to consist of 304 dwelling units (DUs); 635,337 sf of retail; 512,305 sf of office space; 8,512 sf of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,154 sf of commercial space); 26,824 sf of storage/manufacturing uses; 112,404 sf of parking/auto related uses; 182,493 sf of community facility space; and 20,586 sf of institutional conversion space. The residential development projected in the No-Build Scenario would not be expected to include affordable housing.

In addition to the 49 projected and potential development sites in the proposed rezoning area described above, there are six known development sites in the rezoning area. The development expected on the six known development sites would occur independent of the proposed actions. The six known development sites would have a total of 28,986 square feet of retail floor area, 21,696 square feet of commercial office floor area, 127,500 square feet of hotel floor area, 129,992 square feet of community facility space and 147 total parking spaces. These developments are expected to occur in the No-Build Scenario.

Future With-Action Conditions (Build Scenario)

DCP has identified 26 projected development sites in the rezoning area on which development would result in a net (incremental) gain of 2,328 dwelling units (DUs), 436,015 commercial office square feet and 208,586 commercial retail square feet by the rezoning build year of 2017. In addition, DCP has identified 23 potential development sites in the rezoning area. If development does not occur on the projected development sites, the same overall amount of development could occur instead on some or all of the potential development sites. Although considered possible sites for future development based on the soft site criteria described above, these sites are considered less likely to be developed over the ten year analysis period. Site conditions, location, and market demand are among the factors contributing to the more limited likelihood for redevelopment of potential development sites.

The 26 projected development sites currently have 2 DUs; 460,758 sf of commercial uses (336,641 sf or retail, 115,605 sf of office/commercial and 8,512 sf of hotel), 40,788 sf of storage/manufacturing uses; 126,908 sf of parking/auto related uses; 80,058 sf of community facility space; and 239,570 sf of vacant floor area.

As described above, in the future without the proposed action (No-Build), some as-of-right development is expected to occur on these sites. The No-Build development program is expected to consist of 304 DUs; 635,337 sf of retail; 512,305 sf of office space; 8,512 sf of hotel space (together the retail, office, and hotel space would comprise a total of 1,156,154 sf of commercial space); 26,824 sf of storage/manufacturing uses; 112,404 sf of parking/auto related uses; 182,493 sf of community facility space; and 20,586 sf of institutional conversion space.

The development expected to occur on the 26 projected development sites under Build conditions would consist of 2,632 DUs (498 of which would be affordable housing units); 843,923 sf of commercial retail space; 948,319 sf of commercial office space; 20,184 sf of hotel space (total retail, office and hotel

commercial space is 1,812,426 sf); 71,508 of community facility space; 20,586 sf of institutional conversion space; and 1,998 sf of parking/auto related uses.

The projected incremental (net) change in development between the no-build and build scenarios that would result from the proposed action at these 26 projected development sites is 2,328 DUs, including 498 units of affordable housing; 208,586 sf of retail commercial space; 436,015 sf of office commercial space; 11,672 sf of hotel space (total net increment of commercial space is 656,273 sf); a decrease of 110,985 sf of community facility space; a decrease of 26,824 sf of storage and manufacturing space; and a decrease of 36,687 sf of parking/auto related uses.

The projected, potential and known development sites are shown in **Figure 4** and listed in **Appendix A Table 1**.

Environmental Impact Statement

As the RWCDS associated with the proposed action would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an Environmental Impact Statement pursuant to CEQR will be prepared for the proposed action. The EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise.

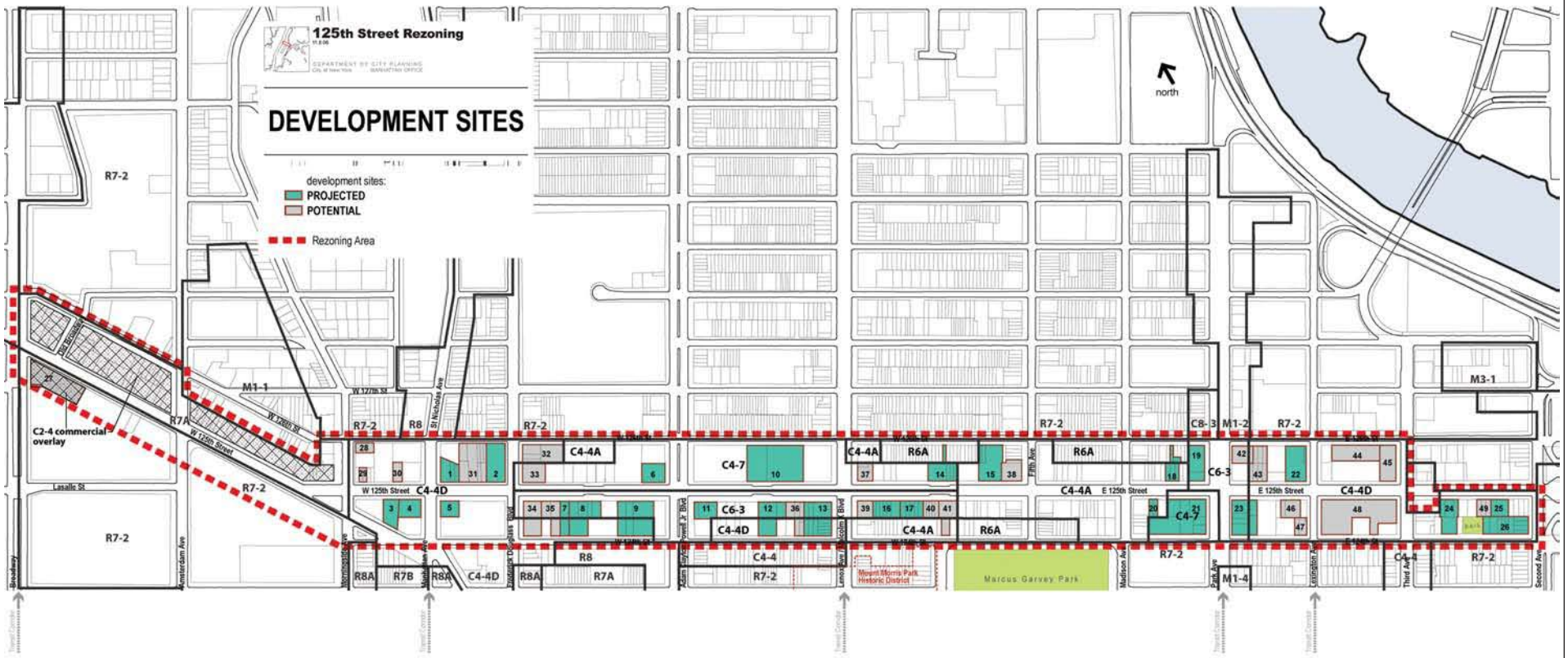
D. SCOPE OF WORK FOR THE EIS

TASK 1. PROJECT DESCRIPTION (INCLUDING REASONABLE WORST CASE DEVELOPMENT SCENARIO)

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter contains a project identification (brief description and location of the project); the background and/or history of the project; a statement of the public purpose and need for the project; key planning considerations that have shaped the current proposal; a detailed description of the project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the proposed action and gives the public and decision-makers a base from which to evaluate the project against both Build and No Build scenarios. In addition, the description of No-build conditions will discuss other expected actions and developments that could affect technical categories considered under CEQR.

The project description will present the planning background and rationale for the proposed rezoning. In addition, the project description will summarize the reasonable worst-case development scenario for analysis in the EIS and present its rationale (refer to "Projected Development Scenario" in Section C of this document).

The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Borough President's office, the City Planning Commission (CPC), and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

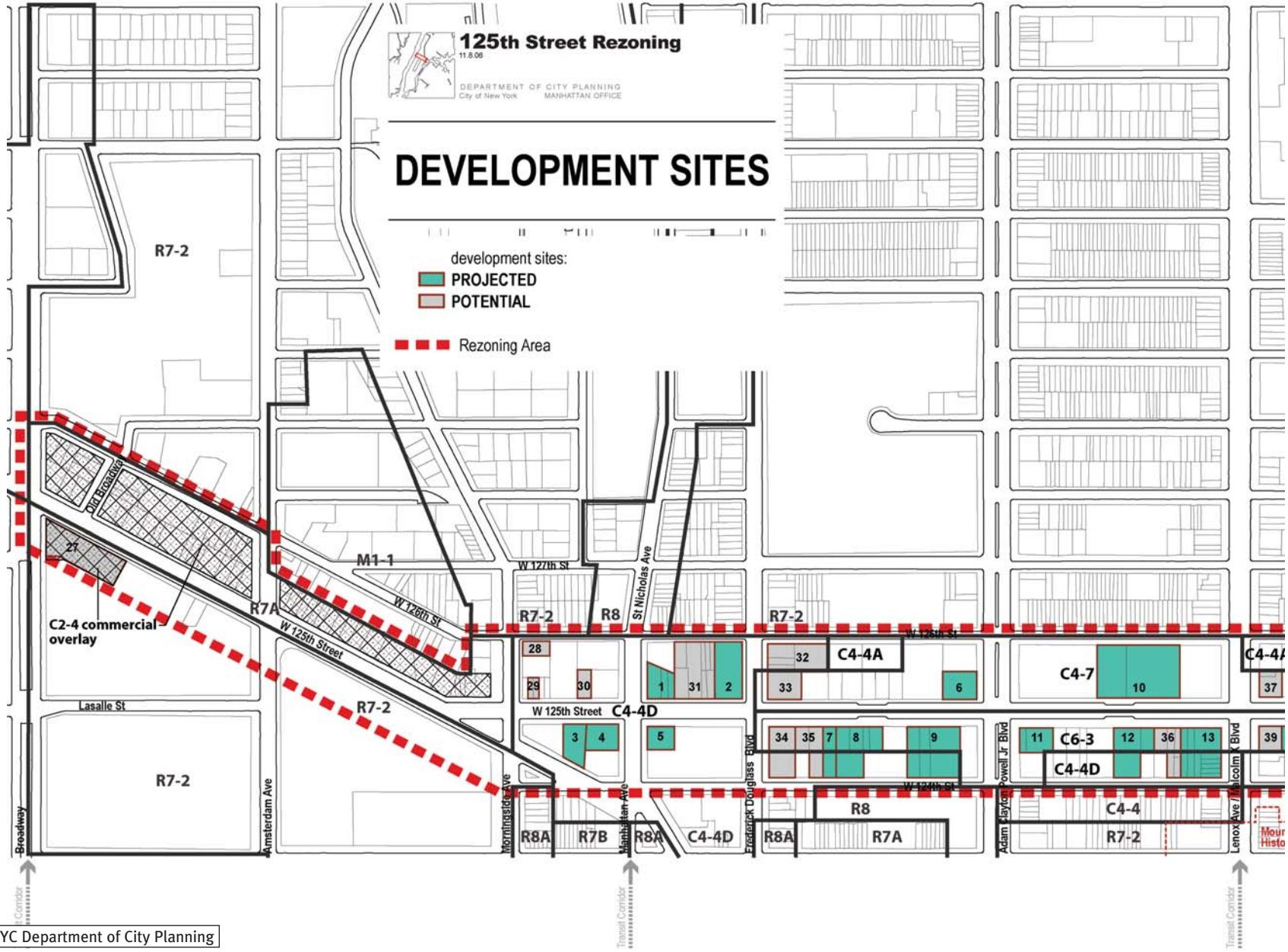


Source: NYC Department of City Planning

Figure 4 - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

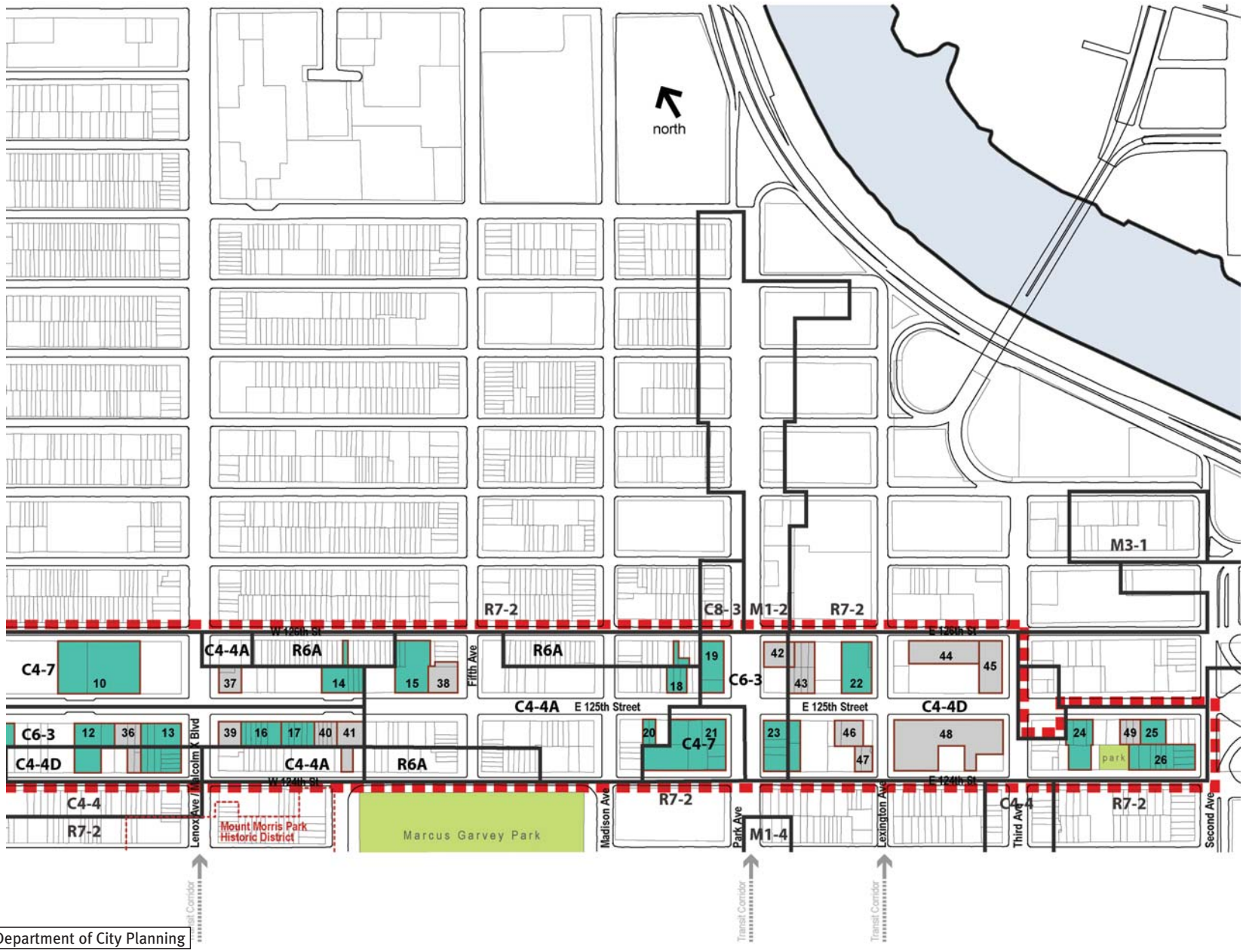


Source: NYC Department of City Planning

Figure 4a - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning



Source: NYC Department of City Planning

Figure 4b - Projected and Potential Development Sites

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will provide a detailed analysis of the potential impacts of the proposed action on land use, zoning, and public policy. The land use study area will consist of the project area, where the potential effects of the proposed action will be directly experienced, and adjacent areas within a quarter-mile radius (the "primary study area") where indirect impacts may be felt (refer to **Figure 5**). For the purpose of environmental analysis, the primary study area will extend approximately a quarter-mile from the borders of the project area. The study area will be adjusted to include whole City blocks and to account for the shorelines of the Hudson and Harlem Rivers. Subtasks will:

- Provide a description of land use, zoning, and public policy in the study areas discussed above. (A more detailed analysis will be conducted for the project area.). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions or BSA variances in the study area.
- Describe relevant public policies affecting the project area or the proposed action generally.
- Prepare a list of future development projects in the study area that would be expected to influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area. Based on these changes, assess future conditions in land use and zoning without the proposed action.
- Describe and assess the potential land use changes in the project area based on the reasonable worst-case development scenario.
- Assess effects of the proposed action on land use, zoning, and public policy. Project effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policy, and the effect of the project on ongoing development trends and conditions in the area will be discussed.

TASK 3. SOCIOECONOMIC CONDITIONS

This chapter will examine the effects of the action on socioeconomic conditions in the study area, including population characteristics, increase in economic activity, and the potential displacement of residents, businesses and employment from the rezoning area. The analysis will provide an assessment of potential socioeconomic changes associated with the proposed action, including: direct and indirect displacement of residential population, businesses, or employees; a new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area; or an adverse effect on socioeconomic conditions in a specific industry. Screening analyses will be conducted pursuant to the *CEQR Technical Manual* methodology. The analysis will present sufficient information regarding the effects of the proposed action to make a preliminary assessment either to rule out the possibility of significant impacts or to determine that more detailed analysis is required to make a determination as to impacts.

The preliminary assessment will examine five areas of concern including (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; (5) and adverse effects on specific industries. For each area of concern, if it has been determined that a socioeconomic impact is likely or cannot be ruled out based on the preliminary screening assessment, then a detailed analysis will be conducted. The

Socioeconomic Conditions study area is shown in **Figure 6**. The study area for socioeconomic conditions will be delineated to reflect boundaries of census tracts that are wholly or partially within a one-third mile radius of the rezoning area[1]. Subtasks for detailed analysis, if determined to be necessary, include:

Population Characteristics

- Based on the U.S. Census of Population and Housing, describe the 2000 population characteristics of the rezoning area and the study area.
- Discuss population trends in the future without the proposed action.
- Estimate population associated with the proposed rezoning and assess impacts on population, if any.

Housing Characteristics

- Using Census data and other information, such as reports on housing value and median rents, describe the 2000 housing characteristics of the rezoning and the study area.
- Assemble and discuss information on housing market conditions, including identification of presence of any unique or predominant population groups or presence of populations particularly vulnerable to economic changes, using Census data and other sources.
- Discuss housing trends in the future without the proposed action.
- Estimate housing changes associated with the proposed rezoning and assess impacts on housing, if any.

Economic Characteristics

- Describe existing economic activity in the rezoning area (using most recently available data), including the number and types of businesses and employment by key sectors.
- Describe the physical characteristics of the existing residential, commercial and manufacturing buildings in the rezoning and surrounding areas, including the general size of the structures, configurations, and condition. Determine the approximate vacancy rate and rent levels for buildings in the study areas. This will be based on visual inspections, discussions with the Borough Office of DCP, and discussions with real estate brokers.
- Describe trends in residential, commercial and manufacturing use in the future without the action.
- Estimate net new employment and other economic activity in the study area under the RWCDS.
- Estimate displacement of commercial and manufacturing businesses and employment based on sites identified for likely development. After accounting for currently vacant properties, configurations and conditions, use a ratio of number of properties converted to total properties to estimate potential displacement.
- Assess the impact of displacement, if any. Identify likely relocation areas nearby, if necessary.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the proposed rezoning. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands. Community facilities other than open space (see Task 5) will be examined in this section.

[1] Census Tracts 240, 313, and 315 fall within the 1/3 mile radius but are excluded from the study area. These tracts are mainly mapped over open space resources and the Harlem and Hudson Rivers.

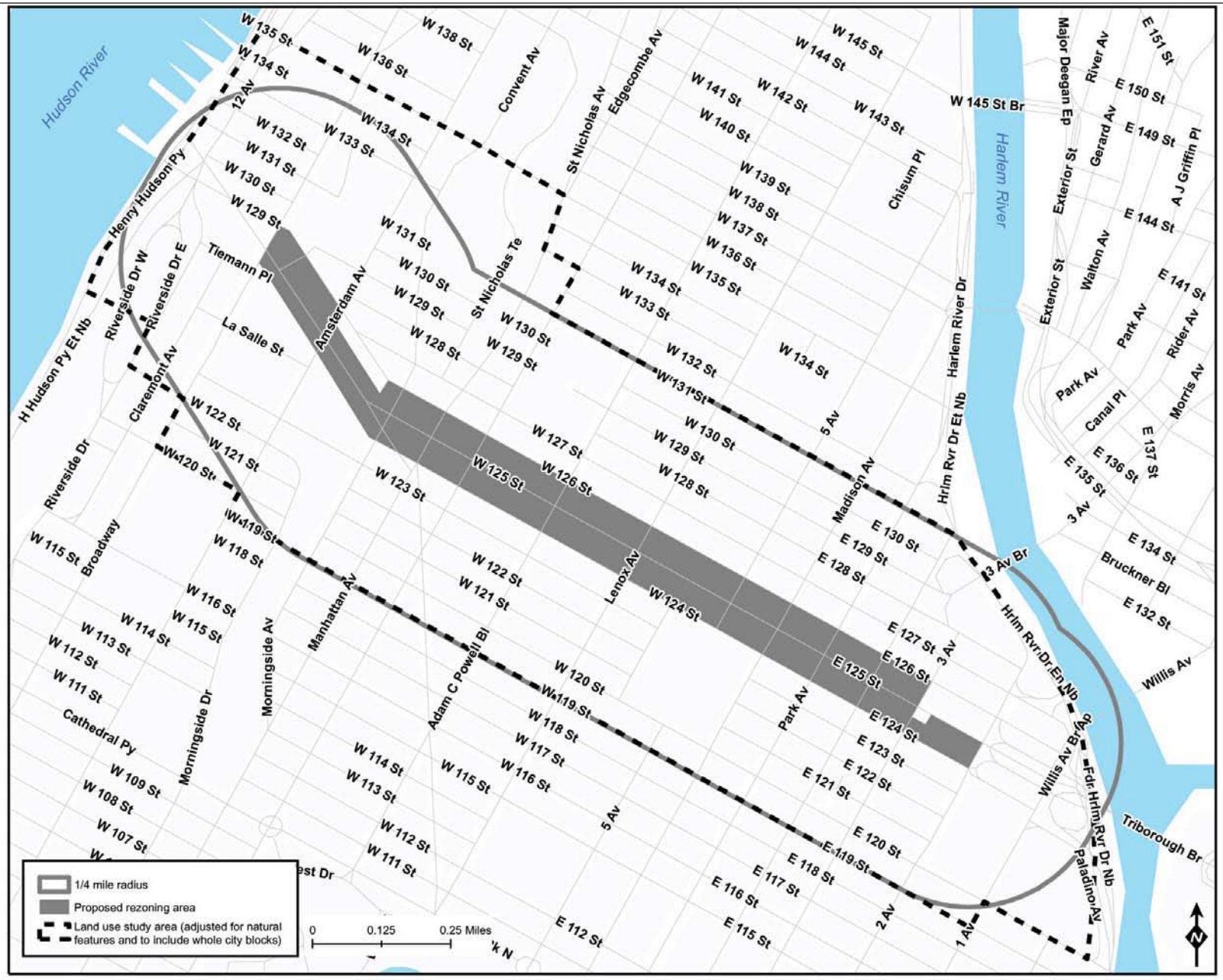


Figure 5 - Land Use Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

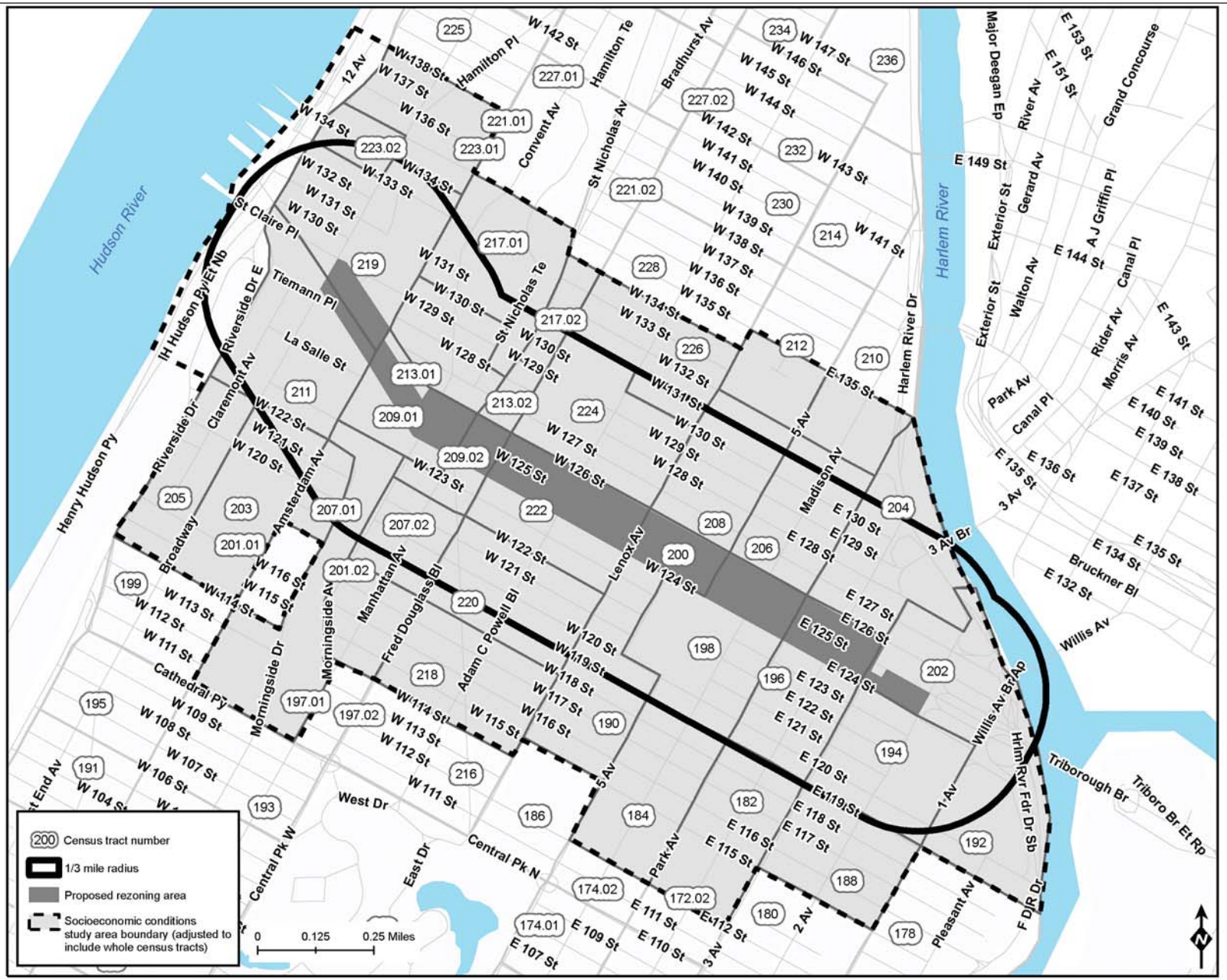


Figure 6 - Socioeconomic Conditions Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

The CEQR threshold for detailed analysis of schools is if an action is anticipated to generate 50 or more elementary/middle school students or 150 or more high school students. A screening analysis determined that the proposed action would exceed the screening threshold for both elementary/middle schools and high schools. Therefore detailed analysis is warranted. The high school analysis will be borough-based although public high schools within the study area will be identified and their locations shown on the Public School map in the EIS. In addition, as discussed in the EAS, based on the screening criteria established in the *CEQR Technical Manual*, the proposed action would represent a five percent or greater increase over the average dwelling units per library branch in the borough of Manhattan, the screening threshold for detailed analysis. Accordingly, an analysis of the proposed action's effects on library services will be provided.

The proposed action is projected to generate 498 affordable housing units on the 26 projected development sites. As the proposed action would generate less than 600 units of low-moderate income housing in the RWCDS, a detailed analysis of health care facilities is not required (*CEQR Technical Manual*, Table 3C-1).

The proposed action would generate more than 50 children eligible for publicly funded daycare. A detailed analysis of day care facilities is required for the proposed action, in accordance with *CEQR Technical Manual*, Table 3C-1 and Table 3C-4.

The Police and Fire Departments routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels, or other local factors. Therefore an assessment of service delivery is usually conducted only if a proposed action would directly affect the physical operations of a station house or precinct house. Since the proposed action would not directly affect existing police and fire facilities, an assessment is not warranted.

The proposed study area for community facilities would be located at or close to a half-mile, ¾ mile or 1-mile radius of the rezoning area depending on the type of community facility, as per CEQR guidelines (refer to Figure 7). Subtasks will include:

- Identify and locate/map all community facilities within the defined study area for general informational purposes, including schools, libraries, health care facilities, police precincts, fire houses, etc. Separate Maps for each kind of facility will be provided.
- Identify and locate public schools within the project study area. Assess conditions in the project study area, and for each affected school district (Community School Districts [CSD 3, 4,and 5 as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the future without the action, taking into consideration projected increases in future enrollment, including those associated with other developments in the vicinity of the project area and plans to increase school capacity either through administrative actions on the part of the NYC Department of Education (DOE) or as a result of the construction of new school space. Analyze future conditions with the proposed action, adding students likely to be generated by the action to the projections for the future without the action. Project impacts will be assessed based on the difference between the Future With Action projections and the Future No Action projections (at the sub-area, region, and school district levels) for enrollment, capacity, and utilization in 2017. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. The new projects may, however,

be included in a qualitative discussion after impacts, if any, have been identified. Sources for the information will be noted in the EIS text or footnotes.

- Identify the local public library branch(es) serving the area. Describe existing population served by the branch(es), using information gathered for socioeconomic conditions assessment and information services provided by branch(es). Circulation, level of utilization, and other relevant existing conditions will be based on publicly available information and/or consultation with the NYPL administration. Sources for the information will be noted in the EIS text or footnotes. For No-build conditions, projections of population change in the area and information on any planned changes in library services of facilities will be described and the effects of these changes on conditions will be assessed qualitatively. The effects of the addition of the population resulting from the projected developments will be qualitatively assessed in terms of special programs, facilities, and collections, with input from library branch management staff.
- Identify hospital emergency room services and outpatient ambulatory care facilities (regulated by the NYS Department of Health and Office of Mental Health) within approximately one mile of the Action Area. Describe each facility in terms of its address, the type of service provided, an indicator of its size, capacity or utilization, and any other relevant existing conditions based on publicly available information and/or consultation with health care officials. Sources for the information will be noted in the EIS text or footnotes.
- Identify existing public day care and head start facilities within approximately one mile of the Action Area. Describe each facility in terms of its location, ages served, number of slots (capacity), existing enrollment and length of waiting list. Information will be based on publicly available information and/or consultation with the Administration for Children's Services' Division of Child Care and Headstart (CCHS). Sources for the information will be noted in the EIS text or footnotes. For No-Build conditions, information will be obtained on any changes planned for day care programs or facilities in the area, including closing or expansion of existing facilities and establishment of new facilities. Any expected increases in the population of children under 12 within the eligibility income limitations, based on *CEQR* methodology (Table 3C-4), will be discussed as potential additional demand; and the potential effect of any population increases on demand for day care services in the study area will be assessed. The potential effects of the additional eligible children resulting from projected developments induced by the RWCDS will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the Future No-Build analysis.
- A brief discussion of existing police and fire services in or near the project study area will be provided for informational purposes.

TASK 5. OPEN SPACE

New residents and workers generated from new development and conversions in the rezoning areas would place added demands on existing open space and recreational facilities. The proposed action would generate more than 200 residents and more than 500 new employees, thereby requiring an assessment of open space resources. A detailed open space analysis will be conducted according to the following tasks:

- Using 2000 Census data, calculate the total residential population of the open space study area, which as per CEQR guidelines, would be defined as the area within a half-mile radius from the rezoning area with the study area boundary adjusted to include all census tracts with at least 50 percent of their area within the half-mile radius. The population will be identified pursuant to Table 3D-10 of the CEQR Technical Manual. Refer to **Figure 8**.

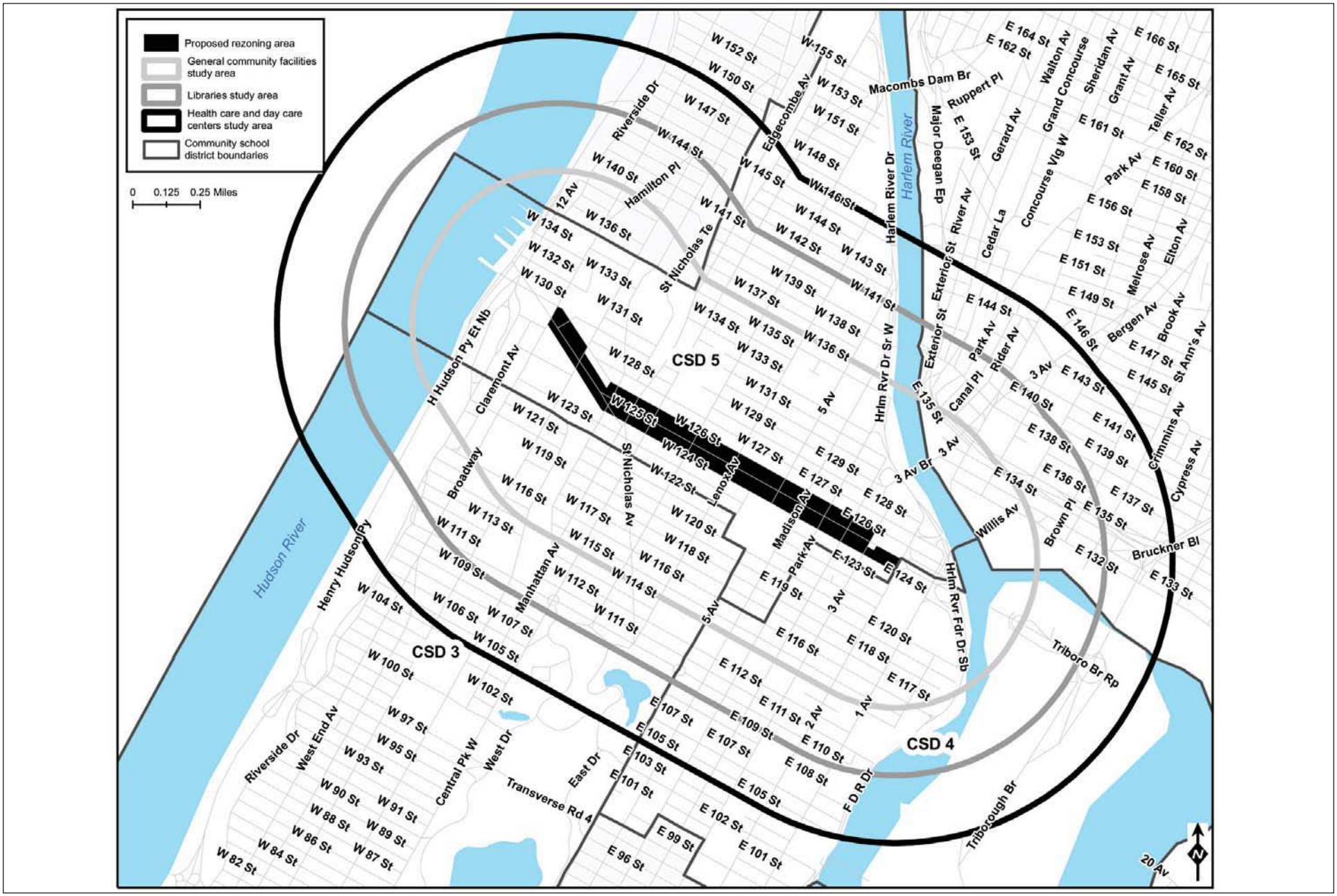


Figure 7 - Community Facilities and Services Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

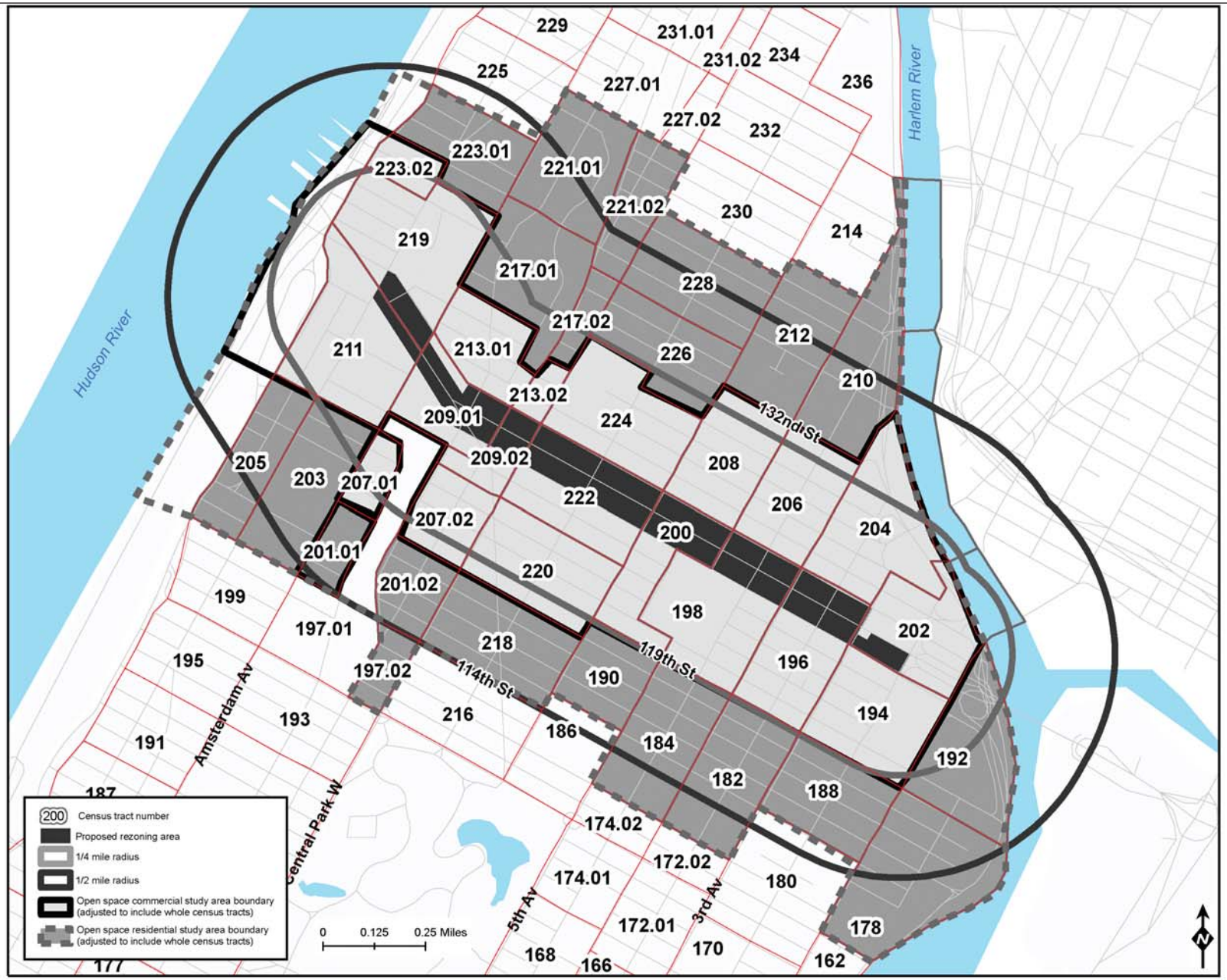


Figure 8 - Open Space Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

- Inventory existing active and passive open spaces within the open space study area. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, factors affecting usage, hours of operation, and access will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space also will be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.
- Based on the inventory of facilities and study area population, the open space ratios for the residential population will be calculated and compared to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratio will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the Build year, based on other planned development projects within the open space study area. Also take account of any new open space and recreational facilities expected in the open space study area. Open space ratios will be developed for future conditions without the action and compared with open space ratios for future conditions with the action to determine changes in future levels of adequacy.
- If the results of the impact analysis identify a potential for a significant adverse impact, discuss potential mitigation measures.
- A preliminary assessment of the potential for open space demand generated by workers will also be prepared. However, if it is determined that the action would generate 500 or more new non-residents, such as employees or a similar number of other users, there will need to be an additional analysis for the non-residential population, based on a quarter-mile radius (adjusted to include census tracts that are 50 percent or more within the quarter-mile study area radius) from the project area following the methodology in the *CEQR Technical Manual*.

TASK 6. SHADOWS

This chapter will examine the proposed action's potential shadows effects pursuant to *CEQR Technical Manual* criteria. Generally, shadow impacts could occur if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on natural features, publicly accessible open space, or on historic features that are dependent on sunlight. The proposed action would permit development of buildings of greater than 50 feet in height, and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDS , on a site-specific basis for potential shadowing effects of new developments or enlargements at both the projected and potential development sites on light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the action, further identifying:

- Projected and potential development sites adjacent to natural resources, historic resources, and/or publicly accessible spaces. This may include Marcus Garvey Park, Morningside Park and St. Nicholas Park, among other resources.
- Projected and potential development sites located in areas which are not susceptible to shadow impacts.
- If warranted, describe in shadow diagrams and text the potential effect of shadows from buildings resulting from the identified development scenario on light-sensitive natural resources, publicly accessible open spaces or sunlight-dependent features of historic resources.

The shadow assessment would be coordinated with Task 5, "Open Space" and Task 7, "Historic Resources," where appropriate.

TASK 7. HISTORIC RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed action would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, the action has the potential to result in impacts to archaeological and architectural resources. Historic Resources of note in the study area include: Apollo Theater, Hotel Theresa, Harlem Savings Bank, IRT Broadway Line Viaduct, PS 157, Manhattan Avenue Historic District, Mount Morris Bank and the Mount Morris Park Historic District are all within or abut study area boundaries; none are projected development sites.

Impacts on historic resources are considered on the affected sites and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual* (see **Figure 9**). Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed in the rezoning areas, and include projected as well as potential development sites. In coordination with the research conducted for the land use and hazardous materials tasks, this section will include an overview of the study area's history and land development. This history will be detailed enough to determine whether any potential archaeological resources may be on the site, requiring further study. Subtasks will:

- Research and describe history of land use, architecturally and archaeologically sensitive locations.
- Identify, map and describe designated historic/architectural resources (New York City Landmarks or pending Landmark designation and properties listed on the State and National Registers of Historic Places) in the project area and immediate vicinity.
- Submit the proposed action to the New York City Landmarks Preservation Commission (LPC) for its review and determination.
- Based on City and State files, identify and map inventoried archaeological resources and/or sensitive locations.
- Identify those areas thought to be archaeologically sensitive within the areas to be rezoned.
- In coordination with the land use task, assess probable impacts of development resulting from the rezoning action on architectural resources in the study area.
- Identify projected and potential development sites where new in-ground disturbance is expected to occur as a result of the proposed action.

If there are projected or potential development sites identified by LPC or other record searches as archaeologically sensitive, prepare Phase IA Archaeological Documentary Reports. The Phase 1A will document the site history, its development and uses, and the potential for the site to host

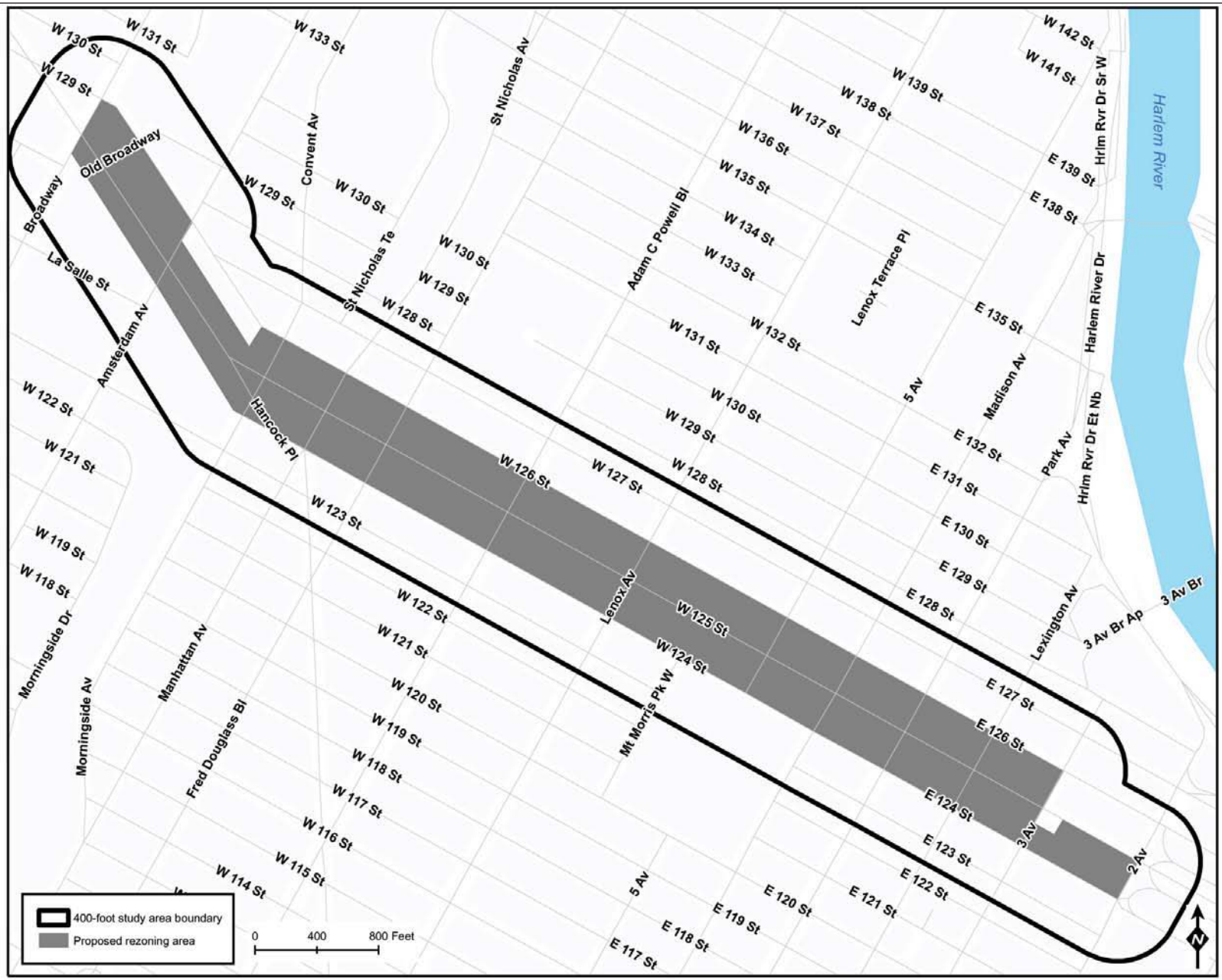


Figure 9 - Historic Resources Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

significant archaeological features. The EIS will summarize the results of the Phase IA analyses. The full Phase IA report will be submitted to LPC for review.

TASK 8. URBAN DESIGN/VISUAL RESOURCES

This chapter will assess urban design patterns and visual resources of the study area as defined in Chapter 3G, Section 310 of the *CEQR Technical Manual* and the effects on these of the proposed action. The proposed action would affect regulations on the building's bulk and height and therefore has the potential to result in impacts related to urban design and visual resources. A detailed preliminary screening analysis will be undertaken to identify whether the proposed action would exceed any of the thresholds identified in the *CEQR Technical Manual*. The urban design/visual resources study area will include the area within a quarter-mile radius of the proposed rezoning area, adjusted to include whole City blocks and natural features (see **Figure 10**). This analysis will consider the bulk form regulations proposed as part of the 125th Street Special District. Subtasks will:

- Describe the urban design and visual resources of each rezoning area and adjacent areas, using photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale.
- Discuss specific relationships between the proposed rezoning area and adjacent areas regarding light, air, and views.
- Describe the changes expected in the urban design and visual character of the project areas resulting from the various projects proposed for development in the study areas in the future without the action.
- Describe the potential changes that could occur in the urban design character of the rezoning area. For the projected and potential development sites, the analysis will focus on general building types for sites that are assumed for development as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources for each study area, including views to resources of visual or historic significance.

TASK 9. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed action would permit new development that has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and urban design features, and could affect historic resources. An amalgam of impact categories, a neighborhood character analysis considers the combined impacts of land use, urban design, visual resources, historic resources, socioeconomics, traffic and noise issues.

- Drawing on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the neighborhood in the future without the action.

- The analysis of project impacts presented in various EIS sections will serve as the basis for assessing and summarizing the project's impacts on neighborhood character.

TASK 10. HAZARDOUS MATERIALS

A preliminary screening assessment prepared pursuant to the *CEQR Technical Manual* will be conducted for the 49 projected and potential development sites in the rezoning area to determine which sites require further assessment. The preliminary screening assessment will consist of visual or historical documentation of any of the past or current uses (identified in Chapter 24 of Title 15 of the Rules of the City of New York) at a development site and/or tax lot(s) that might have affected or be affecting a development site.

47 of the 49 projected and potential development sites are under private ownership. Based on the preliminary screening assessment, if these sites are identified as having the potential for hazardous materials contamination, they will be mapped with(E) designations. The (E) designation would require that the fee owner of an (E) designation site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of the New York City Department of Environmental Protection (DEP) before the issuance of a building permit by the Department of Buildings (pursuant to Section 11-15 Zoning Resolution - Environmental Requirements). The (E) designation also includes mandatory construction-related health and safety plans which must be approved by the NYCDEP.

Two of the 49 projected and potential development sites are publicly owned sites and cannot be mapped with (E) designations. A Phase I Environmental Site Assessment (ESA) pursuant to Title 15, Chapter 24, Section 24-05 will be conducted for these sites.

Subtasks will include:

Review of Information Regarding Topographical and Subsurface Conditions
Appropriate United States Geological Society (USGS) topographical maps will be reviewed to ascertain the topography and drainage patterns for each Site. Available USGS and New York State Geological Survey documents will be reviewed for surface and subsurface geological conditions in addition to the groundwater conditions in the area of the subject properties.

Acquisition and Review of Historical Land Use Data
Sanborn Fire Insurance Maps will be reviewed to develop a profile on the historical usage of the properties. If further historical investigation is required at individual lots, the review may include City Directories, historical maps and atlases, renovation information on the buildings, and tax assessor records.

Site Reconnaissance
It is understood that the majority of the buildings within the rezoning area are owned privately and an on-Site reconnaissance is not always feasible. Therefore, the Site reconnaissance will consist of observing the sites from public access ways (i.e., sidewalks and streets) only and noting the general uses of the buildings (i.e., industrial, manufacturing, residential, commercial, etc.). An interior Site inspection will be recommended if necessary. The site reconnaissance will include the following activities:

- Characterization of the range of industrial uses and activities performed in the rezoning area;

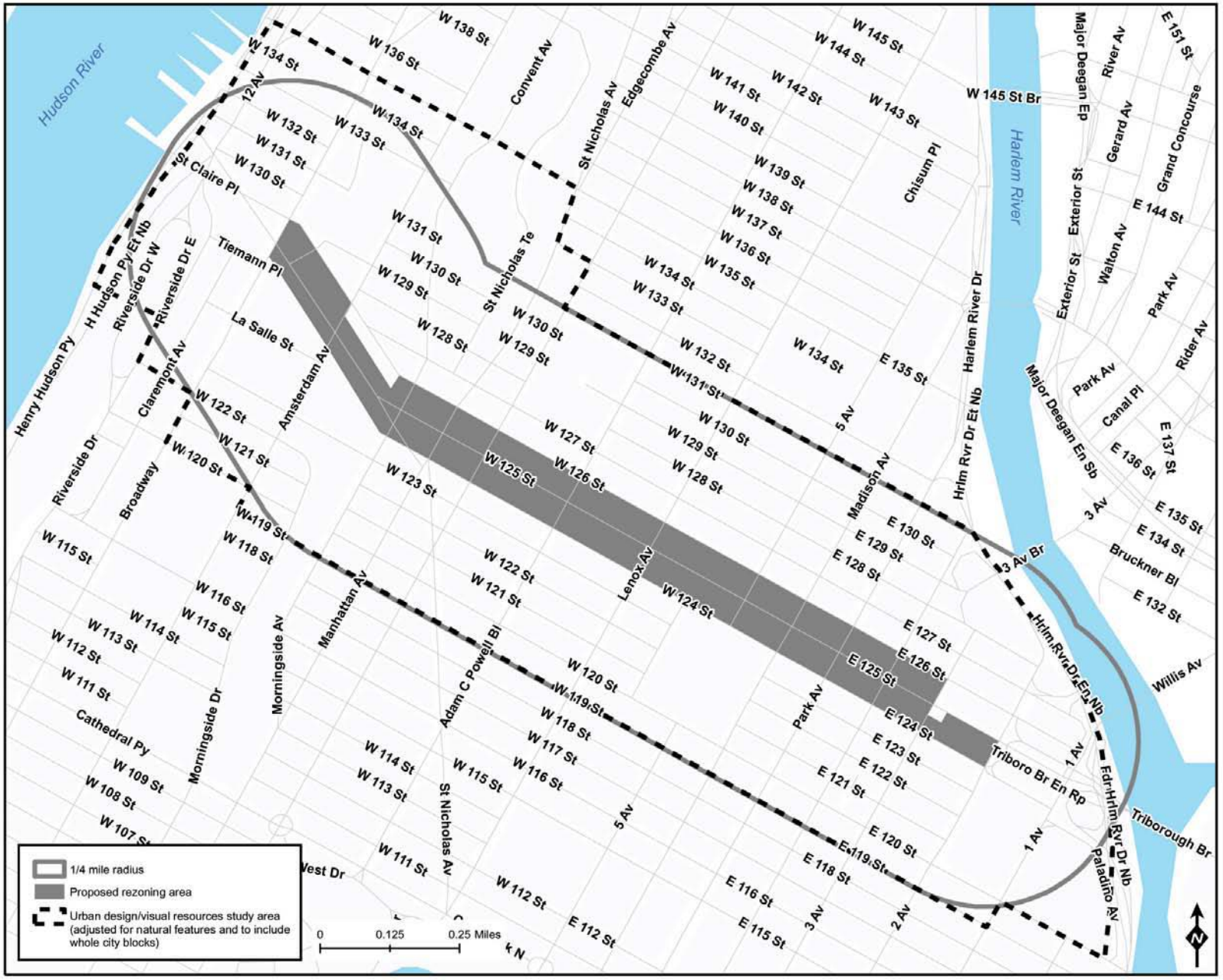


Figure 10 - Urban Design/Visual Resources Study Area

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

- Description of constituents most commonly associated with the industrial activity;
- Visual inspection of the vegetation and surrounding property to look for stressed vegetation, disturbed topography, soil staining, surface water sheens, noticeable odors, and/or areas that have been excavated and refilled;
- Notation of surrounding properties to assess potential impacts on the subject property;
- Notation of illegal dumping of domestic refuse, hazardous waste, and/or construction debris;
- Evidence of electrical transformers or large capacitors on the subject property; and
- Evidence of underground storage tanks or aboveground storage tanks (USTs and/or ASTs) on the subject property.
- Evaluation and Report of Findings (including draft and final reports)
- The data collected will be evaluated to assess the potential for environmental concerns at the subject sites and potential environmental impacts from surrounding properties. Upon completion of the preliminary screening assessments for each development site, a summary of findings and conclusions will be prepared for inclusion in the EIS. Since the majority of the buildings within the rezoning area are owned privately and an on-Site reconnaissance is not feasible, current and historical uses of the sites will be used to determine where (E) designations may be appropriate where further investigations are necessary.

TASK 11. NATURAL RESOURCES

The proposed action would not induce development within the designated boundaries of the NYC Coastal Zone, and is a largely developed urban area. The projected and potential development sites have largely been paved and developed and are not expected to hold significant potential for natural resources. The assessment of potential impacts to natural resources will be conducted following the guidelines of the *CEQR Technical Manual*. In addition to analysis of potential impacts, the natural resources chapter will include a description of the federal, state, and local laws and associated regulations and regulatory programs that may apply to the Proposed Action with respect to water quality, aquatic and terrestrial biota, and aquatic and terrestrial habitats. A detailed screening analysis will be presented in the EIS identifying whether the proposed action would result in significant impacts to natural resources, and if warranted, detailed analysis will be provided that would include an analysis of the combined sewage outflow (CSO) generated by the proposed action

TASK 12. WATERFRONT REVITALIZATION PROGRAM

New York City's Local Waterfront Revitalization Program (LWRP) was adopted pursuant to several local, State and federal regulatory programs relating to the coastal area. The LWRP policies are used as the basis for evaluation of discretionary actions within the coastal zone that require only City permitting/approvals or Uniform Land Use Review Procedure (ULURP) review. The proposed action would not induce new development within the designated NYC coastal zone boundary. The proposed action would therefore not be assessed for its consistency with the City's Waterfront Revitalization Program (WRP).

TASK 13. INFRASTRUCTURE

This chapter will describe the existing infrastructure in the project area. For CEQR, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and stormwater management. The proposed action would induce new development which could place additional demands on infrastructure. An analysis will be conducted to determine the potential for the proposed action to affect the City's infrastructure, and, if warranted, will include an analysis of combined sewage outflows (CSO) generated by the proposed action, if warranted. Tasks will include:

Water Supply

- The existing water distribution system serving the proposed action area will be described based on information obtained from the New York City Department of Environmental Protection's (NYCDEP) Bureau of Water Supply and Wastewater Collection.
- The current water usage in the area will be examined.
- The likely demand will be assessed for future conditions without the action, and the effects on the system will be described.
- Water demand for the proposed action will be projected.
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to maintain adequate supply and pressure.

Sewage and Stormwater

- The existing sewer systems serving the project area will be described from information obtained from NYCDEP. Existing and future flows to the North River Water Pollution Control Plant (NRWPCP) serving the area will be calculated and estimated. Information on existing sewer infrastructure in the area, including sanitary, storm, and combined sewer mains, sewer connections, catch basins, regulators, interceptor sewers, outfalls, and other components of the local system will also be provided.
- Discuss existing combined sewer overflow during storm events.
- Discuss any expected changes in sewer conditions to occur in the future without the Proposed Action.
- Information on sanitary sewage and stormwater generation will be compiled for the proposed action based on water usage estimates. The adequacy of sewer systems to meet demand generated by the proposed action will be assessed.
- The effects of the incremental demand on the system will be assessed to determine if there will be any impact on the NRWPCP, or on its State Pollution Discharge Elimination System (SPDES) permit conditions.
- Describe the potential effects of the Proposed Action on the local sewerage system, including its operation during major storm events.

TASK 14. SOLID WASTE AND SANITATION SERVICES

The proposed action would induce new development that would require sanitation services. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected developments and assess its effects on the City's solid waste and sanitation services.

- Existing and future New York City solid waste disposal practices will be described.

- Existing and future no-action solid waste generation will be estimated.
- Solid waste generation by the proposed action will be projected based on CEQR guidelines.
- The impacts of the proposed action's solid waste generation on the City's collection needs and disposal capacity will be assessed.

TASK 15. ENERGY

According to the *CEQR Technical Manual*, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create adverse energy impacts, and as such would not require a detailed energy assessment. A qualitative assessment will be provided in the EIS, as appropriate.

TASK 16. TRAFFIC AND PARKING

The traffic and transportation studies will be a critical focus of the EIS, including four significant issues: (1) the size of the traffic study area and the number of intersections to be analyzed both within the project area and along major routes leading to them; (2) the likelihood that the proposed action and the amount of development envisioned will generate significant impacts requiring substantial levels of mitigation; (3) potential increase in the parking demand; and (4) an increased level of subway, bus, and pedestrian use, and possibly mitigation needed to accommodate transit passengers.

Task 16A: Traffic

The proposed action is expected to generate more than 50 additional (net) vehicular trips in project study area. Therefore, the EIS will provide a detailed traffic analysis for the weekday AM, midday, PM and Saturday midday peak hours, focusing on those intersections handling the highest concentrations of action-generated demand. Based on the preliminary travel demand forecast made for the proposed action, 44 intersections would be analyzed in detail for potential traffic impacts (see **Figure 11**). A technical memorandum of preliminary transportation planning assumptions and demand analysis is included in Appendix C. The preliminary trip generation Subtasks of the Traffic analysis will:

- Define a traffic study area consisting of intersections to be analyzed within the area to be rezoned (i.e., the primary traffic study area) and along major routes leading to and from the area, i.e., the secondary traffic study area.
- Compile existing traffic conditions data for the study area. Traffic counts at traffic analysis locations will be conducted via a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the AM, midday, PM and Saturday midday peak periods.
- Conduct travel speed and delay runs along four (4) routes as support data for air quality and noise analyses. It is anticipated that these speed-and-delay runs will be conducted in conjunction with the traffic volume counts.
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data.
- Determine traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic

movement, per intersection approach, and per overall intersection. 2000 Highway Capacity Manual procedures will be used. (Version 4.1f)

- Based on available sources, 2000 US Census data, and standard references, estimate the travel demand characteristics of the existing/No-Build uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes (refer to discussion of transit and pedestrians for more discussion of other modes). A truck trip generation will also be conducted.
- Using the same transportation planning assumptions as for No Build conditions, estimate the travel demand characteristics of the projected developments associated with the proposed action and for the net change in uses as defined in the project development scenario.
- Compute future No Build traffic volumes based on an approved background traffic growth rate for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed Build year for the rezoning action. Intersection volume-to-capacity (v/c) ratios, delays, and LOS will also be determined.
- Determine the volume of vehicle traffic expected to be generated by the rezoning action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future Build condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area.
- Determine the resulting v/c ratios, delays, and LOS for the future Build condition, and identify significant traffic impacts in accordance with CEQR Technical Manual criteria.
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the EIS development scenario built by 2017.
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and analyze potential temporary impacts to these transportation systems.

Task 16B: Parking

The parking studies will focus on the amount of parking to be provided as part of the projected developments envisioned in the RWCDS (assumed to be maximum permitted as-of-right pursuant to zoning and reflective of site conditions, i.e., new developments are expected to provide accessory parking while conversion and conversion/expansion developments are not) and their ability to accommodate projected parking demand induced by the proposed action. Area-wide parking inventories will also be conducted to determine the general area's capacity to accommodate additional parking. In addition, any changes to parking supply and demand in future without the proposed action will also be considered.

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the project area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future.
- Project future parking availability based on an annual background growth rate. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the rezoning action will be factored into this assessment.
- Develop parking accumulation profiles for each of the projected development sites expected to occur as a result of the proposed action by the Build year of 2017. It will be assumed that each

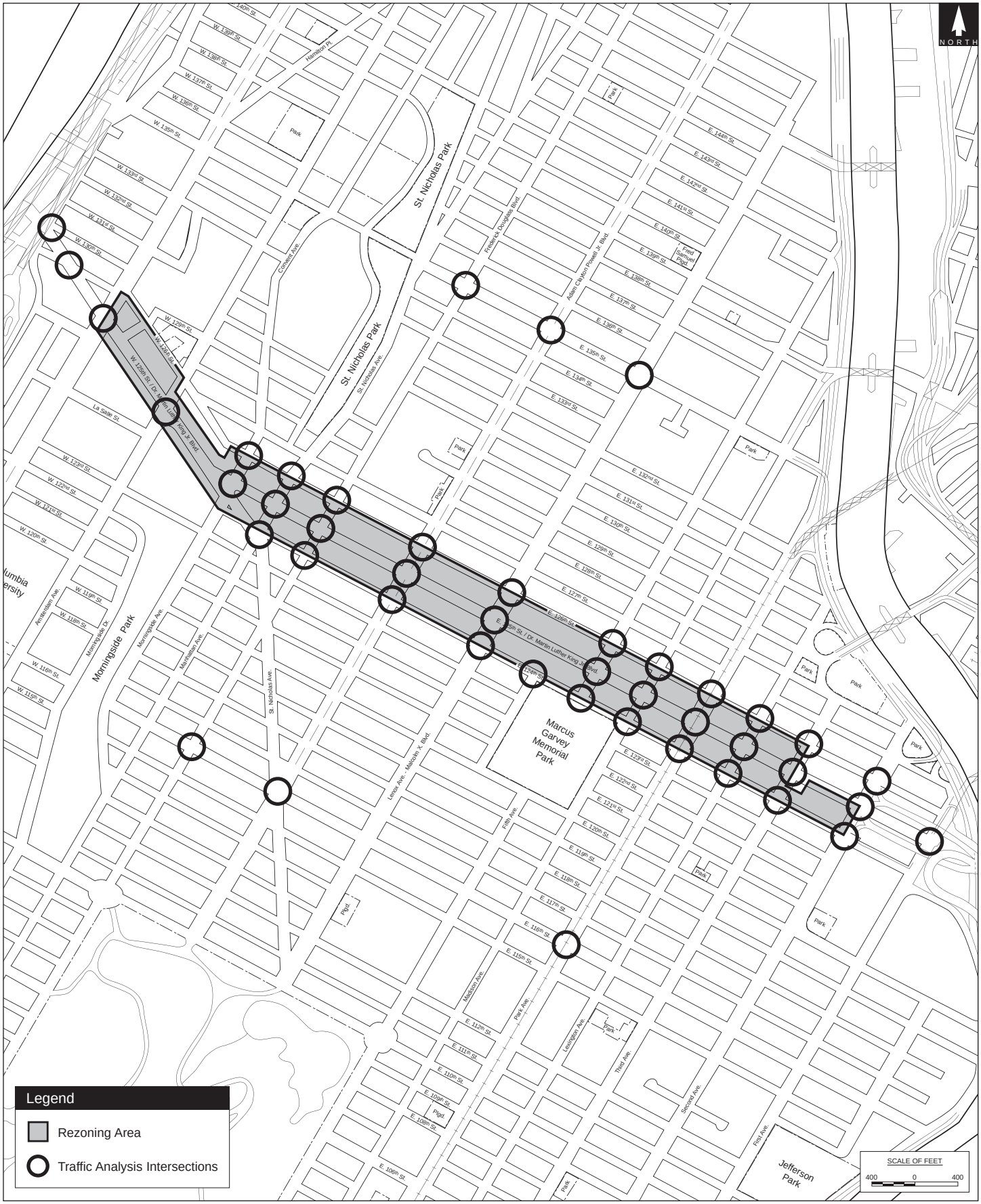


Figure 11 - Traffic Study Locations

125th Street Corridor Rezoning and Related Actions EIS

NYC Department of City Planning

identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

TASK 17: TRANSIT AND PEDESTRIANS

Task 17A: Transit

The proposed action is expected to generate a net increase of more than 200 subway and bus trips, the threshold for detailed transit analysis, in the AM and PM peak hours. Subway and bus modes will be examined to determine existing, future No-Build, and future Build conditions. The subway analyses will focus on nearby existing stations; the bus studies will evaluate local bus service with routings that use one or more streets in the project area.

- Conduct pedestrian counts at critical elements of some or all of the following stations in the study area: 125th Street 7th Avenue IRT Local (1); 125 Street 6th and 8th Avenue IND (A, B, C, D); 125th Street 7th Avenue IRT Express (2, 3); 125th Street Lexington Avenue IRT (4, 5, 6), and the 125th Street Metro-North Station at Park Avenue. These counts will be conducted in the weekday AM and PM peak periods.
- Determine the existing capacities and LOS along or through critical elements of analyzed stations according to CEQR Technical Manual and/or NYC Transit design criteria.
- Determine future No-Build and Build volumes at these analysis locations using background ridership growth rates for the stations and project-generated subway riders. Significant impacts will be identified and mitigation measures identified where necessary in coordination with NYC Transit.
- Identify the bus routes serving the area, detailing existing, future No-Build, and future Build conditions, i.e., bus load levels. Mitigation needs will be identified and improvement or increases in service will be suggested, as appropriate.

Task 17B: Pedestrians

A substantial amount of new pedestrian trips are expected to be generated by the proposed action, particularly related to the retail growth, and pedestrian analyses will be provided in the EIS. Pedestrian studies will focus on up to 15 key intersections in the study area. The pedestrian locations will include all intersections with a subway entrance along 125th Street (and the Metro-North station at Park Avenue). The pedestrian analysis will:

- Conduct and analyze pedestrian counts at critical locations in the study area. Corners, crosswalks, and adjoining sidewalks will be evaluated adjacent to major sites in each development scenario and at intersections throughout the study area based upon pedestrian patterns to/from area subway stations.

TASK 18. AIR QUALITY

An assessment of mobile sources will be conducted to estimate the potential air quality impacts of the changes in traffic conditions that will result from the rezoning. Also, the EIS will address the potential for future residential and commercial land uses to be affected by air pollutants emitted from existing nearby sources. A stationary source air quality analysis will therefore be conducted, following the

procedures outlined in the *CEQR Technical Manual*, to determine whether these emissions have the potential to cause violations of national ambient air quality standards or health-related guideline values within these residential areas.

Mobile Source Analyses

The specific work program for the mobile source (traffic-related) air quality studies is as follows:

- Update existing air quality data. Collect and summarize existing ambient air quality data for the study area.
- Based on findings from traffic and parking analysis, determine receptor locations for microscale analysis. Critical receptor locations to be analyzed will include high volume and/or heavily congested intersections and highly utilized parking facilities found in the traffic and parking analysis where the maximum total pollutant concentrations with the proposed action or incremental pollution concentrations resulting from the proposed action are likely to occur and where people are likely to have continuous access. Locations may include sidewalks, parks, schools, or other sensitive uses next to or above roadways, pedestrian paths in or near parking facilities, etc.
- Select dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the USEPA mobile source CAL3QHR dispersion model will be used for the carbon monoxide microscale analysis.
- Emissions from any on-site parking facilities will be modeled using the procedures as described in the CEQR Technical Manual. Cumulative impacts from on-street sources and parking emissions will be calculated.
- Select "worst-case" meteorological conditions. Worst-case conditions to be assumed are 1.0 meter/second wind speed, Class D stability, 50°F temperature, and 0.70 persistence factor.
- Select appropriate background levels. For the microscale carbon monoxide analysis, appropriate background levels for the study area will be obtained from NYSDEC and NYCDEP.
- Select emission calculation methodology. Vehicular emissions will be computed using the EPA-developed MOBILE6 model. NYSDEC and DEP-supplied information will be used regarding credits to account for the state vehicle emission inspection and maintenance program, and the state anti-tampering program.
- Determine pollutant levels. At each microscale analysis site calculate, maximum 1- and 8-hour carbon monoxide concentrations for existing conditions, the future without the proposed action, and the future with the proposed action. Contributions from any on-site parking facilities will be included where appropriate.
- Compare with standards and impact evaluation. Existing and future carbon monoxide pollutant levels will be compared with standards and the City's de minimis criteria, and with one another to determine trends and action impacts.
- Assess the consistency of the proposed action with the strategies contained in the State Implementation Plan (SIP) for the area. Consistency with the applicable SIP for the area will be determined. At any receptor sites where violations of standards occur, determine what mitigation measures will be required to attain standards.
- Examine mitigation measures, as necessary. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the proposed action.
- An analysis of PM10 and PM2.5 will be conducted, if applicable, following procedures that are currently being developed and updated by NYCDEP.

Stationary Source Analyses

There will be an analysis of the potential for the emissions from the HVAC systems of the projected and potential sites to significantly impact existing land uses or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts).

- Three criteria pollutants will be considered; NO2, PM10, and SO2.
- The estimated short-term and annual pollutant concentrations of the criteria pollutants will be added to appropriate background levels, and total pollutant concentrations will be compared with NAAQS standards to determine whether there will be the potential for a violation of these standards at any of the areas that will be rezoned to permit residential uses.
- Although the CEQR Technical Manual guidelines also require the consideration of large emission sources located within 1,000 feet of the new residential areas, field surveys indicate that there are no such sources,

Analysis of Air Toxics

The analysis will be conducted as follows:

- In accordance with the CEQR Technical Manual, emissions from industrial/manufacturing or commercial facilities located within 400 feet of the projected or potential residential development sites (i.e., the air quality study area) will be considered. Based on field surveys, it appears that a number of the industrial/manufacturing or commercial facilities, including auto body repair shops, graphic art facilities, dry cleaners, are located in or near the area to be rezoned. Although the *CEQR Technical Manual* guidelines also require the consideration of large emission sources located within 1,000 feet of the new residential areas, field surveys indicate that there are no such sources.
- A list of potential emission sources within the air quality study area will be compiled based on USEPA, NYSDEC, and NYCDEP's databases and field observations. If facility types are commonly associated (based on SIC code and USEPA AP-42 emission descriptions) with potentially harmful pollutants, emission information for these facilities will be requested from NYCDEP's Bureau of Environmental Compliance (BEC). Emission and stack parameter data contained in BAR operating permits will then be used to estimate any potential for these sources to result in air quality levels at the new residential sites that exceed applicable air quality standards and guidelines.
- Guidelines values, developed by EPA and NYSDEC (as described in the 2001 CEQR Technical Manual) will be used for determining potential project impacts of the toxic air pollutants. These are short-term (1-hr) SGC and long-term (annual) AGC guideline values (NYDEC Air Guide-1, Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (USEPA Integrated Risk Information System (IRIS) and EPA Health Effect Assessment Summary Tables).

EPA's "Hazard Index Approach" will be utilized to assess exposure levels associated with non-carcinogenic toxic air pollutants, and EPA's unit risk approach will be used to assess potential long-term impacts of the carcinogenic pollutants. The "Hazard Index Approach" is based on estimating the ratio of pollutant concentrations divided by their respective health-related Guideline Values (GVs). Results of the stationary source air quality analysis for air toxics will be compared to the appropriate measures of environmental impact, as follows:

- Non-carcinogenic air pollutant results will be compared with applicable guideline values. If the total ratio of pollutant concentrations obtained by dividing by their respective GV value is found

to be less than 1 for all pollutants combined, no significant air quality impacts will be predicted to occur due to non-carcinogenic toxic pollutant releases.

- Carcinogenic air pollutant results will be compared with EPA cancer risk threshold level of one-in-one million. Potential impacts will be reported if the total incremental cancer risk estimated from the emissions of all of the carcinogenic toxic pollutants combined is greater than one-in-one million.
- Estimates will be made using the USEPA's AERMOD dispersion model. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for both stationary sources and air toxics analyses.

Cumulative Boiler Assessment

A cumulative boiler impact analysis will be performed for development sites that would be located in close proximity to one another and will be evaluated as "clusters" to estimate the potential cumulative impacts from the combined heating system emissions on existing land uses. A detailed dispersion analysis will be conducted.

Analysis of Large Scale Emission Sources on Projected and Potential Residential Development

A screening analysis would be performed in order to determine if detailed analyses of large scale sources of boiler emissions (i.e. existing commercial, institutional, manufacturing or large-scale residential developments) onto projected and potential residential development is necessary. If the proposed action does not pass initial screening analysis, a more detailed analysis using AERMOD will be performed.

TASK 19. NOISE

This chapter will examine potential noise impacts due to vehicular noise from project generated traffic (mobile sources) on sensitive receptors in the community and noise impacts from stationary sources on proposed residential uses or other sensitive receptors in the project study area. The noise analysis will evaluate the following:

- Changes in traffic noise levels as a result of the proposed action.
- Stationary source noise impacts at or near new sensitive receptors.
- Achievement of acceptable interior noise levels at projected and potential development sites.
- Short-term construction phase noise and vibration impacts.

Analysis Methodology:

Existing noise levels will be determined by monitoring future residential and other locations. Future noise levels will be estimated based on the proportionate change in traffic volume between existing and future conditions (Future Noise Level (dBA) = Existing Noise Level (dBA) + $10L_{og}$ (Future PCE/Existing PCE)) for both no-build and build conditions.

The *CEQR Technical Manual* recommended L_{10} (1-hour) descriptor will be used to characterize noise in the analysis.

Tasks

The tasks below will be performed following the guidelines contained in the *CEQR Technical Manual*.

- Site Selection: Potentially affected sites will be selected during a site visit and in consultation with DCP. Selected sites will be representative of the future sensitive sites subject to the rezoning.
- Data Collection: At the identified locations existing noise readings will be determined by performing one-hour equivalent continuous noise levels (Leq) and statistical percentile noise levels. The noise levels will be measured in units of "A" weighted decibels (dBA). The monitoring periods will coincide with the peak traffic noise periods. Two types of receptor sites will be selected: sites where the proposed rezoning would have the potential for significant impacts due to project-generated traffic and sites that are used to determine the building attenuation to comply with noise regulations.
- Build Year Noise Level Estimates: Following procedures outlined in the CEQR Technical Manual for assessing stationary and mobile source noise impact, future no-action and project noise will be estimated at the proposed sensitive land uses. Existing noise levels and mathematical models based on acoustic fundamentals will be used to determine the future no-action and action noise levels.
- Noise Criteria: CEQR air-borne noise criteria will be followed while determining project impacts at the future sensitive sites in the project area. The criteria will take into consideration the indoor and outdoor areas at the monitored sites, which are representative of future sensitive land uses in the area.
- Build Year Noise Impacts: Noise impacts will be determined by comparing future project noise levels with no-action noise levels following the CEQR methodology. Also, since the proposed action would introduce new sensitive receptors future noise levels will be compared with CEQR noise exposure guidelines. Both methodologies will be used in Impact determination.
- Noise from nearby stationary sources will also be assessed.
- Noise Abatement Analysis: At locations where abatement may be required, appropriate mitigation measures will be considered following the CEQR guidelines and recommendations for their implementation will be made (CEQR Technical Manual, Table 3R-4). Future residential buildings, where mitigation may be required as a result of rezoning, may receive (E) designation to ensure that noise attenuation is provided to comply with acceptable interior noise requirements.
- Construction Impacts: Construction phase noise impacts will be qualitatively assessed and recommendations will be made to comply with NYC DEP guidelines contained in DNA Report #CON-79-001 and New York City Noise Code. Noise and ground-borne vibration impacts during construction will be addressed at vulnerable sites and if necessary, appropriate recommendations will be made for their control.

TASK 20. CONSTRUCTION IMPACTS

Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, air quality conditions and mitigation of hazardous materials. Because there are no specific plans for individual buildings, the construction assessment for the rezoning action will be qualitative, focusing on areas where construction activities may pose specific environmental problems. The chapter will address all projected sites for technical areas of concern related to construction. Suggestions on incorporating measures to avoid potential impacts will also be included.

TASK 21. 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. A public health assessment may be warranted if a proposed action results in a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water; c) solid waste management practices that could attract vermin and result in an increase in pest populations; d) potentially significant adverse impacts to sensitive receptors from noise and odors; or e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts. Based on the findings of the tasks discussed above, the EIS will provide an assessment of potential public health impacts, following the guidelines presented in the *CEQR Technical Manual.*

TASK 22. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 20, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agency. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 23. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine reasonable and practicable development options that would tend to reduce project-related impacts and achieve the stated goals and objectives of the proposed action. The EIS will also consider other planning alternatives. The alternatives are usually defined when the full extent of project impacts are identified, but at this time it is anticipated that they will include the following:

As-of-Right (Future No Action Scenario) Alternative – An As-of-Right Alternative, which assumes no area-wide rezoning but includes as-of-right development from individual projects proposed by others in the rezoning area.

Arts Bonus Alternative – The Arts Bonus Alternative is generally similar to the proposed action except that it also includes a floor area bonus in the proposed C4-7, C6-3, and C4-4D districts in exchange for the provision of arts and performance space. The Arts Bonus Alternative differs from the proposed action in the following ways:

- The residential FAR in the proposed C4-7, C6-3, and C4-4D districts would be the same under the Arts Bonus Alternative as with the proposed action. The only difference would be that under the Arts Bonus Alternative the maximum residential FAR could be achieved either through the inclusionary zoning bonus, the arts bonus, or a combination of the two bonus mechanisms.

- The commercial FAR in the proposed C4-7 and C6-3 districts would be greater under the Arts Bonus Alternative compared to the proposed action. The Arts Bonus Alternative would allow the base commercial FAR in the C4-7 and C6-3 districts to be increased through the arts bonus mechanism, which would not be available under the proposed action. The maximum commercial FAR in the C4-4D district would be the same under the Arts Bonus Alternative as the proposed action. The only difference would be that the base commercial FAR in the C4-4D district would be lower under the Arts Bonus Alternative, and the maximum commercial FAR could only be achieved through the arts bonus mechanism.

This alternative seeks to achieve the same goals and objectives as the proposed action while providing additional incentives for the creation of arts or performance spaces within the Special 125th Street District. The creation of such spaces would help sustain and enhance the district's identity as a premier arts destination.

The Arts Bonus would allow an increase in floor area, up to the maximum FAR, of four square feet for every one square foot of floor area provided for arts or performance space within the development. The Arts Bonus would increase the base allowed FAR up to the maximum allowed FAR as follows:

Zoning District:	Residential FAR:		Commercial FAR:	
	Base	Max.	Base	Max.
C4-7	9	12	10	12
C6-3	6	8	6	8
C4-4D	5.4	7.2	4	5.4

The arts or performance space provided through the Arts Bonus would be required to be occupied by qualifying uses. These qualifying uses would be required to be not-for-profit uses and would include:

- Art galleries
- Historical exhibits
- Museums
- Theaters
- Performance venues

A minimum of 60% of the total floor area of the arts or performance space would be required to be occupied by the qualifying uses listed above. Accessory educational, rehearsal or administrative office uses would be allowed but limited to a maximum of 25% of the total floor area of the arts or performance space. Accessory uses to the arts or performance space would be limited to a maximum of 25% of the total floor area of the arts or performance space (such uses would include dressing rooms, lobbies, ticket offices, rest rooms, circulation space, etc).

Developments utilizing the Arts Bonus and providing an arts or performance space equivalent to at least five percent of the total floor area of the development would be exempt from complying with the entertainment use requirement as described in the proposed action.

In order to ensure that the arts or performance space provided through the Arts Bonus would be accessible to the public, such space would be required to have a regularly scheduled presentation program that is open to the public and would be required to be accessible from 125th Street (however, the arts or performance space would not be required to be on the ground floor). Signage identifying the arts or performance space on 125th Street would also be required.

In order to ensure that developments using the bonus generate bona fide arts or performance spaces, requirements would be included regarding written commitments to the operation of the arts or performance space, submission of plans for arts or performance spaces identifying adequate physical and fiscal resources, and the process for certification by the Chairperson of City Planning in cooperation with the Department of Cultural Affairs.

The Arts Bonus Alternative is projected to result in the development of 88,438 square feet of space for arts and performance uses through the arts bonus. It is anticipated that the arts and performance spaces provided would most likely be occupied by art galleries, performance venues, museum and theater uses. The Arts Bonus Alternative would result in the development of 188 fewer residential units, including 140 fewer affordable units, than development under the proposed action. Whereas the proposed action would result in 2,328 dwelling units, including 498 affordable units; the Arts Bonus Alternative is projected to result in 2,140 dwelling units, including 358 affordable units. The Arts Bonus Alternative is also projected to result in 210,684 square feet more commercial development than under the proposed action.

C6-3 Alternative - The C6-3 alternative is identical to the proposed action except that it would map a C6-3 zoning district instead of a C4-7 district along the north side of 125th Street generally between Frederick Douglass Boulevard and 545 feet east of Lenox Avenue/Malcolm X Boulevard. While seeking to achieve the same overall goals and objectives of the proposed action, this alternative responds to concerns expressed by Manhattan Community Board 10, elected officials and members of the public regarding the potential effects of new development that would reach the maximum building height allowed under the proposed action.

The portion of 125th Street that would be mapped with a C6-3 zoning district in this alternative contains primarily office and commercial buildings. Three of the tallest structures along the corridor are located in this area, the Adam Clayton Powell State Office Building at 20 stories high, the 55 West 125th Street office building at 15 stories and the Harlem Center office building at 10 stories. The rest of the office and commercial uses within this area range in height from one to six stories. The Apollo Theater, a prominent cultural institution, is located at the western end of this area. The existing zoning for the majority of this area is C4-7, a high density commercial district. The eastern 165 feet of this area are currently zoned C4-4, a medium density commercial district.

The C6-3 alternative differs from the proposed action with respect to density and building bulk and form regulations. Use regulations are identical to those of the proposed action.

Under this alternative, maximum FARs would be less than under the proposed action. The C6-3 district proposed to be mapped on the north side of 125th Street under this alternative would allow residential, commercial, and community facility development up to 6 FAR. Residential development would be allowed an additional 2 FAR bonus, for a maximum FAR of 8, in exchange for providing affordable housing under the Inclusionary Housing program. Under the proposed action, the existing C4-7 district and its proposed extension would allow residential

development up to 9 FAR with a 3 FAR bonus, for a maximum FAR of 12, available in exchange for providing affordable housing under the Inclusionary Housing program. Commercial and community facility development would be allowed up to 10 FAR.

Under this alternative, maximum building heights would be less than under the proposed action. Under the C6-3 alternative, new development would be limited to a maximum building height of 160 feet. Under the proposed action, new development in this area would be limited to a maximum building height of 290 feet.

In addition, this alternative includes a slab width control not included under the proposed action in this area. Under the alternative, the proposed building bulk and form regulations on the north side of 125th Street would limit the width of the portion of the building above 85 feet to a maximum of 150 feet, except on the block bounded by 125th and 126th Streets, Adam Clayton Powell Jr. Boulevard and Lenox Avenue/Malcolm X Boulevard. Under the proposed action, there are no slab width controls in the C4-7 district in this area.

The development scenario for the C6-3 alternative is identical to the development scenario for the proposed action, except for projected development sites 6, 10 and 14, and potential development sites 33 and 37. Maximum FARs and building heights on these sites would be less than under the proposed action.

The allowed maximum FARs analyzed under this alternative differs from the proposed action at these development sites as follows:

Development Site:	Type:	Primary Use:	C6-3 Alternative Maximum Allowed FAR:	Proposed Action Max. Allowed FAR:
6	projected	residential	8	12
10	projected	commercial	6	10
14	projected	residential	8	12
33	potential	residential	8	12
37	potential	residential	8	12

Due to the lower densities, this alternative would generate fewer dwelling units and less commercial floor area than under the proposed action.

In addition, the maximum building heights on the projected and potential development sites would be 160 feet instead of 290 feet under the proposed action.

C4-4D Alternative - This alternative is identical to the proposed action except that the C4-4D alternative will analyze mapping a C4-4D district rather than a C4-4A district on 125th Street between Madison Avenue and 90 feet west of Park Avenue on the north side of 125th Street and 215 feet west of Park Avenue on the south side of 125th Street.

The portion of 125th Street that would be mapped with a C4-4D designation under this alternative contains a mix of buildings ranging in height from one to four stories, with three vacant lots. The

majority of the land uses within this area is commercial with existing buildings that contain ground floor retail with vacant upper floors, office uses, vacant lots and a church. Although there are five buildings with residential uses, the predominant land use in this area is not residential. The MTA Metro-North railroad line runs along Park Avenue directly east of this area.

This alternative seeks to achieve the same goals and objectives of the proposed action while incentivizing new mixed-use development that capitalizes on the proximity to mass transit, specifically on the proximity to the 125th Street station of the MTA Metro-North railroad line on Park Avenue and 125th Street. The primary difference is that the C4-4D district for this area would allow new mixed-use development at a higher density than what is allowed under the proposed action's C4-4A district. The C4-4D district would have a commercial FAR of 5.4, a base residential FAR of 5.4, - a maximum residential FAR of 7.2 with the inclusionary housing bonus and a community facility FAR of 6.0; - whereas the C4-4A district would have a maximum FAR of 4.0 for commercial, residential and community facility. In addition, the C4-4D district would expand opportunities to create affordable housing through the inclusionary housing bonus proposed under the special district regulations, not available under the proposed action's C4-4A district. The C4-4D district under this alternative would be consistent with the other C4-4D districts that are part of the proposed action.

The alternatives analysis is primarily qualitative, except where impacts of the proposed action have been identified. For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative.

TASK 24. SUMMARY EIS CHAPTERS

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

- Unavoidable Adverse Impacts - which summarizes any significant adverse impacts that are unavoidable if the rezoning is implemented regardless of the mitigation employed (or if mitigation is impossible).
- Growth-Inducing Aspects of the proposed action - which generally refer to "secondary" impacts of a proposed action that trigger further development.
- Irreversible and Irretrievable Commitments of Resources - which summarizes the proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 25. EXECUTIVE SUMMARY

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

125th Street Corridor Rezoning and Related Actions

Final Scoping Document

APPENDICES

125th Street Corridor Rezoning and Related Actions Draft Scoping Document

Appendix - A

Table of Projected, Potential and Known Development Sites in 125th Street Rezoning Area

REASONABLE WORST CASE DEVELOPMENT SCENARIO

Proposed Action August 22, 2007

assumptions:

Unit size - new development (sf) 900

site key:

proj Projected site

pot Potential site

known Known development

PROJECTED DEVELOPMENT SITES

site description:							existing conditions:												No-Action conditions:										
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
1	proj	321 WEST 125 STREET	1952	19	6,012	12,022	C4-4	2.00	4		6,011	6,011											6,011	6,011							
	proj	319 WEST 125 STREET	1952	21	2,600	4,976	C4-4	1.91	4		2,488	2,488											2,488	2,488							
	proj	317 WEST 125 STREET	1952	22	2,328	6,761	C4-4	2.90	4		2,328	4,433											2,328	4,433							
		subtotal:			10,940	23,759					10,827	12,932											10,827	12,932							0
2	proj	2329 FRED DOUGLASS BLVD	1952	29	19,983	46,167	C4-4	2.31	4		15,983	30,184				4,000			14				15,983	30,184					4,000		14
3	proj	362 WEST 125 STREET	1951	7	12,475	11,890	C4-4	0.95	4					11,890												11,890					0
4	proj	350 WEST 125 STREET	1951	51	11,908	21,716	C4-4	1.82	4									21,716					10,858	10,858							0
5	proj	324 WEST 125 STREET	1951	43	8,983	36,136	C4-4	4.02	4									36,136				32	7,636								0
6	proj	2100 ADAM C POWELL BLVD	1931	27	12,500	33,740	C4-7	2.70	10			33,740												33,740							0
7	proj	260 WEST 125 STREET	1930	55	5,046	5,270	C4-4	1.04	4									5,270					5,270								
	proj	260 WEST 125 STREET	1930	55	5,046	5,270	C4-4	1.04	3.44									5,270					5,270								
		subtotal:			10,092	10,540												10,540					10,540								0
8	proj	256 WEST 125 STREET	1930	53	5,045	8,470	C4-4	1.68	4		4,235	4,235											4,235	4,235							
	proj	256 WEST 125 STREET	1930	53	10,093	16,945	C4-4	1.68	3.44		8,473	8,472											8,473	8,472							
	proj	252 WEST 125 STREET	1930	51	5,005	4,796	C4-4	0.96	4		4,796												4,796								
	proj	250 WEST 125 STREET	1930	50	2,523	2,375	C4-4	0.94	4		2,375												2,375								
	proj	246 WEST 125 STREET	1930	49	5,046	6,545	C4-4	1.30	4		6,545												6,545								
		subtotal:			27,712	39,131					26,424	12,707											26,424	12,707							0
9	proj	226 WEST 125 STREET	1930	41	4,884	9,799	C4-4	2.01	4		9,799												9,799								
	proj	226 WEST 125 STREET	1930	41	4,884	9,799	C4-4	2.01	3.44		9,799												9,799								
	proj	222 WEST 125 STREET	1930	40	3,936	7,839	C4-4	1.99	4		7,839												7,839								
	proj	222 WEST 125 STREET	1930	40	3,936	7,839	C4-4	1.99	3.44		7,839												7,839								
	proj	208 WEST 125 STREET	1930	37	11,286	33,840	C4-4	3.00	4		33,840												33,840								
	proj	208 WEST 125 STREET	1930	37	11,286	33,840	C4-4	3.00	3.44		33,840												33,840								
		subtotal:			40,211	102,955					102,955												102,955								0
10	proj	2105 ADAM C POWELL BLVD	1910	1	41,965	83,930	C4-7	2.00	10		15,000					68,930			196				15,000						68,930		196
	proj	2105 ADAM C POWELL BLVD	1910	1	6,787	6,787	C4-7	1.00	10							6,787													6,787		
	proj	125 WEST 125 STREET	1910	7501	11,500	23,000	C4-7	2.00	10		23,000												23,000								
		subtotal:			60,252	113,717					38,000					75,717			196				38,000						75,717		196

Table 2.0-6

	With-Action conditions:														Increment:													
site:	proposed zoning:	proposed FAR:	lH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
1	C4-4D	5.4	0	0.85			5,110	27,355									-901	21,344									New commercial dev, ground floor retail, under With-Action scenario
	C4-4D	5.4	0	0.85			2,210	11,830									-278	9,342									New commercial dev, ground floor retail, under With-Action scenario
	C4-4D	5.4	0	0.85			1,979	10,592									-349	6,159									New commercial dev, ground floor retail, under With-Action scenario
							9,299	49,777						0	0		-1,528	36,845							0	0	
2	C4-4D	7.2	1.8	1.7	122	24	33,971							145	55	122	17,988	-30,184					-4,000		145	41	New residential dev, two levels of retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
3	C4-4D	7.2	1.8	0.85	75	15	10,604			11,890				20	22	75	10,604			0					20	22	New residential dev including new community facility (church), ground floor retail, under With-Action scenario. This dev site provides one level of below-grade parking including public parking under With-Action scenario
4	C4-4D	5.4	0	0.85			10,122	54,181						0	0	0	-736	43,323							0	0	Building renovation under No-Action scenario. New commercial dev, ground floor retail, under With-Action scenario.
5	C4-4D	7.2	1.8	0.85	63	13	7,636							0	0	31	0								0	0	Building renovation under No-Action scenario. New residential dev, ground floor retail, under With-Action scenario
6	C4-7	12	3	1.7	143	29	21,250							0	30	143	21,250	-33,740							0	30	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action scenario
7	C6-3	6	0	1.7			8,578	10,092	11,606								3,308	10,092	11,606								Mart125. City sponsored project. North portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial dev, under With-Action scenario
	C4-4D	5.4	0	1.7			8,578	10,092	8,578								3,308	10,092	8,578								Mart125. City sponsored project. South portion of lot 55. Building gets occupied with retail under No-Action scenario. New retail/commercial dev, under With-Action scenario
							17,156	20,184	20,184					50	0		6,616	20,184	20,184						50	0	This dev site provides one level of below-grade public parking under With-Action scenario
8	C6-3	8	2	1.7	35	7	8,577									35	4,341	-4,235									North portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	62	12	17,158									62	8,685	-8,472									South portion of lot 53. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	35	7	8,509									35	3,713										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	18	4	4,289									18	1,914										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	35	7	8,578									35	2,033										New residential dev, two levels of retail, under With-Action scenario
					185	37	47,110							150	73	185	20,686	-12,707							150	73	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
9	C6-3	8	2	1.7	34	7	8,303									34	-1,496										North portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	30	6	8,303									30	-1,496										South portion of lot 41. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	28	6	6,691									28	-1,148										North portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	24	5	6,691									24	-1,148										South portion of lot 40. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	79	16	19,185									79	-14,655										North portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	69	14	19,185									69	-14,655										South portion of lot 37. New residential dev, two levels of retail, under With-Action scenario
					264	53	68,359							150	108	264	-34,596								150	108	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
10	C4-7	10	0	2.5			104,913	314,738									89,913	314,738					-68,930				Center portion of block 1910, State parking garage. New commercial dev, 2.5 FAR of retail.
	C4-7	10	0	2.5			16,968	50,903									16,968	50,903					-6,787				Portion of block 1910, Ramps for parking garage. New commercial dev, 2.5 FAR of retail.
	C4-7	10	0	2.5			28,750	86,250									5,750	86,250									South-center portion of block 1910, H&M store. New commercial dev, 2.5 FAR of retail.
							150,630	451,890							196		112,630	451,890					-75,717		0	0	This dev site provides two levels of below-grade parking including public parking under With-Action scenario

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

site description:							existing conditions:													No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
11	proj	158 WEST 125 STREET	1909	59	10,091	15,091	C4-4	1.50	4		15,091												15,091								
	proj	2089 ADAM C POWELL BLVD	1909	63	2,523	7,569	C4-4	3.00	4			2,523						5,046					2,523	5,046							
		subtotal:			12,614	22,660					15,091	2,523						5,046					17,614	5,046							0
12	proj	120 WEST 125 STREET	1909	44	5,046	10,000	C4-4	1.98	4		10,000												10,000								
	proj	124 WEST 125 STREET	1909	46	10,092	8,975	C4-4	0.89	4		8,975								6				8,975								6
	proj	124 WEST 125 STREET	1909	46	10,092	8,975	C4-4	0.89	3.44		8,975												8,975								
		subtotal:			25,229	27,950					27,950								6				27,950								6
13	proj	111 WEST 124 STREET	1909	26	2,523	0	C4-4	0.00	3.44									2,523		3			7,569								
	proj	109 WEST 124 STREET	1909	27	2,523	0	C4-4	0.00	3.44									2,523		3			7,569								
	proj	107 WEST 124 STREET	1909	28	2,523	0	C4-4	0.00	4									2,523		3			7,569								
	proj	281 LENOX AVENUE	1909	29	1,400	0	C4-4	0.00	4									1,400		3			4,200								
	proj	283 LENOX AVENUE	1909	129	1,400	0	C4-4	0.00	4									1,400		3			4,200								
	proj	285 LENOX AVENUE	1909	30	1,400	0	C4-4	0.00	4									1,400		3			4,200								
	proj	287 LENOX AVENUE	1909	31	1,475	0	C4-4	0.00	4									1,475		3			4,425								
	proj	289 LENOX AVENUE	1909	32	1,894	0	C4-4	0.00	4									1,894		3			5,682								
	proj	291 LENOX AVENUE	1909	33	10,092	0	C4-4	0.00	4									10,092		3			30,276								
	proj	108 WEST 125 STREET	1909	38	2,523	0	C4-4	0.00	4									2,523		3			7,569								
	proj	110 WEST 125 STREET	1909	39	2,523	0	C4-4	0.00	4									2,523		3			7,569								
		subtotal:			30,276	0												30,276					90,828								0
14	proj	35 WEST 125 STREET	1723	17	9,992	17,124	C4-4	1.71	4		13,724	3,400											13,724	3,400							
	proj	33 WEST 125 STREET	1723	21	1,998	8,778	C4-4	4.39	4		1,400				7,378								1,400					7,378			
	proj	31 WEST 125 STREET	1723	22	1,998	7,296	C4-4	3.65	4		1,400				5,896								1,400					5,896			
	proj	29 WEST 125 STREET	1723	122	1,998	7,296	C4-4	3.65	4		2,997	4,299											2,997	4,299							
	proj	38 WEST 126 STREET	1723	53	1,998	0	C4-4	0.00	3.44							1,998													1,998		
		subtotal:			17,984	40,494					19,521	7,699			13,274	1,998							19,521	7,699				13,274	1,998		0
15	proj	5 WEST 125 STREET	1723	31	21,804	0	C4-4	0.00	3.44									21,804	6	0.85	63	32	18,533			66,720					32
	proj	16 WEST 126 STREET	1723	144	1,874	2,865	C4-4	1.53	3.44									2,865		0.85	5	3	1,593			5,734					3
	proj	18 WEST 126 STREET	1723	45	1,874	0	C4-4	0.00	3.44									1,874		0.85	5	3	1,593			5,734					3
		subtotal:			25,552	2,865												26,543	6		73	37	21,719			78,189					37
16	proj	76 WEST 125 STREET	1722	168	1,892	1,892	C4-4	1.00	4		1,892												1,892								
	proj	74 WEST 125 STREET	1722	68	1,892	1,892	C4-4	1.00	4		1,892												1,892								
	proj	72 WEST 125 STREET	1722	67	1,892	1,892	C4-4	1.00	4		1,892												1,892								
	proj	70 WEST 125 STREET	1722	66	1,935	3,783	C4-4	1.96	4		2,522	1,261											2,522	1,261							
	proj	68 WEST 125 STREET	1722	65	2,422	2,422	C4-4	1.00	4		2,422												2,422								
	proj	64 WEST 125 STREET	1722	63	5,147	5,147	C4-4	1.00	4		5,147												5,147								
		subtotal:			15,180	17,028					15,767	1,261											15,767	1,261							0
17	proj	62 WEST 125 STREET	1722	62	2,876	9,180	C4-4	3.19	4		2,445				6,735					0.85	7		2,445								
	proj	60 WEST 125 STREET	1722	61	2,018	5,192	C4-4	2.57	4		2,000				3,192					0.85	4		1,715								
	proj	58 WEST 125 STREET	1722	60	2,826	9,012	C4-4	3.19	4		2,000							7,012		0.85	7		2,402								
	proj	56 WEST 125 STREET	1722	59	2,018	5,192	C4-4	2.57	4		2,000							3,192		0.85	4		1,715								
	proj	54 WEST 125 STREET	1722	58	2,876	9,180	C4-4	3.19	4		4,000							5,180		0.85	7		2,445								
		subtotal:			12,614	37,756					12,445				9,927			15,384			29		10,722								0
18	proj	69 EAST 125 STREET	1750	28	2,498	6,750	C4-4	2.70	4	2	3,000	1,250								0.85	9	5	2,123			6,245					5
	proj	71 EAST 125 STREET	1750	29	2,498	0	C4-4	0.00	4									2,498		0.85	9	5	2,123			6,245					5
	proj	75 EAST 125 STREET	1750	30	3,796	3,848	C4-4	1.01	4					3,848						0.85	13	7	3,227			9,490					7
	proj	58 EAST 126 STREET	1750	44	1,998	2,934	C4-4	1.47	3.44									2,934		0	8	4	0			6,114					4
		subtotal:			10,790	13,532				2	3,000	1,250		3,848				5,432			39	20	7,473			28,094					20
19	proj	1824 PARK AVENUE	1750	40	13,493	1,798	C4-4	0.13	4							13,493			45										13,493		45
	proj	81 EAST 125 STREET	1750	34	4,493	20,586	C4-4	4.58	4									20,586									20,586				
		subtotal:			17,986	22,384										13,493		20,586	45								20,586		13,493		45

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

	With-Action conditions:														Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
11	C6-3	8	2	1.7	71	14	17,155									71	2,064										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	18	4	4,289									18	1,766	-5,046									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					89	18	21,444							23	19	89	3,830	-5,046							23	19	This dev site provides one level of below-grade parking including public parking under With-Action scenario
12	C6-3	8	2	1.7	35	7	8,578									35	-1,422										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	71	14	17,156									71	8,181										North portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	62	12	17,156									62	8,181										South portion of lot 46. New residential dev, two levels of retail, under With-Action scenario
					168	34	42,889							150	67	133	16,361								150	61	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
13	C4-4D	7.2	1.8	1.7	15	3	4,289									15	-3,280										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	15	3	4,289									15	-3,280										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	15	3	4,289									15	-3,280										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	9	2	2,380									9	-1,820										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	9	2	2,380									9	-1,820										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	9	2	2,380									9	-1,820										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	9	2	2,508									9	-1,918										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	12	2	3,220									12	-2,462										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	71	14	17,156									71	-13,120										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	18	4	4,289									18	-3,280										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	18	4	4,289									18	-3,280										New retail dev under No-Build scenario. New residential dev, two levels of retail, under With-Action scenario
					200	40	51,469							150	81	200	-39,359								150	81	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
14	C4-7	12	3	1.7	114	23	16,986									114	3,262	-3,400									New residential dev, two levels of retail, under With-Action scenario
	C4-7	12	3	1.7	23	5	3,397									23	1,997	0				-7,378					New residential dev, two levels of retail, under With-Action scenario
	C4-7	12	3	1.7	23	5	3,397									23	1,997	0				-5,896					New residential dev, two levels of retail, under With-Action scenario
	C4-7	12	3	1.7	23	5	3,397									23	400	-4,299									New residential dev, two levels of retail, under With-Action scenario
	R6A	3	0	0	0		0					1,998											0				Lot used for access to required parking and loading, no development above
					183	37	27,176					1,998		121	39	183	7,655	-7,699				-13,274	0		121	39	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
15	C4-4A	4	0	0.85	76		18,533									13	0			-66,720							New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
	C4-4A	4	0	0.85	7		1,593									2	0			-5,734							New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
	C4-4A	4	0	0.85	7		1,593									2	0			-5,734							New resid/community facility dev, ground floor retail, under No-Action. New resid. dev, ground floor retail, under With-Action scenario
					90		21,719							150	45	17	0			-78,189					150	8	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
16	C6-3	8	2	1.7	13	3	3,216									13	1,324										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	13	3	3,216									13	1,324										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	13	3	3,216									13	1,324										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	14	3	3,290									14	768	-1,261									New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	17	3	4,117									17	1,695										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	36	7	8,750									36	3,603										New residential dev, two levels of retail, under With-Action scenario
					106	21	25,806							0	0	106	10,039	-1,261							0	0	
17	C6-3	8	2	1.7	20	4	4,889									13	2,445										Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	14	3	3,431									10	1,715										Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,804									13	2,402										Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	14	3	3,431									10	1,715										Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,889									13	2,445										Vacant bldg is occupied with resid and ground floor retail, under No-Action. New resid dev, two levels of retail, under With-Action scenario
					88	18	21,444							0	0	59	10,722								0	0	
18	C4-4A	4	0	0.85	9		2,123									0	0			-6,245							New resid. / community facility dev, ground floor retail, under No-Action scenario. New resid. dev, ground floor retail, under With-Action scena
	C4-4A	4	0	0.85	9		2,123									0	0			-6,245							New resid. / community facility dev, ground floor retail, under No-Action scenario. New resid. dev, ground floor retail, under With-Action scena
	C4-4A	4	0	0.85	9		3,227			3,848						-4	0			-5,642							New residential and community facility (church) dev, ground floor retail, under No-Action and With-Action scenarios
	R6A	3	0	0	7		0									-1	0			-6,114							New residential and community facility dev, under No-Action and With-Action scenarios
					34		7,473			3,848				0	17	-5	0			-24,246					0	-3	This dev site provides one level of below-grade parking under With-Action scenario
19	C6-3	8	2	1.7	94	19	22,938							0		94	22,938						-13,493				New residential dev, two levels of retail, under With-Action scenario
	C6-3	6	0	0	5	1	0				20,586					5					0						Known dev (Corn Exchange, designated NYC landmark) expected to convert existing building to community facility (educational). Existing building remains, transfers 1 FAR of dev rights to lot 40
					99	20	22,938				20,586			0	37	99	22,938				0		-13,493		0	-8	This dev site provides one level of below-grade parking under With-Action scenario

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

site description:							existing conditions:															No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:					
20	proj	60 EAST 125 STREET	1749	48	2,523	0	C4-4	0.00	4									2,523		0.85	9	5	2,145													
	proj	58 EAST 125 STREET	1749	49	2,523	0	C4-4	0.00	4									2,523		0.85	9	5	2,145													
		subtotal:			5,046	0												5,046			18	9	4,289													0
21	proj	71 EAST 124 STREET	1749	31	12,615	0	C4-7	0.00	10									12,615		3			37,845	88,305												
	proj	1800 PARK AVENUE	1749	33	3,539	0	C4-7	0.00	10									3,539		3			10,617	24,773												
	proj	1804 PARK AVENUE	1749	35	3,475	0	C4-7	0.00	10									3,475		3			10,425	24,325												
	proj	1808 PARK AVENUE	1749	40	9,083	0	C4-7	0.00	10									9,083		3			27,249	63,581												
	proj	66 EAST 125 STREET	1749	43	7,569	0	C4-7	0.00	10									7,569		3			22,707	52,983												
	proj	55 EAST 124 STREET	1749	24	17,409	55,770	C4-7	3.20	10					55,770										118,320		55,770									
		subtotal:			53,690	55,770								55,770				36,281					108,843	372,287		55,770									0
22	proj	127 EAST 125 STREET	1774	17	21,482	39,928	C4-4A	1.86	4		26,619	13,309				10,000							51,181	25,591												
	proj	132 EAST 126 STREET	1774	56	1,499	1,499	C4-4A	1.00	4		1,499												1,499													
		subtotal:			22,981	41,427					28,118	13,309				10,000							52,680	25,591												0
23	proj	1815 PARK AVENUE	1773	69	6,810	15,322	C4-4	2.25	4		6,810		8,512										6,810		8,512											
	proj	1811 PARK AVENUE	1773	72	2,843	0	C4-4	0.00	4									2,843		0.85	10	5	2,417													
	proj	1807 PARK AVENUE	1773	4	2,843	0	C4-4	0.00	4									2,843		0.85	10	5	2,417													
	proj	1801 PARK AVENUE	1773	1	5,670	0	C4-4	0.00	4							5,670			19											5,670		19				
	proj	1801 PARK AVENUE	1773	1	3,150	0	C4-4	0.00	4							3,150			11											3,150		11				
	proj	110 EAST 125 STREET	1773	67	4,504	0	C4-4	0.00	4							4,504			15												4,504	15				
		subtotal:			25,820	15,322					6,810		8,512			13,324		5,686	45		20	10	11,643		8,512					8,820	4,504	45				
24	proj	212 EAST 125 STREET	1789	45	2,523	5,000	C4-4	1.98	4						5,000													5,000							
	proj	214 EAST 125 STREET	1789	43	5,046	10,000	C4-4	1.98	4		5,200				4,800								5,200					4,800							
	proj	218 EAST 125 STREET	1789	42	2,523	3,750	C4-4	1.49	4						3,750													3,750							
	proj	215 EAST 124 STREET	1789	9	8,376	0	C4-4	0.00	3.44							8,376			28											8,376		28				
		subtotal:			18,468	18,750					5,200				13,550	8,376			28				5,200					13,550		8,376		28			
25	proj	246 EAST 125 STREET	1789	30	9,588	17,100	C4-4	1.78	4		8,550			8,550									8,550			8,550									
26	proj	233 EAST 124 STREET	1789	16	4,037	3,500	C4-4	0.87	3.44						4,037					0	15	8	0													8
	proj	237 EAST 124 STREET	1789	18	4,037	0	C4-4	0.00	3.44									4,037		0	15	8	0													8
	proj	241 EAST 124 STREET	1789	19	2,018	0	C4-4	0.00	3.44									2,018		0	8	4	0													4
	proj	243 EAST 124 STREET	1789	20	2,018	0	C4-4	0.00	3.44									2,018		0	8	4	0													4
	proj	245 EAST 124 STREET	1789	21	1,867	0	C4-4	0.00	3.44									1,867	6	0	7	4	0													4
	proj	247 EAST 124 STREET	1789	121	2,826	0	C4-4	0.00	4									2,826		0.85	10	5	2,402													5
	proj	2423 2 AVENUE	1789	25	2,174	0	C4-4	0.00	4									2,174		0.85	8	4	1,848													4
	proj	2421 2 AVENUE	1789	24	2,174	0	C4-4	0.00	4									2,174		0.85	8	4	1,848													4
	proj	2419 2 AVENUE	1789	23	2,174	0	C4-4	0.00	4									2,174		0.85	8	4	1,848													4
	proj	2417 2 AVENUE	1789	22	1,610	0	C4-4	0.00	4									1,610		0.85	6	3	1,369													3
		subtotal:			24,935	3,500									4,037			20,898	6		93	47	9,314													47
site description:							existing conditions:															No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:					
		totals:			543,809	776,289				2	336,641	115,605	8,512	80,058	40,788	126,908	0	239,570	346		304	123	635,337	512,305	8,512	182,493	20,586	26,824	112,404	4,504	438					

general notes:

- Sites within the Core Subdistrict (generally C4-7, C6-3 and C4-4D zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

Summary of Reasonable Worst Case Development Scenario

Proposed Action August 22, 2007

site description:				existing conditions:														No-Action conditions:													
	# of sites	lot area:	built floor area:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:							
Projected Sites	26	543,809	776,289	2	336,641	115,605	8,512	80,058	40,788	126,908	0	239,570	346	304	123	635,337	512,305	8,512	182,493	20,586	26,824	112,404	4,504	438							

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

		With-Action conditions:													Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
20	C4-4A	4	0	0.85	9		2,145									0	0										New residential dev, ground floor retail, under With-Action and No-Action scenarios
	C4-4A	4	0	0.85	9		2,145									0	0										New residential dev, ground floor retail, under With-Action and No-Action scenarios
					18		4,289							0	0	0	0								0	0	
21	C4-7	10	0				37,845	88,305										0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				10,617	24,773										0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				10,425	24,325										0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				27,249	63,581										0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0				22,707	52,983										0	0								New commercial dev, 3FAR of retail, under With-Action and No-Action scenarios
	C4-7	10	0					118,320		55,770								0	0		0						Existing community facility (school) transfers dev rights only
							108,843	372,287		55,770				150	0			0	0		0				150	0	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
22	C4-4D	7.2	1.8	1.7	131	26	36,519									131	-14,662	-25,591									Retail and commercial enlargement of existing building under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	9	2	2,548									9	1,049										New residential dev, two levels of retail, under With-Action scenario
					140	28	39,068							167	63	140	-13,613	-25,591							167	63	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
23	C6-3	8	2	1.7	48	10	11,577									48	4,767		-8,512								New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,833									10	2,417										New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	20	4	4,833									10	2,417										New resid dev, ground floor retail, under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	40	8	9,639									40	9,639						-5,670				West portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	19	4	5,355									19	5,355						-3,150				East portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	32	6	3,828					4,504				32	3,828								0		Site planned for partial acquisition for the 2nd Ave subway. New residential dev, mechanical ground floor for subway and second story retail, under With-Action scenario.
					179	36	40,066							150	70	159	28,423		-8,512				-8,820	0	150	25	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
24	C4-4D	7.2	1.8	0.85	18	4	2,145									18	2,145					-5,000					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	36	7	4,289									36	-911					-4,800					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,145									18	2,145					-3,750					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	59	12	7,120									59	7,120						-8,376				New residential dev under With-Action scenario
					131	26	15,698							126	59	131	10,498					-13,550	-8,376		126	31	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
25	C4-4D	7.2	1.8	0.85	68	14	8,150							0	0	68	-400			-8,550					0	0	New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
26	C4-4D	7.2	1.8	0	32	6	0									17	0										New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	32	6	0									17	0										New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	16	3	0									8	0										New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	16	3	0									8	0										New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0	15	3	0									8	0										New residential dev under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	20	4	2,402									10	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	15	3	1,848									7	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	15	3	1,848									7	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	15	3	1,848									7	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	11	2	1,369									5	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
					187	37	9,314							150	84	94	0								150	37	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
		With-Action conditions:														Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
					2,632	498	843,923	948,319	20,184	71,508	20,586	1,998	4,504	1,851	1,065	2,328	208,586	436,015	11,672	-110,985	0	-26,824	-110,406	0	1,851	627	

Summary of Reasonable Worst Case Development Scenario

0

August 22, 2007

	With-Action conditions:												Increment:											
	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:		DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	
	2,632	498	843,923	948,319	20,184	71,508	20,586	1,998	4,504	1,851	1,065	Projected Sites	2,328	208,586	436,015	11,672	-110,985	0	-26,824	-110,406	0	1,851	627	

REASONABLE WORST CASE DEVELOPMENT SCENARIO Proposed Action August 22, 2007

POTENTIAL DEVELOPMENT SITES

site description:							existing conditions:														No-Action conditions:											
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
27	pot	568 WEST 125 STREET	1980	75	32,050	28,900	R7-2	0.90	4		28,900												28,900								0
28	pot	151-153 MORNINGSIDE AVE	1952	61	4,992	0	C4-4	0.00	4							4,992			17	0.85	17	0	4,243								0
29	pot	381 WEST 125 STREET	1952	101	1,498	4,872	C4-4	3.25	4	3	900										3		900								
	pot	379 WEST 125 STREET	1952	2	1,498	4,872	C4-4	3.25	4	3	1,005										3		1,005								
		subtotal:			2,996	9,744				6	1,905										6	0	1,905								0
30	pot	361 WEST 125 STREET	1952	9	5,296	18,384	C4-4	3.47	4			18,384												18,384							0
31	pot	313 WEST 125 STREET	1952	23	5,500	23,620	C4-4	4.29	4		5,500				18,120								5,500	18,120							
	pot	WEST 126 STREET	1952	41	4,162	0	C4-4	0.00	3.44							4,162			14	0	16	5	0								
	pot	309 WEST 125 STREET	1952	25	10,321	26,400	C4-4	2.56	3.44 / 4		21,476	4,924											21,476	4,924							
	pot	307 WEST 125 STREET	1952	27	2,000	6,560	C4-4	3.28	4		3,560	3,000											3,560	3,000							
	pot	305 WEST 125 STREET	1952	28	3,000	8,640	C4-4	2.88	4		8,640												8,640								
	pot	308 WEST 126 STREET	1952	38	1,664	1,664	C4-4	1.00	3.44						1,664													1,664			
	pot	306 WEST 126 STREET	1952	138	1,664	1,664	C4-4	1.00	3.44						1,664													1,664			
	pot	304 WEST 126 STREET	1952	37	1,664	1,664	C4-4	1.00	3.44						1,664													1,664			
		subtotal:			29,975	70,212					39,176	7,924			23,112	4,162			14		16	5	39,176	26,044				4,992			0
32	pot	2342 FRED DOUGLASS BLVD	1931	61	4,992	3,500	C4-4	0.70	4		3,500									0.85	17	9	4,243								9
	pot	260 WEST 126 STREET	1931	56	12,490	7,494	C4-4	0.60	3.44					7,494		4,996			17	0.5	32	16	6,245			7,494						16
	pot	2340 FRED DOUGLASS BLVD	1931	63	2,500	9,250	C4-4	3.70	4						9,250								2,300	6,950							
	pot	2338 FRED DOUGLASS BLVD	1931	64	2,500	2,380	C4-4	0.95	4		1,190	1,190											1,190	1,190							
		subtotal:			22,482	22,624					4,690	1,190		7,494	9,250	4,996			17		49	25	13,978	8,140		7,494					25
33	pot	2330 FRED DOUGLASS BLVD	1931	1	11,590	42,310	C4-4	3.65	4		11,590	30,720											11,590	30,720							0
34	pot	2310 FRED DOUGLASS BLVD	1930	1	10,092	22,593	C4-4	2.24	3.44		8,680			13,913									8,680			13,913					
	pot	2310 FRED DOUGLASS BLVD	1930	1	10,092	22,593	C4-4	2.24	3.44					22,593												22,593					
		subtotal:			20,184	45,185					8,680			36,505									8,680			36,505					0
35	pot	268 WEST 125 STREET	1930	59	5,046	5,046	C4-4	1.00	4		5,046												5,046								
	pot	264 WEST 125 STREET	1930	57	5,028	10,988	C4-4	2.19	4		4,500				6,488								4,500					6,488			
	pot	264 WEST 125 STREET	1930	57	5,028	10,988	C4-4	2.19	3.44		4,500				6,488								4,500					6,488			
		subtotal:			15,101	27,022					14,046				12,976								14,046					12,976			0
36	pot	112 WEST 125 STREET	1909	40	2,330	2,018	C4-4	0.87	4		2,018												2,018								
	pot	114 WEST 125 STREET	1909	41	3,028	3,752	C4-4	1.24	4		3,752												3,752								
	pot	116 WEST 125 STREET	1909	42	5,046	4,944	C4-4	0.98	4		4,944												4,944								
	pot	117 WEST 124 STREET	1909	24	2,523	225	C4-4	0.09	3.44							2,523			9	0.85	7	4	2,145								
	pot	WEST 124 STREET	1909	25	2,133	0	C4-4	0.00	3.44									2,133		0.85	6	3	1,813								
	pot	283 WEST 125 STREET	1909	140	400	0	C4-4	0.00	3.44									400		0.85	1	1	340								
		subtotal:			15,460	10,939					10,714					2,523		2,533	9		14	7	15,012								0
37	pot	300 LENOX AVENUE	1723	1	6,993	18,629	C4-7	2.66	10		4,700	13,929											4,700	13,929							
	pot	308 LENOX AVENUE	1723	4	1,500	6,000	C4-7	4.00	10		1,500	4,500											1,500	4,500							
		subtotal:			8,493	24,629					6,200	18,429											6,200	18,429							0
38	pot	2022 5 AVENUE	1723	33	10,894	20,764	C4-4	1.91	4		4,900	11,326			4,538								4,900	11,326				4,538			
	pot	2032 5 AVENUE	1723	37	1,700	4,774	C4-4	2.81	4		1,700	3,074											1,700	3,074							
		subtotal:			12,594	25,538					6,600	14,400			4,538								6,600	14,400				4,538			0

Table 2.0-6

	With-Action conditions:														Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
27	R7-2	3.44	0	2			28,900	28,900							0		0	28,900								0	Expansion of existing comercial use adding a second story for offices under With-Action scenario
28	C4-4D	7.2	1.8	0.85	35	7	4,243							0	0	18	0								0	0	New residential dev, ground floor retail, under No-Action and With-Action scenarios
29	C4-4D	7.2	1.8	0.85	11	2	1,273									8	373										New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	11	2	1,273									8	268										New residential dev, ground floor retail, under With-Action scenario
					22	4	2,547							0	0	16	642								0	0	
30	C4-4D	7.2	1.8	0.85	37	7	4,502							0	0	37	4,502	-18,384							0	0	New residential dev, ground floor retail, under With-Action scenario
31	C4-4D	7.2	1.8	0.85	39	8	4,675									39	-825	-18,120									Conversion to offices, ground floor retail, under No-Action scenario. New resid dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	29	6	3,538									13	3,538										New residential dev, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	73	15	8,773									73	-12,703	-4,924									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	14	3	1,700									14	-1,860	-3,000									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	21	4	2,550									21	-6,090										New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414									12						-1,664					New residential dev under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414									12						-1,664					New residential dev under With-Action scenario
	C4-4D	7.2	1.8	0.85	12	2	1,414									12						-1,664					New residential dev under With-Action scenario
					212	42	25,479							150	95	196	-17,940	-26,044				-4,992			150	95	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
32	C4-4D	7.2	1.8	0.85	35	7	4,243									18	0										New residential dev, ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.5	85	17	6,245			7,494						53	0			0							New residential dev including new comm facility (church), partial ground floor retail, under No-Action and With-Action scenarios
	C4-4D	7.2	1.8	0.85	18	4	2,125									18	-175	-6,950									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,125									18	935	-1,190									New residential dev, ground floor retail, under With-Action scenario
					156	31	14,738			7,494				150	70	107	760	-8,140		0					150	45	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
33	C4-7	12	3	1.7	133	27	19,703							0	28	133	8,113	-30,720							0	28	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking under With-Action scenario
34	C6-3	8	2	1.7	71	14	17,156							0		71	8,476			-13,913							North portion of lot 1. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	6	0	0	11	2	0			22,593						11	0			0							South portion of lot 1. Existing church remains, transfers 1 FAR of dev rights to north portion of lot 1, under With-Action scenario
					82	16	17,156			22,593				0	31	82	8,476			-13,913					0	31	This dev site provides one level of below-grade parking under With-Action scenario
35	C6-3	8	2	1.7	35	7	8,578									35	3,532										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	35	7	8,547									35	4,047					-6,488					North portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	31	6	8,547									31	4,047					-6,488					South portion of lot 57. New residential dev, two levels of retail, under With-Action scenario
					101	20	25,672							111	40	101	11,626					-12,976			111	40	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
36	C6-3	8	2	1.7	16	3	3,961									16	1,943										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	21	4	5,148									21	1,396										New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	35	7	8,578									35	3,634										New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	15	3	4,289									8	2,145										New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	13	3	3,626									7	1,813										New residential dev, ground floor retail, under No-Action. New residential dev, two levels of retail, under With-Action scenario
	C4-4D	7.2	1.8	1.7	2	0	680									1	340										New residential dev under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					102	20	26,282							115	40	88	11,270								115	40	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
37	C4-7	12	3	1.7	80	16	11,888									80	7,188	-13,929									New residential dev, two levels of retail, under With-Action scenario
	C4-7	12	3	1.7	17	3	2,550									17	1,050	-4,500									New residential dev, two levels of retail, under With-Action scenario
					97	19	14,438							0	0	97	8,238	-18,429							0	0	
38	C4-4A	4	0	0.85	38		9,260									38	4,360	-11,326				-4,538					New residential dev, ground floor retail, under With-Action scenario
	C4-4A	4	0	0.85	6		1,445									6	-255	-3,074									New residential dev, ground floor retail, under With-Action scenario
					44		10,705							42	0	44	4,105	-14,400				-4,538			42	0	This dev site provides one level of below-grade public parking under With-Action scenario

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

site description:							existing conditions:															No-Action conditions:											
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:
39	pot	290 LENOX AVENUE	1722	69	8,578	25,326	C4-4	2.95	4		8,578	16,748											8,578	16,748							0
40	pot	52 WEST 125 STREET	1722	57	1,576	4,066	C4-4	2.58	4		1,000				3,066								1,000	3,066							
	pot	50 WEST 125 STREET	1722	156	1,576	4,121	C4-4	2.61	4		1,000				3,121								1,000	3,121							
	pot	48 WEST 125 STREET	1722	56	1,576	4,113	C4-4	2.61	4		1,000				3,113								1,000	3,113							
	pot	46 WEST 125 STREET	1722	155	1,576	3,809	C4-4	2.42	4		400							3,409					400	3,409							
	pot	44 WEST 125 STREET	1722	55	2,102	5,400	C4-4	2.57	4		2,160	2,160			1,080								2,160	3,240							
		subtotal:			8,406	21,509					5,560	2,160			10,380			3,409					5,560	15,949							0
41	pot	32 WEST 125 STREET	1722	51	10,512	21,024	C4-4	2.00	4								10,512	10,512		0.42	25	13	4,415							15,013	13
	pot	32 WEST 125 STREET	1722	51	4,501	9,002	R7-2	2.00	3.44								4,501	4,501		0	17	9	0								9
		subtotal:			15,013	30,026											15,013	15,013			42	21	4,415							15,013	21
42	pot	102 EAST 126 STREET	1774	68	11,491	0	M1-2	0.00	2								11,491													11,491	0
43	pot	108 EAST 126 STREET	1774	65	2,198	4,928	M1-2	2.24	4	4	1,230										4		1,230								
	pot	106 EAST 126 STREET	1774	66	2,798	6,720	M1-2	2.40	4			6,720												6,720							
	pot	104 EAST 126 STREET	1774	67	2,498	9,500	M1-2	3.80	4			9,500												9,500							
	pot	107 EAST 125 STREET	1774	5	2,548	5,577	C4-4	2.19	4		2,471				3,106								2,471	3,106							
	pot	109 EAST 125 STREET	1774	6	2,448	5,880	C4-4	2.40	4									5,880					2,081	3,799							
	pot	111 EAST 125 STREET	1774	7	2,498	6,800	C4-4	2.72	4	5	1,700										5		1,700								
	pot	113 EAST 125 STREET	1774	8	2,498	6,800	C4-4	2.72	4		6,800												6,800								
		subtotal:			17,486	46,205				9	12,201	16,220			3,106			5,880			9		14,282	23,125							0
44	pot	150-170 EAST 126 STREET	1774	48	22,531	0	M1-2	0.00	2							22,531			75										22,531		75
45	pot	2306 3 AVENUE	1774	33	17,993	27,000	C4-4/M1-2	1.50	4 / 2					27,000											27,000						0
46	pot	122 EAST 125 STREET	1773	61	2,523	3,300	C4-4	1.31	4		3,300												3,300								
	pot	128 EAST 125 STREET	1773	58	8,074	21,556	C4-4	2.67	4		21,556												21,556								
		subtotal:			10,597	24,856					24,856												24,856								0
47	pot	129 EAST 124 STREET	1773	15	2,523	7,194	C4-4	2.85	4						7,194													7,194			
	pot	2050 LEXINGTON AVENUE	1773	17	3,828	4,037	C4-4	1.05	4		4,037												4,037								
	pot	2054 LEXINGTON AVENUE	1773	18	216	525	C4-4	2.43	4		525												525								
		subtotal:			6,567	11,756					4,562				7,194								4,562					7,194			0
48	pot	149 EAST 124 STREET	1773	20	68,681	64,363	C4-4	0.94	4		64,363												64,363								0
49	pot	228 EAST 125 STREET	1789	36	2,523	2,700	C4-4	1.07	4						2,700				2									2,700			
	pot	230 EAST 125 STREET	1789	35	2,523	3,500	C4-4	1.39	4					3,500											3,500						
	pot	232 EAST 125 STREET	1789	34	2,523	7,659	C4-4	3.04	4						7,659													7,659			
		subtotal:			7,569	13,859								3,500	10,359				2						3,500			10,359			0

site description:							existing conditions:															No-Action conditions:											
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:

general notes:

- Sites within the Core Subdistrict (generally C4-7, C6-3 and C4-4D zones between Frederick Douglass Blvd and 550' east of Lenox Ave) larger than 60,000sf of new development are required to set aside a portion of their total floor area for an entertainment-related use as described in the zoning text. This requirement is accounted in the development scenario as part of the retail floor area for any such site.

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

	With-Action conditions:														Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
39	C6-3	8	2	1.7	60	12	14,583							0	0	60	6,005	-16,748							0	0	New residential dev, two levels of retail, under With-Action scenario
40	C6-3	8	2	1.7	11	2	2,679									11	1,679	-3,066									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2,679									11	1,679	-3,121									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2,679									11	1,679	-3,113									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	11	2	2,679									11	2,279	-3,409									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
	C6-3	8	2	1.7	15	3	3,573									15	1,413	-3,240									Retail and offices renovation under No-Action scenario. New residential dev, two levels of retail, under With-Action scenario
					59	12	14,290							0	0	59	8,730	-15,949							0	0	
41	C6-3	8	2	0.7	85	17	7,358						10,512			60	2,943							-4,501			North portion of lot 51. New resid dev with partial ground floor retail and ConEd service center on two levels under No-Action and With-Action scenarios.
	C4-4A	4	0	0.7	17		3,151						4,501			0	3,151							4,501			South portion of lot 51. New resid dev under No-Action scenario. New resid dev with partial ground floor retail and ConEd service center on two levels, under With-Action scenario.
					102	17	10,509						15,013	110	40	60	6,094							0	110	19	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
42	C6-3	8	2	1.7	80	16	19,535							21	17	80	19,535							-11,491	21	17	New residential dev, two levels of retail, under With-Action scenario. This dev site provides one level of below-grade parking including public parking under With-Action scenario
43	C4-4D	7.2	1.8	0.85	16	3	1,868									12	638										New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	20	4	2,378									20	2,378	-6,720									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,123									18	2,123	-9,500									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,166									18	-305	-3,106									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	17	3	2,081									17	0	-3,799									New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,123									13	423										New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	18	4	2,123									18	-4,677										New residential dev, ground floor retail, under With-Action scenario
					125	25	14,863							119	56	116	581	-23,125							119	56	This dev site provides two levels of below-grade parking including public parking under With-Action scenario
44	C4-4D	7.2	1.8	0.85	159	32	19,151							153	72	159	19,151						-22,531		153	-3	New residential dev, two levels of retail, under With-Action scenario; 75 public parking spaces in the no-build. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
45	C4-4D	5.4	0	0.85			15,294	81,868						150	0	0	15,294	81,868		-27,000					150	0	New commercial dev, ground floor retail. This dev site provides two levels of below-grade public parking under With-Action scenario
46	C4-4D	7.2	1.8	0.85	18	4	2,145									18	-1,155										New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	57	11	6,863									57	-14,693										New residential dev, ground floor retail, under With-Action scenario
					75	15	9,007							0	0	75	-15,849								0	0	
47	C4-4D	7.2	1.8	0.85	18	4	2,145									18	2,145					-7,194					New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	27	5	3,254									27	-783										New residential dev, ground floor retail, under With-Action scenario
	C4-4D	7.2	1.8	0.85	2	0	184									2	-341										New residential dev, ground floor retail, under With-Action scenario
					47	9	5,582							0	0	47	1,020					-7,194			0	0	
48	C4-4D	7.2	1.8	0.85	485	97	58,379							150	218	485	-5,984								150	218	New residential dev, ground floor retail, under With-Action scenario. This dev site provides two levels of below-grade parking including public parking under With-Action scenario
49	C4-4D	7.2	1.8	0.85	18	4	2,145									18	2,145					-2,700					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8	0.85	18	4	2,145									18	2,145			-3,500							New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
	C4-4D	7.2	1.8	0.85	18	4	2,145									18	2,145					-7,659					New residential dev, ground floor retail, under With-Action scenario. Site planned for acquisition for the 2nd Ave subway
					54	11	6,434							0	0	54	6,434			-3,500		-10,359			0	0	
	With-Action conditions:															Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:

Table 2.0-6

REASONABLE WORST CASE DEVELOPMENT SCENARIO

Proposed Action August 22, 2007

KNOWN DEVELOPMENTS

site description:							existing conditions:															No-Action conditions:													
site:	type:	address:	block:	lot:	lot area:	built floor area:	zoning:	built FAR:	permitted resid FAR:	DUs:	retail FA:	office / comm FA:	hotel FA:	commun fac / instit FA:	stor / mfg FA:	parking / auto FA:	utility FA:	vacant FA:	parking (C of O):	proposed retail FAR:	DUs:	residential parking:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	total parking:					
A	known	261 WEST 125 STREET	1931	6	9,992	0	C4-7	0.00	10									9,992		1.7			16,986	4,996		9,992					0					
B	known	233 WEST 125 STREET	1931	17	4,995	22,495	C4-7	4.50	10									88,400					10,000													
	known	233 WEST 125 STREET	1931	17	14,989	67,505	C4-4	4.50	3.44		1,600														127,500	120,000										
		subtotal:			19,984	90,000					1,600							88,400					10,000		127,500	120,000					147					
C	known	230 WEST 125 STREET	1930	44	25,048	148,355	C4-4	5.92	3.44 / 4		25,048							123,307									148,355				0					
D	known	63 WEST 125 STREET	1723	9	2,498	6,767	C4-7	2.71	10									6,767					2,000	16,700							0					
E	known	120 EAST 125 STREET	1773	62	2,523	8,500	C4-4	3.37	4									8,500									8,500									
F	known	220 EAST 125 STREET	1789	39	5,046	27,776	C4-4	5.50	4									27,776									27,776				0					
		totals:			65,091	281,398				0	26,648	0	0	0	0	0	0	264,742	0		0	0	28,986	21,696	127,500	129,992	184,631	0	0	0	0					

125th Street Corridor Rezoning - Proposed Action RWCDS

Table 2.0-6

	With-Action conditions:													Increment:											
site:	proposed zoning:	proposed FAR:	IH bonus FAR:	proposed retail FAR:	DUs (inc. affordable)	Affordable DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	DUs:	retail FA:	office / comm FA:	Hotel FA:	commun fac / instit FA:	inst conv FA:	stor / mfg FA:	parking / auto FA:	utility FA:	public parking:	total reqrd parking:	comments:
A	C4-7	10	0	1.7			16,986	4,996		9,992					0	0	0	0	0	0							Known dev expected to accommodate a cultural institution, two levels of retail and 0.5FAR of offices. Not as a result of the Action
B	C4-7	10	0	1.7			10,000											0									Victoria Theater. South portion of lot 17. Special Development. Not as a result of the Action
	C4-4A	4	0	0					127,500	120,000										0	0						Victoria Theater. North portion of lot 17. Special Development. Not as a result of the Action
							10,000		127,500	120,000					0			0		0	0						
C	C6-3	6	0	0							148,355				0						0						Known dev expected to convert existing building to community facility (educational). Not as a result of the Action
D	C4-7	7.5	0	0.80			2,000	16,700							0			0	0								Known new commercial dev (offices), ground floor retail. Not as a result of the Action
E	C4-4D	6	0	0							8,500				0						0						Known dev expected to convert existing building to community facility. Not as a result of the Action
F	C4-4D	6	0	0							27,776				0						0						Known dev expected to convert existing building to community facility (educational)
					0	0	28,986	21,696	127,500	129,992	184,631	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

125th Street Corridor Rezoning and Related Actions

Draft Scoping Document

Appendix - B

Draft Proposed Text Amendment

Manhattan 125th Street Corridor Rezoning and Related Actions
Special 125th Street District
Draft Proposed Text Amendment

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

ARTICLE I
GENERAL PROVISIONS

* * *

11-12
Establishment of Districts

* * *

Establishment of the Special 125th Street District

In order to carry out the special purposes of this Resolution as set forth in Article IX, Chapter 7, the Special 125th Street District is hereby established.

Establishment of the Special Battery Park City District

* * *

12-10
DEFINITIONS

* * *

Special 125th Street District

The "Special 125th Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125th Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

Special Battery Park City District

* * *

Chapter 3
Sidewalk Cafe Regulations

* * *

14-44
Special Zoning Districts Where Certain Sidewalk Cafes Are Permitted

* * *

Manhattan	#Enclosed Sidewalk Café#	#Unenclosed Sidewalk Café#
125th Street District	Yes	Yes
Battery Park City District	Yes	Yes

* * *

Article II
Residence District Regulations

* * *

Chapter 3
Bulk Regulations for Residential Buildings in Residence Districts

* * *

23-00
APPLICABILITY AND GENERAL PURPOSES

* * *

23-011
Quality Housing Program

* * *

(c) The Quality Housing Program shall not apply to:

(1) Article VII, Chapter 8 (Large Scale Residential Developments);

(2) Special Purpose Districts, except the following:

* * *

(viii) the #Special Downtown Brooklyn District#; ~~or~~

(ix) the #Special 125th Street District#; or

* * *

24-161
Maximum floor area ratio for zoning lots containing community facility and residential uses

* * *

R1 R2 R3-1 R3A R3X R4-1 R4A R4B R5D R6A R6B R7-2 R7A R7B R7X R8 R9 R10

In the districts indicated, for #zoning lots# containing #community facility# and #residential uses#, the maximum #floor area ratio# permitted for a #community facility use# shall be as set forth in Section 24-11, inclusive, and the maximum #floor area ratio# permitted for a #residential use# shall be as set forth in Article II, Chapter 3, provided the total of all such #floor area ratios# does not exceed the greatest #floor area ratio# permitted for any such #use# on the #zoning lot#.

In the designated areas set forth in Section 23-922 (Inclusionary Housing designated areas), except within Waterfront Access Plan Bk-1, ~~the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program~~ the maximum #floor area ratio# permitted for #zoning lots# containing #community facility# and #residential uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90 (INCLUSIONARY HOUSING).

* * *

35-31

Maximum Floor Area Ratio for Mixed Buildings

* * *

In all districts, except as set forth in Section 35-311, the provisions of this Section shall apply to any #zoning lot# containing a #mixed building#.

* * *

In the designated areas set forth in Section 23-922 (Inclusionary Housing designated areas), except within Waterfront Access Plan BK-1, ~~the #floor area ratios# of Section 23-942 shall apply where the #residential# portion of a #building# is #developed# or #enlarged# pursuant to the Quality Housing Program.~~ the maximum #floor area ratio# permitted for #zoning lots# containing #residential# and #commercial# or #community facility uses# shall be the base #floor area ratio# set forth in Section 23-942 for the applicable district. Such base #floor area ratio# may be increased to the maximum #floor area ratio# set forth in such Section only through the provision of #lower income housing# pursuant to Section 23-90.

ARTICLE IX, CHAPTER 7
(97-00) IS NEW TEXT; IT IS NOT UNDERLINED

ARTICLE IX
SPECIAL PURPOSE DISTRICTS

* * *

Chapter 7
Special 125th Street District

97-00
GENERAL PURPOSES

The "Special 125th Street District" established in this Resolution is designed to promote and protect the public health, safety, general welfare and amenity. The general goals include, among others, the following specific purposes:

(a) to preserve, protect and promote the special character of 125th Street as Harlem's "Main Street" and the role of 125th Street as Upper Manhattan's premier mixed use corridor;

(b) to guide development on the 125th Street corridor;

(c) to expand the retail and commercial character of 125th Street and enhance the area's role as a major arts, entertainment and cultural destination in the City;

(d) to support mixed use development through out the 125th Street corridor, including residential uses, and to provide incentives for the production of affordable housing;

(e) to ensure that the form of new buildings is compatible and relates to the built character of the 125th Street corridor;

(f) to enhance the pedestrian environment through appropriate ground floor uses and regulations;

(g) to promote the most desirable use of land and thus conserve and enhance the value of land and buildings, and thereby protect the City's revenue.

97-01
Definitions

Special 125th Street District (Repeated from Section 12-10)

The "Special 125th Street District" is a Special Purpose District designated by the number "125" in which special regulations set forth in Article IX, Chapter 7, apply. The #Special 125th Street District# appears on the #zoning maps# superimposed on other districts and its regulations supersede, supplement and modify those of the districts upon which it is superimposed.

97-02
General Provisions

In harmony with the general purposes of the #Special 125th Street District# and in accordance with the provisions of this Chapter, the express requirements of the #Special District# shall apply to all #developments#, #enlargements#, alterations and changes of #use# within the Special District. The regulations of the Special District shall supersede, supplement or modify the requirements of the underlying zoning districts on which the Special District is superimposed, except as described in Section 97-05 (Applicability of Special Transit Land Use District Regulations).

Except as modified by the particular provisions of the Special District, the regulations of the underlying zoning districts shall remain in effect. In the event of a conflict between the provisions of this Chapter and other regulations of this Resolution, the provisions of this Chapter shall control.

97-03
District Plan and Maps

The regulations of this Chapter are designed to implement the #Special 125th Street District# Plan. The District Plan, including the map of the #Special 125th Street District#, is set forth in Appendix A of this Chapter and is hereby incorporated as part of this Resolution for the purpose of specifying locations where the special regulations and requirements set forth in the text of this Chapter apply.

97-04
Establishment of Core Subdistrict

In order to carry out the purposes and provisions of this Chapter, the Core Subdistrict is established within the #Special 125th Street District# and includes specific regulations designed to promote and maintain the establishment of an arts and entertainment-related environment along 125th Street, from Frederick Douglass Boulevard on the west to 545 feet east of Lenox Avenue on the east and from 124th to 126th Streets. The Core Subdistrict is shown on the map of the #Special 125th Street District# in Appendix A of this Chapter.

97-05
Applicability of Special Transit Land Use District Regulations

Wherever the #Special Transit Land Use District# includes an area which also lies within the #Special 125th Street District#, the requirements of the #Special Transit Land Use District#, as set forth in Article IX, Chapter 5, shall apply, subject to the modifications of Section 97-433 (Street wall location).

#Street wall# location requirements for that portion of the #Special Transit Land Use District# that is also within the #Special 125th Street District# are described in paragraph (e) of Section 97-433.

97-10
SPECIAL USE AND LOCATION REGULATIONS

Within the #Special 125th Street District#, for any #zoning lot# that fronts upon 125th Street, the #use# regulations of the underlying districts shall be modified by the locational and access requirements of Sections 97-20, inclusive. On #through lots# or #corner lots# with frontage along 125th Street, such requirements shall apply within the first 100 feet from the 125th Street #street line#.

97-11
Special Arts and Entertainment Uses

In order to sustain the arts and entertainment character of the 125th Street corridor, the following #uses# shall be designated as special arts and entertainment #uses# within the #Special 125th Street District# and shall be permitted to be located anywhere within the #development# or #enlargement# according to the requirements of Section 97-21:

Art galleries
Auditoriums
Bookstores
Clubs, including music, dance or comedy clubs
Eating or drinking establishments, with table service only
Historical exhibits
Museums
Music stores
Performance spaces
Studios, art, music, dancing or theatrical
Studios, radio, television or motion picture
Theaters.

Within the Core Subdistrict, such special arts and entertainment #uses# shall be provided in new #developments# or #enlargements#, pursuant to the provisions of Section 97-12.

97-12
Arts and Entertainment Uses Within the Core Subdistrict

Within the Core Subdistrict, as shown on the map in Appendix A of this Chapter, for new

#developments# or #enlargements# that contain at least 60,000 square feet of #floor area# and are located on #zoning lots# with frontage on 125th Street, a minimum of five percent of the #floor area# of the #development# or #enlargement# shall contain the arts and entertainment #uses# listed in Section 97-11. Such #uses# shall be accessible from 125th Street.

97-20
Location and Access Regulations

97-21
Location of Arts and Entertainment Uses

Within the #Special 125th Street District#, the arts and entertainment #uses# listed in Section 97-11 may be located anywhere throughout a #building# if one of the following conditions has been met:

(a) any #residential use# is located on a floor wholly above such non-#residential use#; or

(b) any non-#residential use# shall be permitted on the same #story# as a #residential use#, provided that:

(1) no access exists between any non-#residential use# and #residential use# at any level; and

(2) non-#residential uses# are not located directly over any #residential uses#.

Such non-#residential use#, however, may be located over a #residential use# by authorization of the City Planning Commission upon a finding that sufficient separation of #residential uses# from non-#residential uses# exists within the #building#.

97-22
Uses Not Permitted On Ground Floor Of Buildings

Within the #Special 125th Street District#, the #uses# listed in this Section are not permitted at the ground floor level of #developments# and #enlargements# that front upon 125th Street, or within five feet of the as-built level of the adjoining sidewalk. Entranceways and lobby space for access to such #uses# shall comply with the provisions of Section 97-221 (Access to non-ground floor uses).

From Use Group 2:
All #uses#.

From Use Groups 3A and 3B:
All #uses#, except for libraries, museums or non-commercial art galleries.

From Use Groups 4A and 4B:
All #uses#, except for houses of worship or playgrounds.

From Use Group 5A:
All #uses#.

From Use Groups 6A, 6B, 6C and 6E:
Banks (except for automated teller machines), electrolysis studios, frozen food lockers, laundry establishments, loan offices, offices or veterinary medicine offices.

From Use Group 6D:
All #uses#.

From Use Group 7:
All #uses#, except for bicycle rental or repair shops.

From Use Groups 8A and 8B:
Automobile driving schools, ice vending machines, lumber stores or pawn shops.

From Use Groups 8C, 8D and 8E:
All #uses#.

From Use Groups 9A, 9B and 9C:
All #uses#, except for gymnasiums, public auction rooms, photographic developing or printing establishments for the consumer, or art, music, dancing or theatrical studios.

From Use Groups 10A, 10B and 10C:
Depositories for storage, and wholesale offices or showrooms.

Use Group 11:
All #uses#.

Use Groups 12A and 12B:
Trade expositions.

Use Groups 12C and 12D:
All #uses#.

Use Group 14A and 14B:
All #uses#, except for bicycle sales, rental or repair shops.

97-221
Access to non-ground floor uses

Within the Special District, for #uses# listed in Section 97-22 (Uses Not Permitted On Ground Floor Of Buildings), the length of #street# frontage allocated to an entranceway or lobby space shall be no more than 25 linear feet or 40 percent of the #zoning lot#, whichever is less, except that an entranceway or lobby space need not be less than 20 feet.

For a #development# or #enlargement# with more than one entranceway or lobby for non-ground floor #uses#, each entranceway or lobby for such #uses# shall be no more than 25 linear feet and, in the aggregate, shall not exceed 40 percent of the ground floor frontage of the #zoning lot#.

For #developments# or #enlargements# with at least 200 linear feet fronting on 125th Street, the length of #street# frontage allocated to entranceways or lobby space shall be no more than 40 linear feet of the ground floor frontage of the #zoning lot#.

97-23
Transparency Requirements

For all #uses#, other than houses of worship and libraries, located on the ground floor of #developments# and #enlargements# that front upon that portion of 125th Street located within the #Special 125th Street District#, the ground floor #street wall# shall be glazed with materials which may include show windows, glazed transoms or glazed portions of doors. Such glazed area shall occupy at least 70 percent of the area of each such ground floor #street wall#, measured to a height of 12 feet above the level of the adjoining sidewalk or public access area. Not less than 50 percent of such area shall be glazed with transparent materials and up to 20 percent of such area may be glazed with translucent materials.

97-24
Security Gates

Within the #Special 125th Street District#, all security gates installed after (date of enactment), that are swung, drawn or lowered to secure commercial or community facility premises shall, when closed, permit visibility of at least 75 percent of the area covered by such gate when viewed from the #street#, except that this provision shall not apply to entrances or exits to parking garages.

97-30
SPECIAL SIGN REGULATIONS

#Signs# for all #uses# within the #Special 125th Street District# shall be subject to the applicable #sign# requirements for #commercial uses# in Section 32-60, subject to the modifications of Sections 97-31 and 97-32.

97-31
Height of Signs For Arts and Entertainment Uses

Within the #Special 125th Street District#, all #accessory signs# for arts and entertainment #uses# listed in Section 97-11 may exceed the maximum height listed in Section 32-655 (Height of signs in all other Commercial Districts), provided such #signs# are not higher than 85 feet or the maximum base height of the #building#, whichever is lower. In any event, no such sign shall be located at a height higher than three foot below any floor containing a #residential use#.

97-32
Marquee Signs

Notwithstanding the regulations of paragraph (b) of Section 32-653 (Additional regulations for projecting signs) and the relevant provisions of the Administrative Code, only the following #uses# located along 125th Street within the #Special 125th Street District# shall be considered places of public assembly permitted to erect a marquee sign on 125th Street above the entrance to such #use#:

Art galleries
Auditoriums
Clubs, including music, dance or comedy clubs
Eating or drinking establishments with table service only
Historical exhibits
Museums
Performance spaces
Studios, art, music, dancing or theatrical
Studios, radio, television or motion picture
Theaters.

No part of the marquee shall be less than 15 feet above the level of the sidewalk and the height of any portion of the marquee shall be governed by the requirements of Section 97-31. Such marquee shall be supported entirely from the building wall. The marquee may extend in length up to 10 feet beyond the #street line#, but in no case shall such structure be closer to the curb in plan than three feet.

All marquees shall comply with the construction and maintenance requirements of Title 27, Subchapter 4, Article 9 of the New York City Building Code pertaining to projecting signs, or its successor. In the event of a conflict between the provisions of this Chapter and other regulations of the Administrative Code, the provisions of this Chapter shall apply.

97-40
SPECIAL BULK REGULATIONS

Within the #Special 125th Street District#, except as indicated in this Section, inclusive, all #developments# and #enlargements# shall comply with the requirements of Article II, Chapter 8 (Quality Housing) and the applicable #bulk# regulations of the underlying districts.

97-41
Floor Area Regulations

The maximum #floor area ratio#, #open space ratio# and #lot coverage# requirements of the applicable underlying district shall apply within the #Special 125th Street District#, unless modified by the following regulations.

97-411
Maximum floor area ratio in C4-4D, C4-7 and C6-3 Districts

In C4-4D, C4-7 or C6-3 Districts within the Special District, the maximum permitted #floor area ratios# for new #developments# or #enlargements# shall be as listed in the following table for #residential#, #commercial# and #community facility uses#, and may be only increased pursuant to Section 97-42 (Floor Area Bonus).

MAXIMUM PERMITTED FLOOR AREA RATIO (FAR)
FOR RESIDENTIAL, COMMERCIAL AND COMMUNITY FACILITY USES

District	#Residential Floor Area Ratio# (max)	Commercial #Floor Area Ratio# (max)	Community Facility #Floor Area Ratio# (max)
C4-4D	5.4	5.4	6.0
C6-3	6.0	6.0	6.0
C4-7	9.0	10.0	10.0

97-412
Maximum lot coverage in C6-3 Districts

In C6-3 Districts within the Street District, the maximum #lot coverage# for #residential use# shall be 70 percent for #interior# or #through lots# and 80 percent for #corner lots#.

93-413
Lot coverage on small corner lots

Within the Special District, there shall be no maximum #lot coverage# applied to any #zoning lot# comprising a #corner lot# of 5,000 square feet or less.

97-42
Floor Area Bonus

The maximum #floor area ratio# for a #development# or #enlargement# within the #Special 125th Street District# may be increased by a floor area bonus, pursuant to Sections 97-421and 23-90 (Inclusionary Housing).

97-421
Inclusionary Housing

Within the Special District, C4-4D, C4-7 and C6-3 Districts shall be #Inclusionary Housing designated areas#, pursuant to Section 12-10 (Definitions), for the purpose of making the Inclusionary Housing Program regulations of Section 23-90, inclusive, and this Section, applicable within the Special District. Within such #Inclusionary Housing designated areas#, the #residential floor area ratio# may be increased by an Inclusionary Housing bonus for the provision of affordable housing, on-site or off-site, within the borough of Manhattan, pursuant to the provisions of Section 23-90, inclusive.

97-43
Special Height and Setback Regulations

Within the #Special 125th Street District#, the underlying height and setback regulations shall be modified in accordance with the provisions of this Section, inclusive.

97-431
Permitted obstructions

The provisions of Section 33-42 (Permitted Obstructions) shall apply to all #buildings# within the Special District, except that the provisions of paragraph (c) shall not apply. In lieu thereof, the following regulations shall apply:

Elevator or stair bulkheads, roof water tanks, cooling towers or other mechanical equipment (including enclosures) may penetrate a maximum height limit or #sky exposure plane# provided that either:

(a) the product, in square feet, of the #aggregate width of street walls# of such obstructions facing each #street# frontage, times their average height, in feet, shall not exceed a figure equal to eight times the width, in feet, of the #street wall# of the #building# facing such frontage; or

(b) for #buildings# at least 120 feet in height, the #lot coverage# of all such obstructions does not exceed 20 percent of the #lot coverage# of the #building#, and the height of all such obstructions does not exceed 40 feet.

In addition, dormers may penetrate a maximum base height in accordance with the provisions of paragraph (c) of Section 23-621 (Permitted obstructions in certain districts).

97-432
Height and setback regulations for C4-7 and C6-3 Districts

The following modifications of the underlying district regulations shall apply for C4-7 and C6-3 Districts within the Special District:

(a**)** The minimum and maximum base height of the #street wall# and the maximum height of a #development# or #enlargement# shall be modified, as set forth in the following table:

MINIMUM BASE HEIGHT, MAXIMUM BASE HEIGHT AND MAXIMUM BUILDING HEIGHT

District	Street Wall Height (in feet)		Maximum Building Height (in feet)
	Minimum Base Height	Maximum Base Height	
C6-3	60	85	160
C4-7	60	85	290

All portions of buildings that exceed a height of 85 feet in C4-7 and C6-3 Districts shall be set back at least 15 feet from the #street line#, except that such setback depth may include the depth of any permitted recess in the #street wall#, according to the provisions of 97-433 (Street wall location).

(b) In C6-3 Districts, the maximum length of any #story# located above a height of 85 feet shall not exceed 150 feet. Such length shall be measured by inscribing within a rectangle the outermost walls at the level of each #story# entirely above a height of 85 feet. No side of such rectangle shall exceed a width of 150 feet.

(c) In C4-7 Districts, within 50 feet of the 126th Street frontage on the #block# between Adam Clayton Powell Boulevard and Lenox Avenue/Malcolm X Boulevard, the height of any portion of a #development# or #enlargement# shall be limited to 80 feet.

97-433
Street wall location

In all #commercial districts# within the Special District, the following #street wall# location provisions shall apply along 125th Street and along intersecting #streets# within 50 feet of their intersection with 125th Street:

The #street wall# of any #development# or #enlargement# shall be located on the #street line# of 125th Street and extend along the entire #street# frontage of the #zoning lot# up to at least the applicable minimum base height of the underlying district, or the height of the #building#, whichever is less.

The #street wall# location provisions pertaining to the #street# intersections along 125th Street, however, shall be modified, as follows:

(a) To allow articulation of #street walls# at the intersection of 125th Street and any #street# other than Park Avenue, the #street wall# may be located anywhere within an area bounded by the two #street lines# and a line connecting such #street lines# at points 15 feet from their intersection.

On Park Avenue, within 50 feet of its intersection with 125th Street, the #street wall# may be located anywhere within 15 feet of the Park Avenue #street line#.

(b) Recesses, not to exceed three feet in depth from the #street line#, shall be permitted on the ground floor where required to provide access to the #building#. Above a height of 12 feet and up to the applicable minimum base height, recesses are permitted for #outer courts# or balconies, provided that the aggregate length of such recesses does not exceed 30 percent of the length of the #street wall# at any level, and the depth of such recesses does not exceed five feet. No recesses shall be permitted within 20 feet of an adjacent #building# or within 30 feet of the intersection of two #street lines#, except in compliance with corner articulation rules.

(c) All #developments# or #enlargements# shall comply with the #street wall# location and minimum #street wall# height provisions of this Section, except that such requirements shall not apply to any existing #buildings# fronting upon 125th Street that are to remain on the #zoning lot#.

(d) The requirements of this Section shall not apply within the #Special Transit Land Use District# except that, for the area of the #Special Transit Land Use District# that is also within the #Special 125th Street District, a #street wall# of a #development# or #enlargement# located on the #street line# of a #zoning lot# need not exceed 15 feet if that portion of the #development# or #enlargement# is located directly over the planned Second Avenue subway line.

97-44
Special Provisions for Zoning Lots Divided by District Boundaries

The regulations of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) shall apply within the #Special 125th Street District#, except that within the Core Subdistrict, as shown on the map in Appendix A of this Chapter, if a #through lot# which is completely within the Subdistrict has #street# frontage on 125th Street and is partially within a C4-4D District and partially within a C6-3 District, the #floor area# may be located anywhere on the #zoning lot# without regard to the requirements of Sections 77-22 (Floor Area Ratio).

The regulations of Article VII, Chapter 7 (Special Provisions for Zoning Lots Divided by District Boundaries) shall apply within the #Special 125th Street District#, except that for a #through lot# that is completely within the Core Subdistrict, #floor area# may be located anywhere on the #zoning lot# without regard to the requirements of Section 77-22 (Floor Area Ratio).

97-50
SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS

The underlying provisions of Article II, Chapter 5, Article III, Chapter 6 and Article IV, Chapter 4 (Accessory Off-Street Parking and Off-Street Loading Regulations) shall apply within the #Special 125th Street District#, subject to modification by the regulations of this Section, inclusive.

Enclosed parking spaces, or parking spaces covered by a #building#, including such spaces #accessory# to #residences# shall be permitted to occupy the ground floor provided they are located beyond 30 feet of the #street wall# of the #building#.

The applicable district regulations for the location of #accessory# off-street parking spaces along 125th Street within the Special District may be modified, so that such facilities may be provided off-site, within the same #zoning district#, but at a distance no greater than 1,200 feet from the zoning lot#.

97-51
Required Accessory Off-Street Residential Parking

#Accessory# off-street parking spaces, open or enclosed, shall be provided for all #developments# or #enlargements# within the #Special 125th Street District# that contain #residences#, according to the provisions of the underlying district, as modified by the provisions of Section 97-50 (SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS) , inclusive.

97-52
Required Accessory Off-Street Commercial Parking

In Commercial Districts within the #Special 125th Street District#, #accessory# off-street parking spaces shall be provided if required by Section 36-21, as modified by the provisions of Section 97-50 (SPECIAL OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS) , inclusive, except that no #accessory# parking spaces shall be required for #commercial uses# in C4-4D Districts.

97-53
Location of Access to the Street
Curb cuts for entrances and exits to #accessory# off-street parking spaces shall not be located on 125th Street or any other #wide street# that intersects with 125th Street, other than under the specific conditions of Sections 97-55 (Certification for access to required uses) and 97-56 (Authorization for access to permitted uses)

Such certification or authorization shall not be required if parking and loading requirements can be met through the provisions of 97-54 (Parking access through residential zoning lots).

97-54
Parking Access Through Residential Zoning Lots

When a #residential zoning lot# fronts upon either 124th or 126th Street within the #Special 125th Street District# and the #rear lot line# abuts a #zoning lot# that fronts only on 125th Street, and such #zoning lot# has been vacant since (date of enactment), access for parking and loading purposes may be made through such #zoning lot#.

97-55
Certification for access to required uses

If access to a required #accessory# residential parking facility or loading berth is not possible because of the requirements of Section 97-53 a curb cut may be allowed if the City Planning Commission certifies to the Commissioner of Buildings that such location is:

(a) the only possible location for the facility or loading berth;

(b) not hazardous to traffic safety;

(c) located not less than 50 feet from the intersection of any two #street lines#; and

(d) constructed and maintained so as to have a minimal effect on the streetscape.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

97-56
Authorization for access to permitted parking facilities or loading berths

The City Planning Commission may authorize curb cuts for the following parking facility or loading berths:

(a) If access to a permitted #accessory residential# or public parking facility is not possible due to the requirements of Section 97-53, the City Planning Commission may authorize curb cuts for such #uses#, provided such curb cuts:

(1) will not create or contribute to serious traffic congestion or unduly inhibit vehicular and pedestrian movement; and

(2) will not interfere with the efficient functioning of public transit facilities.

(b) If access to a permitted loading berth is not possible due to the requirements of Section 97-53, the City Planning Commission may authorize curb cuts for such #use#, provided:

(1) such loading berths are adjacent to a fully enclosed maneuvering area on the #zoning lot#;

(2) such maneuvering area is at least equal in size to the area of the loading berth; and

(3) there is adequate space to permit head-in and head-out truck movements to and from the #zoning lot#.

Such curb cut, if granted, shall be no greater than 20 feet in width.

The Commissioner may refer such matter to the Department of Transportation, or its successor, for a report and may base the determination on such report.

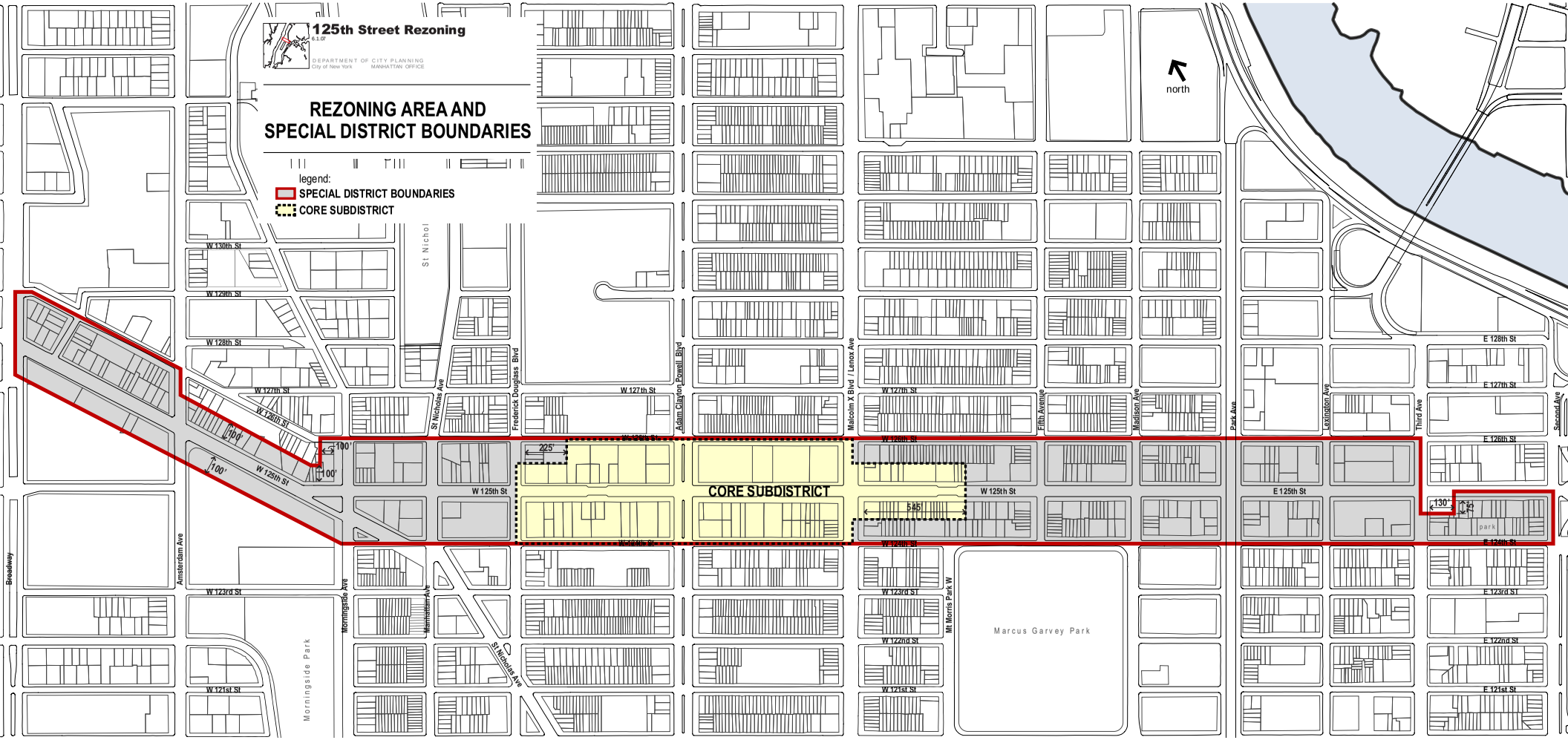
Applications for authorizations shall be referred to the affected Community Board for a period of at least 30 days for comment. The City Planning Commission shall grant in whole or in part or deny the application within 60 days of the completion of the Community Board review period.

97-57
Public Parking Facilities

Notwithstanding the special permit regulations of Section 74-52 (Parking Garages or Public Parking Lots in High Density Central Areas), #public parking garages# with 150 spaces or less shall be permitted as-of-right in C4-7 and C6 Districts, subject to the requirements of Section 36-50, inclusive, pertaining to surfacing and screening, and Section 97-53 (Location of Access to the Street). #Public parking garages# with more than 150 spaces shall be subject to the requirements of Sections 74-512 and 74-52.

#Public parking lots# are not permitted on zoning lots with 125th Street frontage between Second Avenue and Broadway.

* * *


125th Street Rezoning
6.1.07
DEPARTMENT OF CITY PLANNING
City of New York MANHATTAN OFFICE
REZONING AREA AND
SPECIAL DISTRICT BOUNDARIES
legend:
SPECIAL DISTRICT BOUNDARIES
CORE SUBDISTRICT
north
CORE SUBDISTRICT
Marcus Garvey Park
Morningside Park
W 130th St
W 129th St
W 128th St
W 127th St
W 126th St
W 125th St
W 123rd St
W 122nd St
W 121st St
E 128th St
E 127th St
E 126th St
E 125th St
E 123rd St
E 122nd St
E 121st St
St Nicholas Ave
Frederick Douglass Blvd
Adam Clayton Powell Blvd
Malcolm X Blvd / Lenox Ave
Fifth Avenue
Madison Ave
Park Ave
Lexington Ave
Third Ave
Second Ave
Broadway
Amsterdam Ave
Morningside Ave
Manhattan Ave
Mt Morris Park W
100'
225'
585'
130'
175'
park

125th Street Corridor Rezoning and Related Actions

Draft Scoping Document

Appendix - C

Preliminary Transportation Planning Assumptions and Demand Analysis

71 West 23rd Street, 11th Floor
New York, NY 10010
Tel. (212) 366-6200
Fax (212) 366-6214

URBITRAN ASSOCIATES, INC.

Memo

To: Glen Price, Department of City Planning

From: David Cuff and Bob Michel

Re: **125th Street Corridor Rezoning and Related Actions Preliminary Transportation Planning Assumptions and Demand Analysis**

Date: February 2, 2007

cc:

Please find enclosed for your review a preliminary assessment of transportation planning assumptions and demand analysis for the proposed125th Street Corridor Rezoning and Related Actions. The purpose of this memo is to identify intersections that will be analyzed in the EIS for the the proposed rezoning and related action on the 125th Street corridor.

Background

The New York City Department of City Planning is proposing zoning text and map amendments that would affect 24 blocks in East, Central and West Harlem. The area proposed to be rezoned is generally bounded by 124th Street, 126th Street, Broadway and Second Avenue. The rezoning program would generally convert identified retail sites along the 125th Street corridor into mixed-use retail-residential developments. DCP has identified 26 projected development sites in the rezoning area on which development would result in a net (incremental) gain of 2,328 dwelling units (DUs); 436,015 commercial office square feet; 208,586 commercial retail square; 11,672 square feet of hotel space; a decrease of 110,985 sf of community facility space; a decrease of 26,824 sf of storage and manufacturing space; and a decrease of 36,687 sf of parking/auto related uses. In addition, DCP has identified 23 potential development sites in the rezoning area. However, as development is considered less likely to occur on the 23 potential development sites, this memo only addresses the transportation planning assumptions for the 26 projected sites of the rezoning program.

Sub Areas

The study area considered is bordered by Broadway on the west and Second Avenue on the east. This area was divided into three Sub Areas as described in the table below and shown in the attached map of the rezoning area. The retail and residential sites were aggregated within each Sub Area. For residential use, only new trips need be considered. For retail, new space minus old space was considered to obtain a net growth in retail space, which in turn was used to generate trips. Due to this, any sites that would lose retail space due to the re-zoning would result in negative trips. The assignment maps attached show the total volumes generated from each sub area to a particular intersection.

Trip Generation
Trip generation calculations were performed for each Sub Area. Both person-trips and vehicle trips were computed for four peak periods (AM, Midday, PM Weekdays and Midday Saturday). The results for the total volumes of the three Sub Areas are shown in the attached tables (see attached table). Person-trips and vehicle-trips generated are summarized by peak period.

Trip Distribution
Two trip distribution models were assumed, one for retail and one for residential. A retail distribution was assumed based a gravity model that was developed and reviewed by DOT for the proposed Uptown New York site, which is adjacent to Sub Area 4. This distribution assumes approximately 40% northbound, 35% southbound, 20% eastbound and 5% westbound.

The residential trip distribution was based from the journey-to-work flows compiled in the 2000 U.S. Census. This distribution assumes approximately 15% northbound, 60% southbound, 15% eastbound and 10% westbound.

Other distributions developed for this traffic analysis include hotel, community facility and office and manufacturing. The hotel distribution assumes approximately 5% northbound, 15% southbound, 50% eastbound and 30% westbound. Community facility distribution is assumed to be approximately 46% northbound, 49% southbound, 2.5% eastbound and 2.5% westbound. Finally, office and manufacturing distribution is assumed to be approximately 45% northbound, 30% southbound, 10% eastbound and 15% westbound.

Trip Assignment

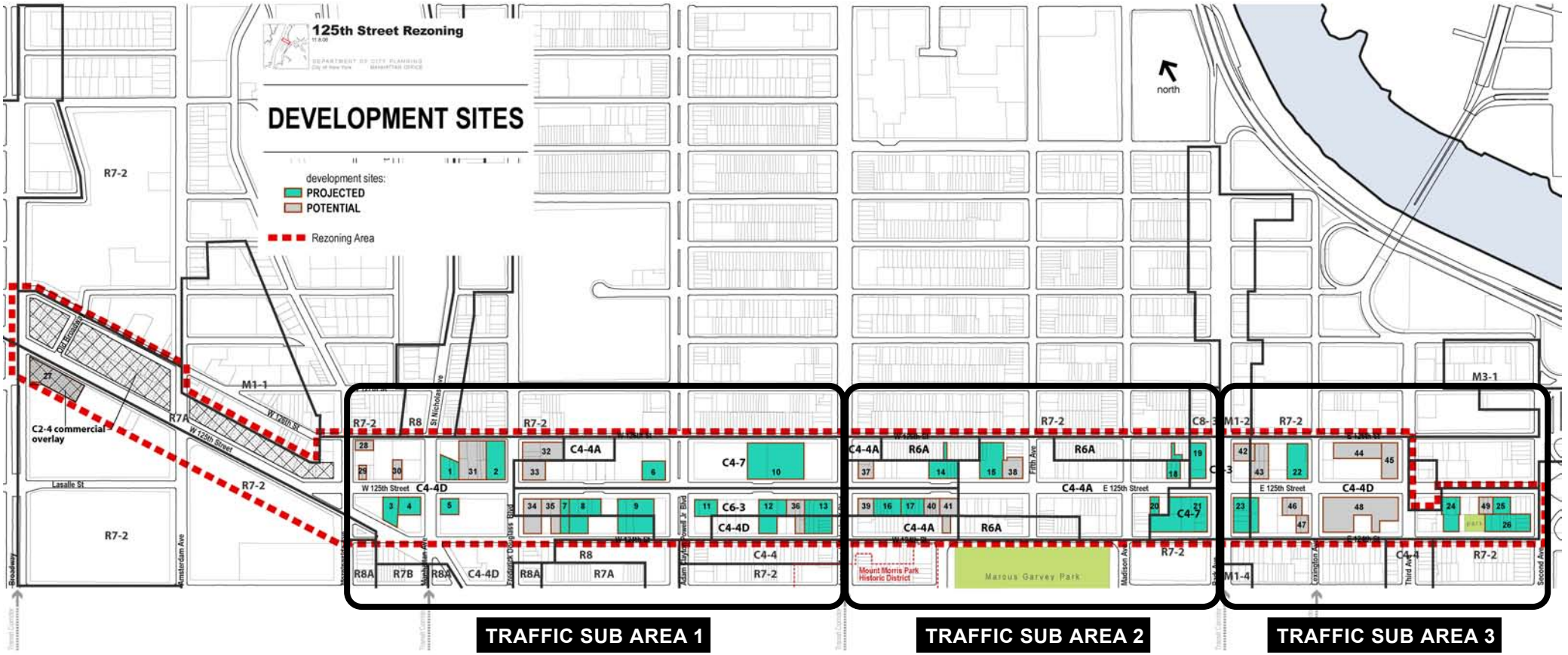
The attached assignment maps were used in identifying intersections for further study. As such, intersections with a red circle indicate intersections where data has been collected. Intersections with a green circle indicate intersections where there are 50 or more generated trips (the sum of all movements through the intersection). Only notable volumes have been plotted on the maps and the network will not balance from these shown volumes. In the full traffic analysis presented in the EIS, a detailed traffic volume flow map will be shown, with all movements at each intersection, for site generated trips.

The vehicular traffic assignment reflects the above-described trip distribution, see attached maps. The proposed action would generate 342 total trips in the AM peak period, 333 total trips in the midday peak period, 552 total trips in the PM peak period and 414 total trips in the Saturday midday peak period. Thus, the PM peak period is the worst-case condition for project generated trips.

Intersections to be Included in the Detailed Traffic Analysis of the EIS

Based on the trip assignment (see attached maps), the location of intersections for of air quality mobile source analysis, and potential future mitigation measures to be considered for this area of Manhattan, 44 intersections were selected to be included in the traffic analysis of the EIS. The 44 intersections are shown on the attached traffic assignment maps and in the following table:

Intersection Tally	Intersection
1	135th St and FD Blvd
2	135th St and ACP Blvd
3	135th St and Lenox Ave
4	126th St and Morningside Ave
5	126th St and St. Nicholas Blvd.
6	**126th St and FD Blvd.**
7	126th Street and ACP Blvd.
8	126th St and Lenox Ave
9	**126th St and Fifth Ave**
10	126th St and Madison Ave
11	126th St and Park Ave
12	**126th St and Lex Ave**
13	126th St and Third Ave
14	126th St and Second Ave
15	**125th St and Twelfth Ave**
16	**125th St and St. Clair Pl.**
17	125th St and Broadway
18	125th St and Amsterdam Ave
19	125th St and Morningside Ave
20	125th St and St. Nicholas Ave
21	125th St and FD Blvd
22	125th St and ACP Blvd
23	125th St and Lenox Ave
24	125th St and Fifth Ave
25	125th St and Madison Ave
26	125th St and Park Ave
27	125th St and Lexington Ave
28	125th St and Third Ave
29	125th St and Second Ave
30	125th St and First Ave
31	124th St and Manhattan Ave
32	124th St and FD Blvd.
33	124th St and ACP Blvd
34	124th St and Lenox Ave
35	124th St and Mt Morris Pk West
36	**124th St and Fifth Ave**
37	124th St and Madison Avenue
38	124th St and Park Ave
39	**124th St and Lexington Ave**
40	124th St and Third Ave.
41	124th St and Second Ave
42	116th St and FD Blvd.
43	116th St and ACP Blvd.
44	116th St and Park Ave.


125th Street Rezoning
DEVELOPMENT SITES
development sites:
PROJECTED
POTENTIAL
Rezoning Area
north
C2-4 commercial overlay
TRAFFIC SUB AREA 1
TRAFFIC SUB AREA 2
TRAFFIC SUB AREA 3

Estimated Peak Hour Person-Trip Generation Assumptions by 'Nodal' Area
125th St River to River Re-Zoning - Manhattan, New York

SUB AREA 1

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)			
					Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Residential [2]	1,251,205	1,277	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%
Specialty Retail [3]	92,289	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%
Boutique Retail [4]	40,036	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%
Office/Commercial [5]	470,565	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%
Hotel [6,7]	20,184	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%
Community Facility/Institutional [8a]	0	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%
Community Facility/Institutional [8b]	0	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%
Storage/Manufacturing [9]	0	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%
TOTAL SIZE =	**1,874,279**							

SUB AREA 2

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)			
					Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Residential [2]	411,805	459	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%
Specialty Retail [3]	0	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%
Boutique Retail [4]	51,354	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%
Office/Commercial [5]	-33,206	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%
Hotel [6,7]	0	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%
Community Facility/Institutional [8a]	-51,218	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%
Community Facility/Institutional [8b]	-51,218	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%
Storage/Manufacturing [9]	-13,274	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%
TOTAL SIZE =	**314,244**							

SUB AREA 3

Land Use	Size [1] (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate	Saturday Daily Person Trip Rate	Temporal Distribution (Peak Hour %)			
					Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Residential [2]	534,631	592	8.075 per dwelling unit	8.075 per dwelling unit	10.0%	5.0%	11.0%	7.0%
Specialty Retail [3]	14,810	N/A	159 trips per 1,000 gross square-feet	191 trips per 1,000 gross square-feet	0.0%	9.5%	9.8%	10.0%
Boutique Retail [4]	10,098	N/A	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%
Office/Commercial [5]	-25,591	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%
Hotel [6,7]	-8,512	N/A	5.82 per room	8.61 per room	12.0%	15.0%	14.0%	15.0%
Community Facility/Institutional [8a]	-4,275	N/A	44.7 trips per 1,000 gross square-feet	26.6 trips per gross square-feet	5.8%	7.4%	7.6%	10.0%
Community Facility/Institutional [8b]	-4,275	N/A	18 trips per 1,000 gross square-feet	1.6 trips per gross square-feet	12.0%	15.0%	14.0%	15.0%
Storage/Manufacturing [9]	-13,550	N/A	7.4 trips per gross square-feet	1.4 trips per gross square feet	13.0%	10.0%	14.0%	11.4%

Footnotes:

1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 30 hotel rooms assumed based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from recreation center assumptions of
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 2003

Estimated Peak Hour Person-Trip Generation Characteristics by 'Nodal' Area
125th St River to River Re-Zoning - Manhattan, New York

SUB AREA 1

Land Use	Estimated Person-Trip Generation Characteristics			
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Residential [2]	1,031	516	1,134	722
Specialty Retail [3]	0	1,394	1,438	1,763
Boutique Retail [4]	254	1,559	788	1,856
Office/Commercial [5]	1,016	1,271	1,186	113
Hotel [6,7]	21	26	24	39
Community Facility/Institutional [8a]	0	0	0	0
Community Facility/Institutional [8b]	0	0	0	0
Storage/Manufacturing [9]	0	0	0	0
TOTAL PERSON TRIPS =	**2,323**	**4,766**	**4,571**	**4,492**

SUB AREA 2

Land Use	Estimated Person-Trip Generation Characteristics			
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Residential [2]	371	185	408	259
Specialty Retail [3]	0	0	0	0
Boutique Retail [4]	326	2,000	1,011	2,381
Office/Commercial [5]	-72	-90	-84	-8
Hotel [6,7]	21	26	24	39
Community Facility/Institutional [8a]	-133	-169	-174	-136
Community Facility/Institutional [8b]	-111	-138	-129	-12
Storage/Manufacturing [9]	-13	-10	-14	-2
TOTAL PERSON TRIPS =	**390**	**1,805**	**1,042**	**2,520**

SUB AREA 3

Land Use	Estimated Person-Trip Generation Characteristics			
	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Residential [2]	478	239	526	335
Specialty Retail [3]	0	225	232	252
Boutique Retail [4]	64	393	199	389
Office/Commercial [5]	-55	-69	-64	-6
Hotel [6,7]	21	26	24	39
Community Facility/Institutional [8a]	-11	-14	-15	-11
Community Facility/Institutional [8b]	-9	-12	-11	-1
Storage/Manufacturing [9]	-13	-10	-14	-2
TOTAL PERSON TRIPS =	**475**	**779**	**877**	**993**

TOTAL NET NEW VEHICULAR TRIPS FOR THE RE-ZONING AREA =	**3,188**	**7,349**	**6,490**	**8,006**

Footnotes:

1 = Negative values represent a net loss from existing condition.
2 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
3 = NYCT Number 7 Extension Project, Appendix S.1, 2003
4 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
5 = Pushkarev and Zupan, "Urban Space for Pedestrians," 1975.
6 = 30 hotel rooms assumed based on ratio of GSF to rooms of Renaissance Plaza Expansion EAS, 2002.
7 = Trip rate and temporal distribution assumptions: Atlantic Yards Arena EIS, July 2006.
8a = As per DCP, 1/2 total floor area assumed to be similar to recreation center use (trip rate and temporal distribution from
8b = As per DCP, 1/2 total floor area assumed to be similar to office use (see note 5).
9 = Trip generation and temporal distribution assumptions for AM, MD, PM from Special West Chelsea District Rezoning and High Line Open Space Rezoning EIS 2004; SAT from NYCT Number 7 Extension Project, Appendix S.1, 200

Estimated Peak Hour Vehicle-Trip Generation Assumptions by 'Nodal' Area
125th St River to River Re-Zoning - Manhattan, New York

SUB AREA 1

Land Use	Size (sq. ft.)	Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)							
		Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential[1]	1,251,205	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%
Specialty (Regional) Retail[2]	92,289	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%
Net New Trips After Pass-by/Link Trip Reduction[3] =																	
Boutique (Local) Retail[4]	40,036	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%
Net New Trips After Pass-by/Link Trip Reduction[3] =																	
Office / Commercial[5]	470,565	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Hotel[6]	20,184	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%
Community Facility / Institutional[7a]	0	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%
Community Facility / Institutional[7b]	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Storage / Manufacturing[8]	0	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
TOTAL SIZE =	**1,874,279**																

SUB AREA 2

Land Use	Size (sq. ft.)	Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)							
		Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential[1]	411,805	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%
Specialty (Regional) Retail[2]	0	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%
Net New Trips After Pass-by/Link Trip Reduction[3] =																	
Boutique (Local) Retail[4]	51,354	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%
Net New Trips After Pass-by/Link Trip Reduction[3] =																	
Office / Commercial[5]	-33,206	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Hotel[6]	0	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%
Community Facility / Institutional[7a]	-51,218	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%
Community Facility / Institutional[7b]	-51,218	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Storage / Manufacturing[8]	-13,274	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
TOTAL SIZE =	**314,244**																

SUB AREA 3

Land Use	Size (sq. ft.)	Estimated Mode Split (AM, PM, SAT)								Estimated Mode Split (MD)							
		Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential[1]	534,631	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%
Specialty (Regional) Retail[2]	14,810	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%	9.0%	14.5%	20.0%	1.5%	20.0%	35.0%	0.0%	100.0%
Net New Trips After Pass-by/Link Trip Reduction[3] =																	
Boutique (Local) Retail[4]	10,098	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%
Net New Trips After Pass-by/Link Trip Reduction[3] =																	
Office / Commercial[5]	-25,591	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Hotel[6]	-8,512	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%	30.0%	12.0%	19.0%	0.0%	6.0%	33.0%	0.0%	100.0%
Community Facility / Institutional[7a]	-4,275	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%
Community Facility / Institutional[7b]	-4,275	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Storage / Manufacturing[8]	-13,550	33.0%	2.0%	30.0%	3.0%	12.0%	18.0%	2.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%

Footnotes:

1 = Residential modal split derived from Census 2000 Journey-to-Work data.
2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.
3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM
4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).
5 = Office/Comm. modal split: Census 2000 Reverse Journey-to-Work data AM, PM and Sat; MD from Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development.
6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).
7a = As per DCP, 1/2 Community Facility FA assumed similar to recreation center. Modal split based on NYCT # 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sa MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development.
8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.
9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from Coliseum Redevelopment EIS (1997). Hotel (1.6/1.4) from Atlantic Yards Arena EIS (2006). Storage Manufacturing (1.4/1.2) Spec
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturday (55/45) from Coliseum Redevelopment EIS (1997). Boutique Retail AM (50/50), MD (50/50), PM (50/50) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975) Saturday (55/45) from Coliseum Redevelopment EIS (1997). Office AM (96/4), MD (39/42), PM (5/95) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (60/40) from Atlantic Yards Arena EIS (2006). Hotel AM (41/59), MD (68/32), PM (59/41), Saturday (56/44) Atlantic Yards Arena EIS (2006). Community Facility [see note 7a] AM (41/59), MD (54/46), PM (75/25), Saturday (52/48) from Coliseum Redevelopment EIS (1997). Community Facility [see note 7b] same as office. Storage/Manufacturing AM (88/12), MD (50/50), PM (88/12) and Saturday (50/50) from Special West Chelsea District Rezoning and High Line Open Space EIS (2004).

Estimated Peak Hour Vehicle-Trip Generation Characteristics by 'Nodal' Area
125th St River to River Re-Zoning - Manhattan, New York

SUB AREA 1

Land Use	Estimated Vehicle-Trip Generation Characteristics[9]											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]	Total	In[10]	Out[10]
Residential[1]	**90**	**13**	**76**	**45**	**22**	**22**	**99**	**69**	**30**	**63**	**31**	**31**
Specialty (Regional) Retail[2]	0	0	0	164	82	82	169	84	84	207	114	93
Net New Trips After Pass-by/Link Trip Reduction[3] =	**0**	**0**	**0**	**123**	**61**	**61**	**127**	**63**	**63**	**155**	**88**	**67**
Boutique (Local) Retail[4]	6	3	3	39	19	19	20	10	10	46	26	21
Net New Trips After Pass-by/Link Trip Reduction[3] =	**6**	**3**	**3**	**29**	**15**	**15**	**15**	**7**	**7**	**35**	**20**	**15**
Office / Commercial[5]	218	209	9	84	33	51	254	13	241	24	15	10
Hotel[6]	6	2	3	7	5	2	7	4	3	11	6	5
Community Facility / Institutional[7a]	0	0	0	0	0	0	0	0	0	0	0	0
Community Facility / Institutional[7b]	0	0	0	0	0	0	0	0	0	0	0	0
Storage / Manufacturing[8]	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NET NEW VEHICULAR TRIPS =	**320**	**228**	**92**	**288**	**136**	**152**	**501**	**156**	**344**	**288**	**160**	**128**

SUB AREA 2

Land Use	Estimated Vehicle-Trip Generation Characteristics											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]
Residential[1]	**32**	**5**	**27**	**16**	**8**	**8**	**35**	**25**	**11**	**23**	**11**	**11**
Specialty (Regional) Retail[2]	0	0	0	0	0	0	0	0	0	0	0	0
Net New Trips After Pass-by/Link Trip Reduction[3] =	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Boutique (Local) Retail[4]	8	4	4	1	0	0	25	13	13	60	33	27
Net New Trips After Pass-by/Link Trip Reduction[3] =	**8**	**4**	**4**	**1**	**0**	**0**	**19**	**9**	**9**	**45**	**25**	**19**
Office / Commercial[5]	-15	-15	-1	-1	0	0	-18	-1	-17	-2	-1	-1
Hotel[6]	6	2	3	7	5	2	7	4	3	11	6	5
Community Facility / Institutional[7a]	-12	-5	-7	-16	-8	-7	-16	-12	-4	-13	-7	-6
Community Facility / Institutional[7b]	-24	-23	-1	-9	-4	-6	-28	-1	-26	-3	-2	-1
Storage / Manufacturing[8]	-3	-3	0	-1	0	0	-3	0	-3	-1	0	0
TOTAL NET NEW VEHICULAR TRIPS =	**-8**	**-34**	**26**	**-2**	**1**	**-3**	**-4**	**23**	**-28**	**60**	**33**	**27**

SUB AREA 3

Land Use	Estimated Vehicle-Trip Generation Characteristics											
	Weekday AM Peak Hour			Weekday Midday Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]	Total	In[9]	Out[9]
Residential[1]	**42**	**6**	**35**	**21**	**10**	**10**	**46**	**32**	**14**	**29**	**15**	**15**
Specialty (Regional) Retail[2]	0	0	0	26	13	13	27	14	14	30	16	13
Net New Trips After Pass-by/Link Trip Reduction[3] =	**0**	**0**	**0**	**20**	**10**	**10**	**20**	**10**	**10**	**22**	**13**	**10**
Boutique (Local) Retail[4]	2	1	1	10	5	5	5	2	2	10	5	4
Net New Trips After Pass-by/Link Trip Reduction[3] =	**2**	**1**	**1**	**7**	**4**	**4**	**4**	**2**	**2**	**7**	**4**	**3**
Office / Commercial[5]	-12	-11	0	-5	-2	-3	-14	-1	-13	-1	-1	-1
Hotel[6]	6	2	3	7	5	2	7	4	3	11	6	5
Community Facility / Institutional[7a]	-1	0	-1	-1	-1	-1	-1	-1	0	-1	-1	-1
Community Facility / Institutional[7b]	-2	-2	0	-1	0	0	-2	0	-2	0	0	0
Storage / Manufacturing[8]	-3	-3	0	-1	0	0	-4	0	-3	-1	0	0
TOTAL NET NEW VEHICULAR TRIPS =	**31**	**-7**	**38**	**48**	**26**	**22**	**56**	**46**	**10**	**66**	**35**	**31**

TOTAL NET NEW VEHICULAR TRIPS FOR THE RE-ZONING AREA =	**342**	**187**	**155**	**333**	**162**	**171**	**552**	**226**	**327**	**414**	**228**	**186**

Footnotes:

1 = Residential modal split derived from Census 2000 Journey-to-Work data.

2 = Specialty retail modal split assumptions from Coliseum Redevelopment EIS, (1997); Railroad usage rate based on UAI assumption.

3 = 25% pass-by and linked trip reduction for retail trips during weekday midday, weekday PM, and Saturday midday peak hours. No pass-by reduction for retail assumed for weekday AM peak hour.

4 = Boutique retail modal split assumptions from Hunters Point Subdistrict Rezoning Environemntal Assessment Statement (2004).

5 = Office/Commercial modal split based on Census 2000 Reverse Journey-to-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

6 = Hotel modal split based on Atlantic Yards Arena EIS (2006).

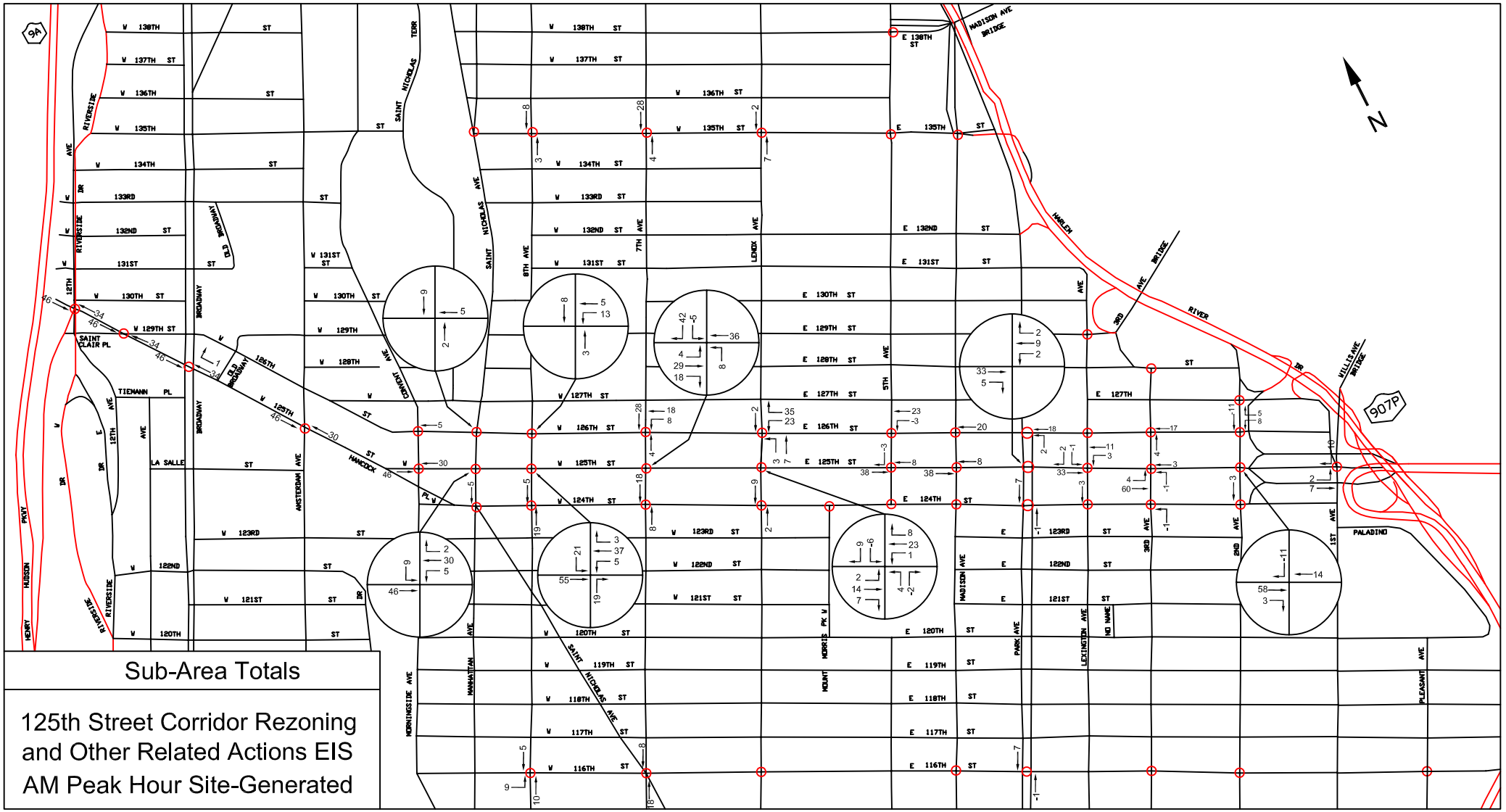
7a = As per DCP, 1/2 total Community Facility floor area assumed to be similar to recreation center. Modal split based on NYCT Number 7 Extension, Appendix S.1, 2003 transportation planning assumptions for recreation center.

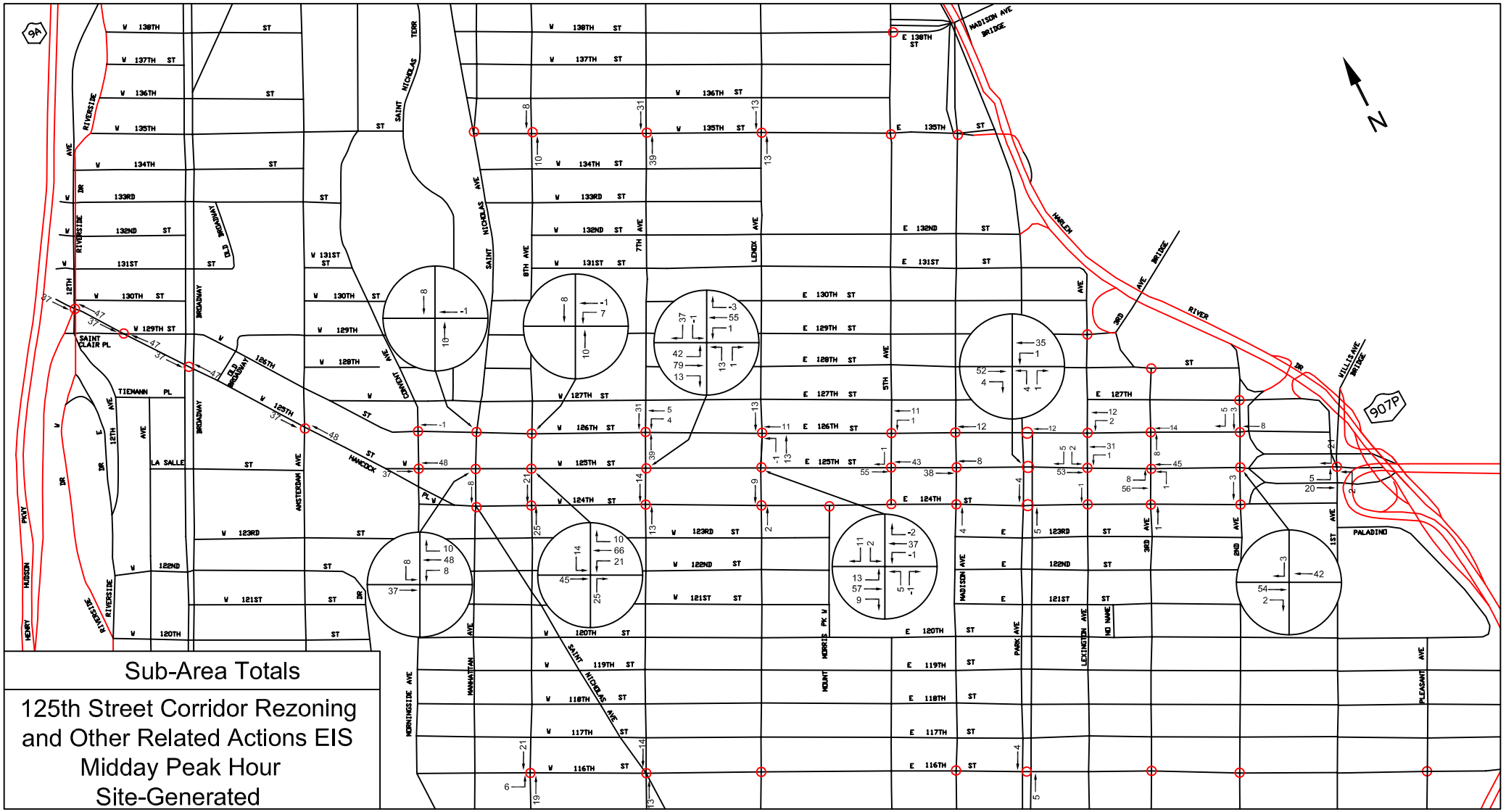
7b = As per DCP, 1/2 total Community Facility floor area assumed to be similar to office. Modal split from Census 2000 Reverse Journey-to-Work data for AM, PM and Sat; MD from Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development.

8 = Storage/Manufacturing modal split based on Census 2000 Reverse Journey-To-Work data for AM, PM and Sat and on Proposed Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development for MD.

9 = Vehicle occupancy rates (Auto/Taxi): Residential (1.65/1.4), Specialty Retail (2.0/2.0), Boutique Retail (2.0/2.0), Office (1.65/1.4), Community Facility - Rec. Center [see note 7a] (1.4/1.4), Community Facility - Office [see note 7b] (1.65/1.4) from Coliseum Redevelopment EIS (1997). Hotel (1.6/1.4) from

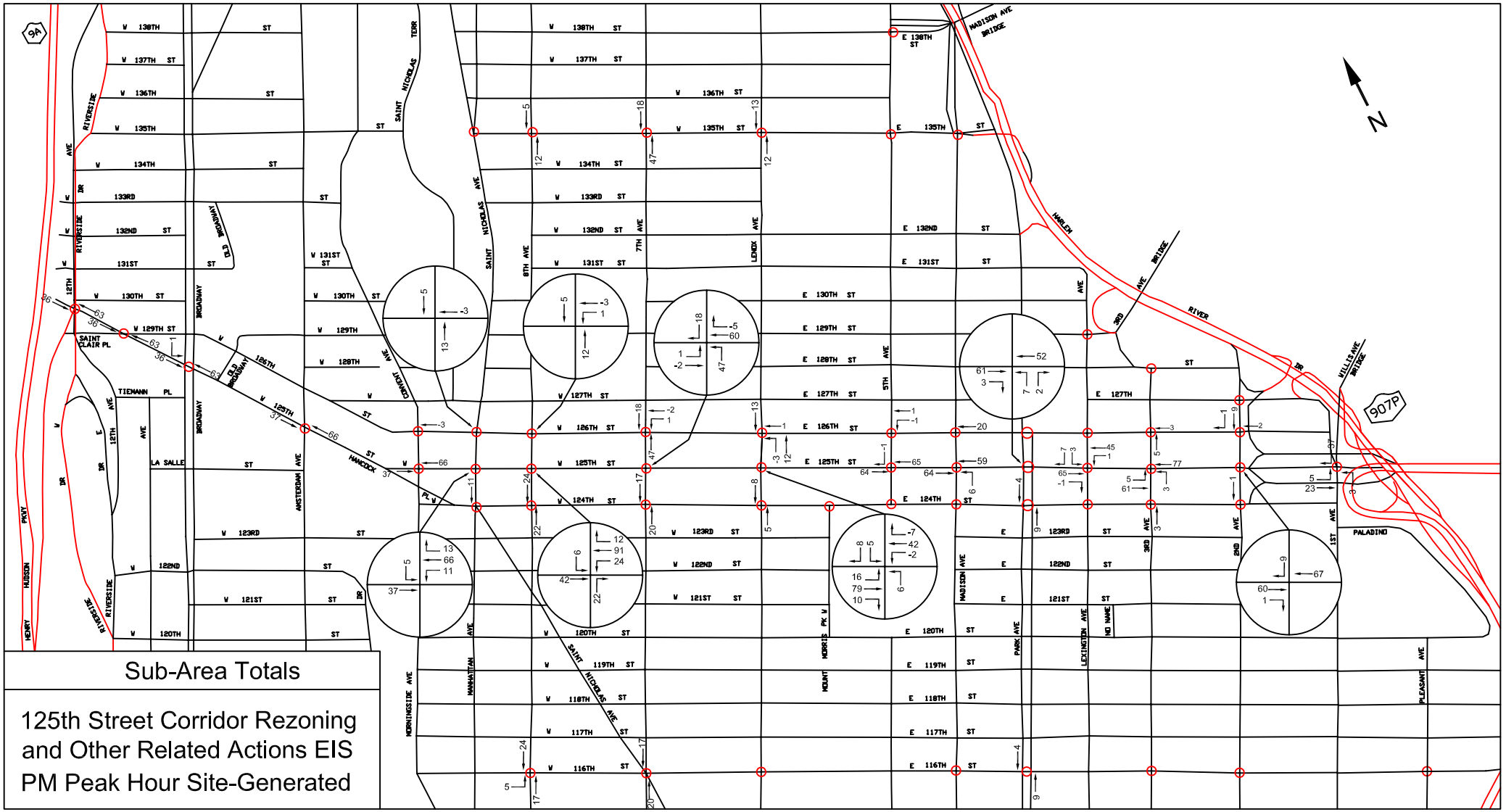
10 = Directional Split (In%/Out%): Residential AM (15/85), MD (50/50), PM (70/30) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (50/50) Atlantic Yards Arena EIS (2006). Specialty Retail AM (50/50), MD (50/50), PM (50/50), Saturday (55/45) from Coliseum Redevelopment EIS (1997). Boutique Retail AM (50/50), MD (50/50), PM (50/50) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975) Saturday (55/45) from Coliseum Redevelopment EIS (1997). Office AM (96/4), MD (39/42), PM (5/95) from Pushkarev & Zupan, "Urban Space for Pedestrains," (1975), Saturday (60/40) from Atlantic Yards Arena EIS (2006). Hotel AM (41/59), MD (68/32), PM (59/41), Saturday (56/44) Atlantic Yards Arena EIS (2006). Community Facility [see note 7a] AM (41/59), MD (54/46), PM (75/25), Saturday (52/48) from Coliseum Redevelopment EIS (1997). Community Facility [see note 7b]


Sub-Area Totals
125th Street Corridor Rezoning and Other Related Actions EIS
AM Peak Hour Site-Generated
N
9A
907P
W 138TH ST
W 137TH ST
W 136TH ST
W 135TH ST
W 134TH ST
W 133RD ST
W 132ND ST
W 131ST ST
W 130TH ST
W 129TH ST
W 128TH ST
W 127TH ST
W 126TH ST
W 125TH ST
W 124TH ST
W 123RD ST
W 122ND ST
W 121ST ST
W 120TH ST
W 119TH ST
W 118TH ST
W 117TH ST
W 116TH ST
E 138TH ST
E 135TH ST
E 132ND ST
E 131ST ST
E 130TH ST
E 129TH ST
E 128TH ST
E 127TH ST
E 126TH ST
E 125TH ST
E 124TH ST
E 123RD ST
E 122ND ST
E 121ST ST
E 120TH ST
E 119TH ST
E 118TH ST
E 117TH ST
E 116TH ST
RIVERSIDE DR
HENRY HUDSON PKWY
SAINT CLAIR PL
TIEMANN PL
LA SALLE ST
BROADWAY
OLD BROADWAY
AMSTERDAM AVE
CONVENT AVE
SAINT NICHOLAS TERR
SAINT NICHOLAS AVE
MANHATTAN AVE
MORNINGSIDE AVE
6TH AVE
7TH AVE
LENOX AVE
5TH AVE
MADISON AVE
PARK AVE
LEXINGTON AVE
3RD AVE
2ND AVE
1ST AVE
MADISON AVE BRIDGE
HARLEM RIVER DR
3RD AVE BRIDGE
WILLIS AVE BRIDGE
PALADINO
PLEASANT AVE
MORRIS PK W
MOUNT
NO NAME



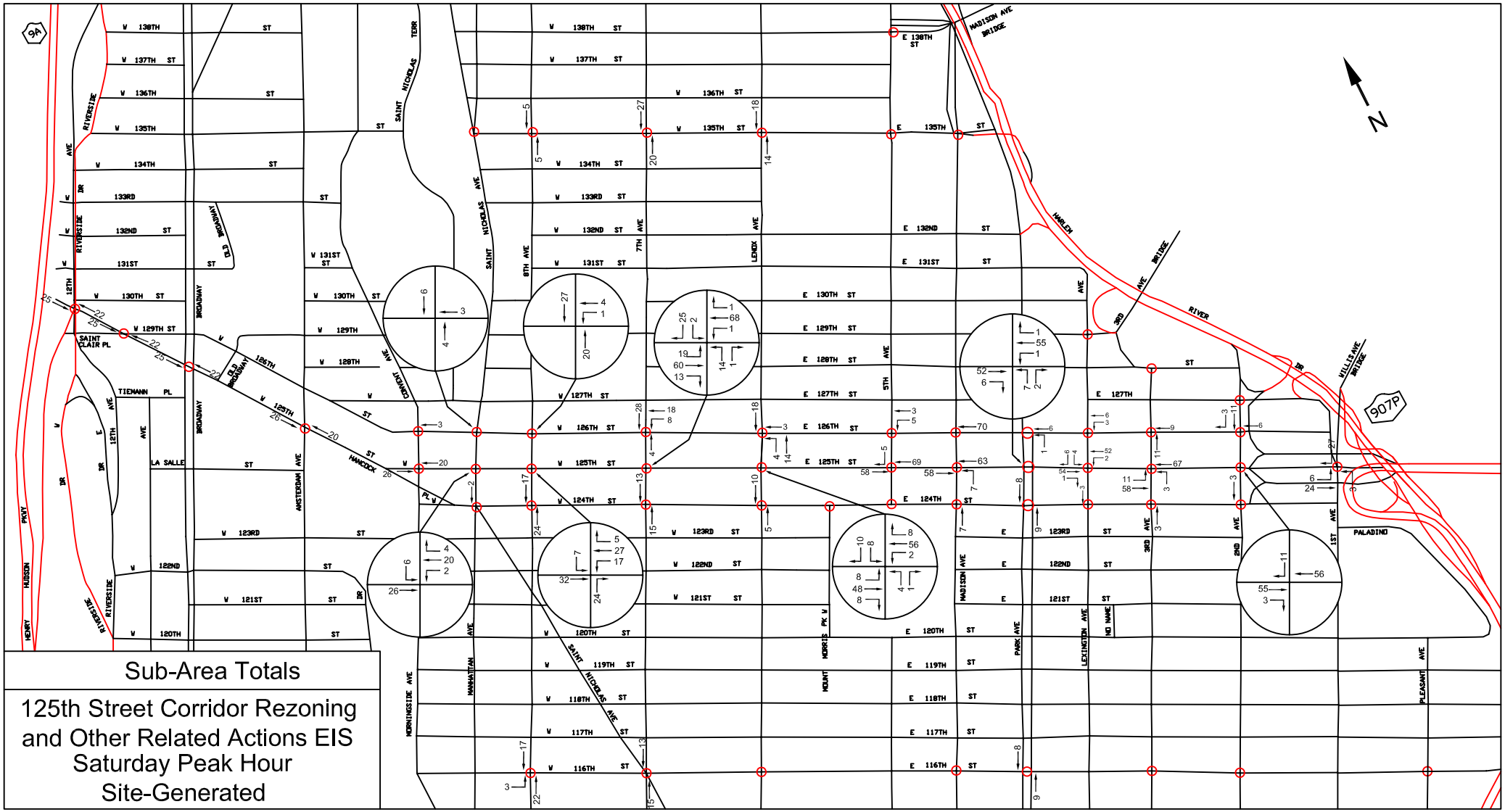
Sub-Area Totals

125th Street Corridor Rezoning and Other Related Actions EIS
Midday Peak Hour
Site-Generated



Sub-Area Totals

125th Street Corridor Rezoning and Other Related Actions EIS PM Peak Hour Site-Generated


Sub-Area Totals
125th Street Corridor Rezoning
and Other Related Actions EIS
Saturday Peak Hour
Site-Generated
N
W 138TH ST
W 137TH ST
W 136TH ST
W 135TH ST
W 134TH ST
W 133RD ST
W 132ND ST
W 131ST ST
W 130TH ST
W 129TH ST
W 128TH
W 127TH ST
W 126TH ST
W 125TH ST
W 124TH ST
W 123RD ST
W 122ND ST
W 121ST ST
W 120TH ST
W 119TH ST
W 118TH ST
W 117TH ST
W 116TH ST
E 138TH ST
E 135TH ST
E 132ND ST
E 131ST ST
E 130TH ST
E 129TH ST
E 128TH ST
E 127TH ST
E 126TH ST
E 125TH ST
E 124TH ST
E 123RD ST
E 122ND ST
E 121ST ST
E 120TH ST
E 119TH ST
E 118TH ST
E 117TH ST
E 116TH ST
RIVERSIDE DR
HENRY HUDSON PKWY
BROADWAY
OLD BROADWAY
SAINT NICHOLAS TERR
SAINT NICHOLAS AVE
CONVENT AVE
AMSTERDAM AVE
MANHATTAN AVE
MORNINGSIDE AVE
MORRIS PK W
MOUNT
MADISON AVE
PARK AVE
LEXINGTON AVE
NO NAME
3RD AVE
2ND AVE
1ST AVE
PLEASANT AVE
PALADINO
LENOX AVE
7TH AVE
8TH AVE
5TH AVE
HARLEM RIVER DR
MADISON AVE BRIDGE
3RD AVE BRIDGE
WILLIS AVE BRIDGE
907P
SAINT CLAIR PL
TIEMANN PL
LA SALLE ST
HANCOCK ST
125TH ST