Metropolitan Transportation Authority
125th and Lexington Rezoning

New York State
Environmental Quality Review Act (SEQRA)
Environmental Assessment Form

ULURP Nos. 250300ZMM and 250301ZRM

Lead Agency:
Metropolitan Transportation Authority

Prepared by:
AKRF, Inc.

May 2025

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Instructions for Completing Part 1

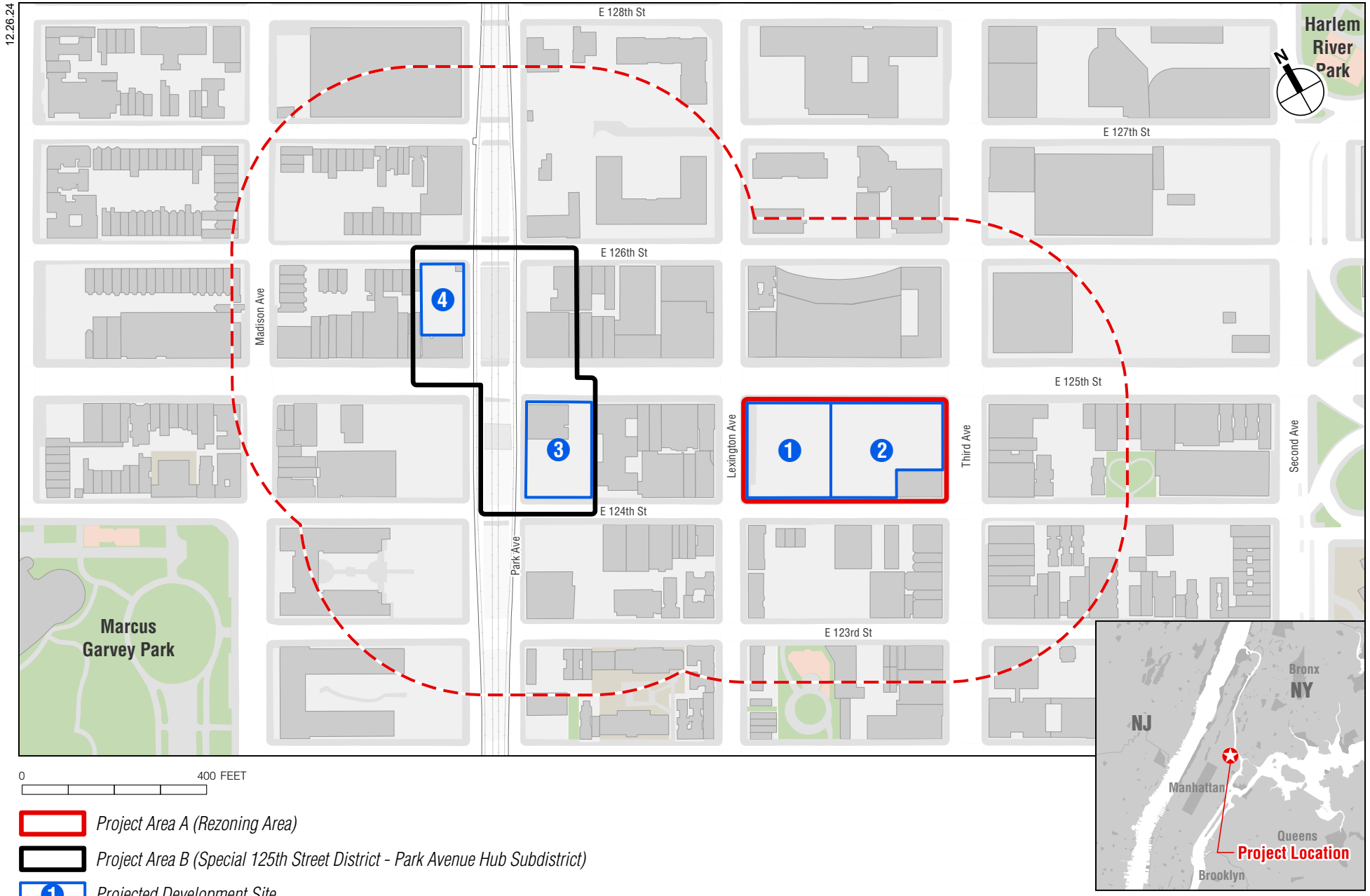
Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: MTA 125th and Lexington Rezoning		
Project Location (describe, and attach a general location map): Manhattan Block 1773, Lots 1, 4, 20, 27, 33, 67, 69, 72; Block 1774, Lots 1, p/o 5, 68; Block 1750, Lots 34, 40, p/o 32, p/o 41 (see Figures 1 and 2).		
Brief Description of Proposed Action (include purpose or need): The Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New York City Council to facilitate a new transit-oriented development above the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. The Proposed Actions include (1) a zoning map change for the full block bounded by East 124th Street on the south, East 125th Street on the north, Third Avenue on the east, and Lexington Avenue on the west (part of Manhattan Block 1773), to facilitate transit-oriented development, and (2) zoning text amendments to modify certain regulations of the existing Special 125th Street District established in the New York City Zoning Resolution. The Proposed Actions would facilitate the development of up to four new buildings with a total of up to 2,097 new dwelling units, including up to 524 affordable dwelling units, and approximately 69,316 gross square feet (gsf) of commercial retail and office space on four sites. See Attachment A, "Project Description and Screening Analyses." for more detail.		
Name of Applicant/Sponsor: Metropolitan Transportation Authority	Telephone: E-Mail:	
Address: 2 Broadway		
City/PO: New York	State: NY	Zip Code: 10004
Project Contact (if not same as sponsor; give name and title/role): Miriam G. Harris / MTA, Senior Vice President of Transit-Oriented Development	Telephone: E-Mail: miriam.harris@mtacd.org	
Address: 2 Broadway		
City/PO: New York	State: NY	Zip Code: 10004
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:



Project Location

MTA 125TH AND LEXINGTON REZONING

Figure 1



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

Study Area (400-foot perimeter)

Tax Lot Boundary

Tax Block Boundary

0 400 FEET

Tax Map

MTA 125TH AND LEXINGTON REZONING

Figure 2

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☑Yes ☐No	New York City Council approval of zoning map amendment and zoning text amendments	May 2025
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	New York City Planning Commission zoning map amendment and zoning text amendments	May 2025
c. City, Town or Village Zoning Board of Appeals ☐Yes ☐No		
d. Other local agencies ☐Yes ☐No		
e. County agencies ☐Yes ☐No		
f. Regional agencies ☐Yes ☐No		
g. State agencies ☑Yes ☐No	MTA actions to undertake the proposal	May 2025
h. Federal agencies ☐Yes ☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes ☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

Federal: East Harlem North Opportunity Zone; NYC: Harlem-East Harlem Urban Renewal Area

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Project Area A: C4-4D, Special 125th Street District, Special Transit Land Use District;
Project Area B: C6-4, Park Avenue Hub Subdistrict of the Special 125th Street District, Special Transit Land Use District

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☑ Yes ☐ No
If Yes,
i. What is the proposed new zoning for the site? Project Area A: C6-11

C.4. Existing community services.

a. In what school district is the project site located? NYC Community School District 5, Sub-District 1

b. What police or other public protection forces serve the project site?
New York City Police Department (NYPD) 25th Precinct

c. Which fire protection and emergency medical services serve the project site?
New York City Fire Department (FDNY) Engine 35, Ladder 14, 12th Battalion

d. What parks serve the project site?
The Project Areas are generally served by 18 public open spaces including Marcus Garvey Park, Harlem River Park, Wagner Playground, Each One Teach One Playground, Alice Kornegay Triangle, and East River Esplanade, among others. See Attachment E, "Open Space," for additional details.

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed-use residential and commercial development above a transit station.

b. a. Total acreage of the site of the proposed action? approx. 6.82 acres
b. Total acreage to be physically disturbed? approx. 2.76 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? approx. 0.83 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☑ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
ii. Is a cluster/conservation layout proposed? ☐ Yes ☑ No
iii. Number of lots proposed? _____
iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 90 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____ year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:
See Attachment M, "Construction."

f. Does the project include new residential uses? ☑ Yes ☐ No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				2,097 (all four PD sites)

g. Does the proposed action include new non-residential construction (including expansions)? ☐ Yes ☑ No

If Yes,

i. Total number of structures _____

ii. Dimensions (in feet) of largest proposed structure: _____height; _____width; and _____ length

iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐ Yes ☑ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐ Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☑ Yes ☐ No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i .What is the purpose of the excavation or dredging? new building foundations.

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): TBD
- Over what duration of time? TBD

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

TBD. All excavated materials would be managed and disposed in accordance with all applicable laws and regulations.

iv. Will there be onsite dewatering or processing of excavated materials? ☑ Yes ☐ No

If yes, describe. TBD. Potential dewatering could occur during construction in accordance with requirements of the New York City Department of Environmental Protection (NYCDEP).

v. What is the total area to be dredged or excavated? TBD acres

vi. What is the maximum area to be worked at any one time? TBD acres

vii. What would be the maximum depth of excavation or dredging? TBD feet

viii. Will the excavation require blasting? TBD ☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: All excavated materials would be managed and disposed in accordance with all applicable laws and regulations.

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☑ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☑Yes ☐No

If Yes:

i. Total anticipated water usage/demand per day: 503,050 (all four PD sites) gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☑Yes ☐No

If Yes:

- Name of district or service area: New York City Water Supply System/NYC Department of Environmental Protection
- Does the existing public water supply have capacity to serve the proposal? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No
- Do existing lines serve the project site? ☑Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☑No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☑No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☑Yes ☐No

If Yes:

i. Total anticipated liquid waste generation per day: 503,050 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Sanitary wastewater

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☑Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: Wards Island NYCDEP Wastewater Treatment Plant
- Name of district: NYCDEP Wastewater System
- Does the existing wastewater treatment plant have capacity to serve the project? ☑Yes ☐No
- Is the project site in the existing district? ☑Yes ☐No
- Is expansion of the district needed? ☐Yes ☑No

- Do existing sewer lines serve the project site? ☑ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☑ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

_____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐ Yes ☑ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

_____

_____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

_____

_____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☐ Yes ☑ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources. _____

_____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

_____

_____

- If to surface waters, identify receiving water bodies or wetlands: _____

_____

_____

- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☐ Yes ☑ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

_____

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

_____

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

_____

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐ Yes ☑ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? **See Attachment J, "Transportation," for more information.** ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

_____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

_____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☐No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: typically between 7am - 6pm
- Saturday: no regular hours
- Sunday: no regular hours
- Holidays: no regular hours

ii. During Operations:

- Monday - Friday: 24 hours
- Saturday: 24 hours
- Sunday: 24 hours
- Holidays: 24 hours

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No

If yes:

i. Provide details including sources, time of day and duration:

As with all construction projects, construction of development facilitated by the Proposed Actions would result in noise increases exceeding ambient noise levels due to on-site equipment operation. See Attachment M, "Construction," for more information.

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

All outdoor lighting will conform with the applicable regulations as defines by the New York City Building Code and Housing Maintenance Code

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☐ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☐ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: _____
- Operation: _____

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: _____
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☑ Urban ☐ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

Dense urban area in Manhattan containing commercial, residential, mixed use residential and commercial, industrial, institutional/public facility, and parking uses, and vacant lots. See Attachment B, "Land Use, Zoning, and Public Policy," for more information.

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	~2.76 acres	~2.76 acres	0
• Forested	N/A	N/A	N/A
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	N/A	N/A	N/A
• Agricultural (includes active orchards, field, greenhouse etc.)	N/A	N/A	N/A
• Surface water features (lakes, ponds, streams, rivers, etc.)	N/A	N/A	N/A
• Wetlands (freshwater or tidal)	N/A	N/A	N/A
• Non-vegetated (bare rock, earth or fill)	N/A	N/A	N/A
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☑ No

i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☑ Yes ☐ No

If Yes,

i. Identify Facilities:

Henry J. Carter Specialty Hospital, Central Harlem Senior Citizens Center, Inc., East Harlem Council for Human Services Inc.,Presbyterian Senior Services, plus 28 mental health programs, 23 public and private schools, and after-school programs, and 7 day care centers.

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

_____

_____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

_____

_____

iii. Describe any development constraints due to the prior solid waste activities: _____

_____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

_____

_____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes: **For more information, see Attachment I, "Hazardous Materials."**

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☑ Yes – Spills Incidents database — Provide DEC ID number(s): 0005315

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

_____

_____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☑ Yes ☐ No

If yes, provide DEC ID number(s): C231142, 231126, C231155, C231041, C203082, C231140, C203052, C203082, C231108/C231108A, C231160

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

All are in various stages of investigation and/or remediation.

_____

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☑ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☑ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 30 feet

b. Are there bedrock outcroppings on the project site? ☐ Yes ☑ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____%

c. Predominant soil type(s) present on project site: urban fill 100 %
_____ _____%
_____ _____%

d. What is the average depth to the water table on the project site? Average: _____ feet

e. Drainage status of project site soils:
☑ Well Drained: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 100 % of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☐ Yes ☑ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☐ Yes ☑ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☐ Yes ☑ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☑ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☑ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☑ No
If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:
Urban species such as Norway rat, pigeon, etc.

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation):
ii. Source(s) of description or evaluation:
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☑ Yes ☐ No

If Yes:
i. Species and listing (endangered or threatened): The Project Areas are identified as a potential habitat for the Peregrine Falcon.

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☑ No

If Yes:
i. Species and listing:

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No
If yes, give a brief description of how the proposed action may affect that use:

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site?
ii. Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name:
ii. Basis for designation:
iii. Designating agency and date:

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

ii. Name: See Attachment G, "Historic and Cultural Resources."

iii. Brief description of attributes on which listing is based:

See Attachment G, "Historic and Cultural Resources."

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☑ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☑ Yes ☐ No

If Yes:

i. Describe possible resource(s): NYSM Site 4064

ii. Basis for identification: Mapped in CRIS across portion of project site.

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? **For more information, see Attachment H, "Urban Design and Visual Resources"** ☑ Yes ☐ No

If Yes:

i. Identify resource: 1) Central Prk 2) Riverside Prk 3) Morningside Prk; 4, 5, 6) Henry Hudson, Grand Central, and Bronx River Parkways,

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): 1-3) NYC Scenic Landmark,(National Historic Landmark and/or S/NR Register); 4-6) NY Parkways (OPRHP); 6) NYS Scenic Byway

iii. Distance between project and resource: 0.75 to 3+ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☑ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

Please see the supplemental material provided with this EAF, Attachments A through N, which provide a description of the Proposed Actions (Attachment A) and an evaluation of potential effects of the Proposed Actions (Attachments B through N).

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them. **Attachments B through N conclude that no significant adverse impacts would occur.**

G. Verification Miriam G. Harris / MTA 5/16/2025

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name _____ Date Senior Vice President, Transit-Oriented Development

Signature _____ Title _____

PRINT FORM

Agency Use Only [If applicable]

Project :

Date :

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)

If "Yes", answer questions a - j. If "No", move on to Section 2.

☐ NO ☑ YES

Evaluation based on Attachment M, "Construction"

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☑	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☑	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☑	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☑	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☑
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☑	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☑	☐
h. Other impacts: _____ _____		☑	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

☑ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	☐	☐
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	☐	☐
c. Other impacts: _____ _____		☐	☐

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

☑ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☐	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☐	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☐	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☐	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☐	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☐	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☐	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g) ☑ NO ☐ YES

If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☑ NO ☐ YES

If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	☐	☐
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	☐	☐
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	☐	☐
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	☐	☐
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	☐	☐
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	☐	☐
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	☐	☐
h. Other impacts: _____		☐	☐

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

If "Yes", answer questions a - g. If "No", go to Section 10.

☐ NO ☑ YES

Evaluation based on Attachment H, "Urban Design and Visual Resources"

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☑	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☑	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	 ☑ ☑	 ☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	 ☑ ☑	 ☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☑	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☑	☐
g. Other impacts: _____ _____		☑	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

If "Yes", answer questions a - e. If "No", go to Section 11.

☐ NO ☑ YES

Evaluation based on Attachment G, "Historic and Cultural Resources"

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e	☑	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☑	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☑	☐

d. Other impacts: _____ _____		☑	☐
e. If any of the above (a-d) are answered "Moderate to large impact may occur", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	□	□
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	□	□
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	□	□
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	□	□
e. Other impacts: _____ _____		□	□

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☑ NO ☐ YES

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	□	□
c. Other impacts: _____ _____		□	□

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☑ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - f. If "No", go to Section 14.

Evaluation based on Attachment J, "Transportation"

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☑ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☐	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☐
e. Other Impacts: _____ _____			

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☑ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

Evaluation based on Attachments L, "Noise," and M, "Construction"

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☑	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☑	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☑	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☑	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☑	☐
f. Other impacts: _____ _____		☑	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) *If "Yes", answer questions a - m. If "No", go to Section 17.*

☐ NO ☑ YES

Evaluation based on Attachment I, "Hazardous Materials"

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☑	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☑	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☑	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☑	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☑	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☑	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☑	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☑	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☑	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☑	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☑	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☑	☐
m. Other impacts: _____ _____		☑	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.) ☑ NO ☐ YES

If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3) ☑ NO ☐ YES

If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Attachment A: Project Description and Screening Analyses

A. INTRODUCTION

The Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments from the New York City Planning Commission (CPC) and New York City Council (collectively, the Proposed Actions) to facilitate new transit-oriented development at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan.[1] The Proposed Actions would facilitate the development of up to 2,097 new dwelling units, including up to 524 affordable dwelling units (with Mandatory Inclusionary Housing (MIH)[2] Option 1), and approximately 69,300 gross square feet (gsf) of commercial retail and office space on the four sites. This would anchor MTA's investment in New York City's public transit system with new transit-oriented development. Concentrating housing around this new transportation hub will help create a vibrant East 125th Street corridor by improving access to housing and jobs while bolstering the local economy, increasing transit ridership, and reducing car traffic and pollution.

The Proposed Actions include (1) a zoning map change for the full block bounded by East 124th Street on the south, East 125th Street on the north, Third Avenue on the east, and Lexington Avenue on the west (part of Manhattan Block 1773), to facilitate transit-oriented development, and (2) zoning text amendments to modify certain regulations of the existing Special 125th Street District established in the New York City Zoning Resolution. Specifically, the proposed zoning text amendments would map a Mandatory Inclusionary Housing area over the rezoning area, create a new subdistrict in the Special 125th Street District, and modify certain requirements in the Special District's Park Avenue Hub Subdistrict.

As a result of the Proposed Actions, it is anticipated that development would occur on four sites. Two of these sites, referred to as Projected Development Site 1 and Projected Development Site 2, are located on Block 1773, where the rezoning would occur. The other two sites, located on the east and west sides of Park Avenue within the Park Avenue Hub Subdistrict, are referred to as Projected Development Sites 3 and 4, respectively. **Figures A-1 and A-2** illustrate the locations of the Projected Development Sites.

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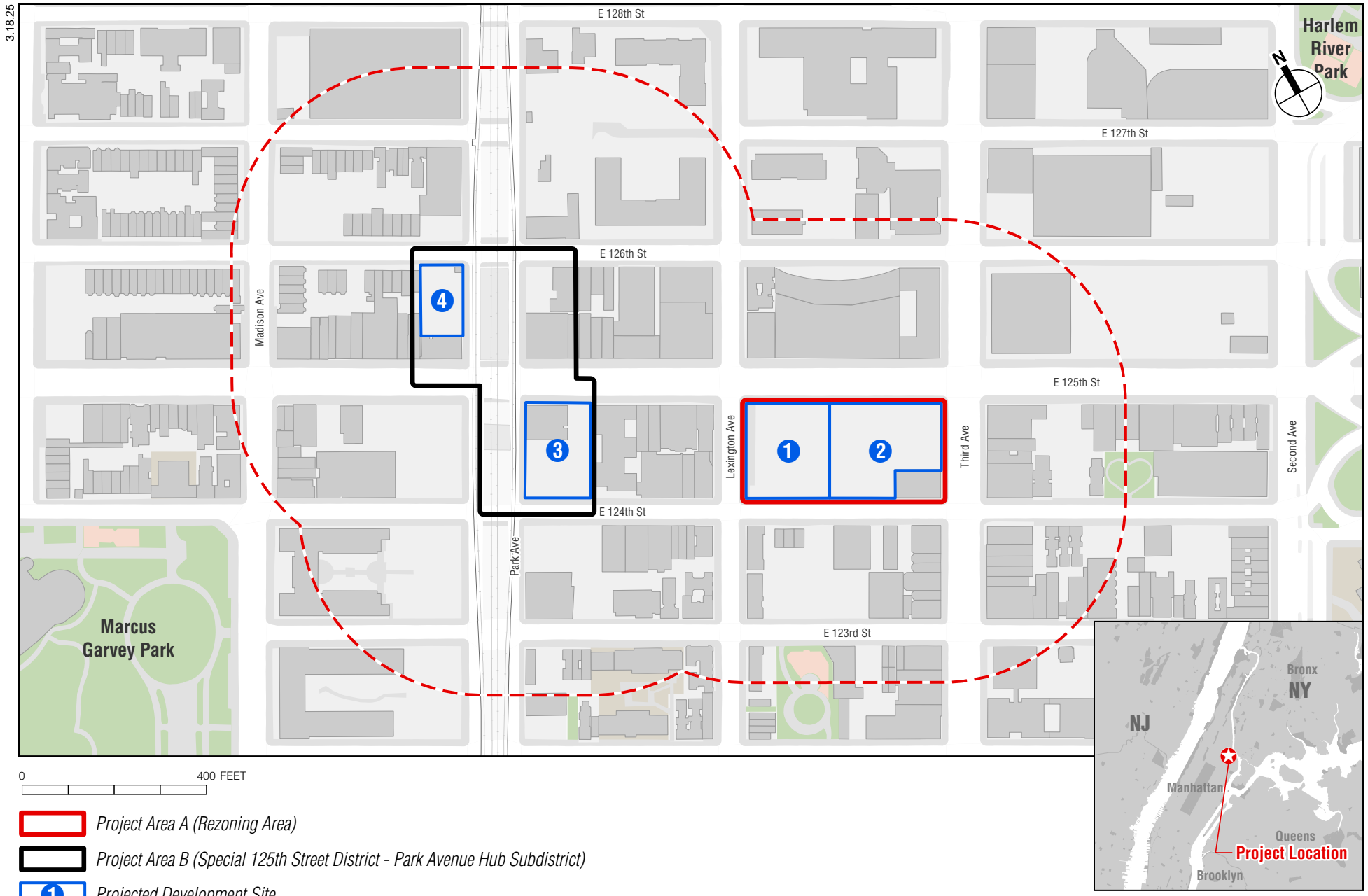
[1] The Second Avenue Subway, including its entrances and ancillary facilities, was previously reviewed in a 2004 Final Environmental Impact Statement and a 2018 Supplemental Environmental Assessment prepared in accordance with the National Environmental Policy Act and is not part of the Proposed Actions subject to review under the New York State Environmental Quality Review Act.

[2] As defined in the New York City Zoning Resolution Section 27-131, Mandatory Inclusionary Housing (MIH) areas are areas where residential developments must include affordable housing.



MTA 125TH AND LEXINGTON REZONING

Project Location

Figure A-1



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

Study Area (400-foot perimeter)

Tax Lot Boundary

Tax Block Boundary

0 400 FEET

Tax Map

MTA 125TH AND LEXINGTON REZONING

Figure A-2

This attachment to the Environmental Assessment Form (EAF) prepared in accordance with New York State's State Environmental Quality Review Act (SEQRA) includes the following information:

- **Section B:** A project description that describes the Project Areas and projected development sites, the Proposed Actions, and the potential development that may occur as a result;
- **Section C:** A discussion of the purpose and need for the project;
- **Section D:** A description of the analysis framework for the consideration of environmental effects; and
- **Section E:** An environmental screening analysis in support of Part 2 of the EAF.

B. PROJECT DESCRIPTION

PROJECT AREAS AND PROJECTED DEVELOPMENT SITES

This analysis considers the effects of the proposed zoning map and zoning text amendments, which would affect two areas: Project Area A, the rezoning area; and Project Area B, the Park Avenue Hub Subdistrict of the Special 125th Street District established in the New York City Zoning Resolution. Collectively, these are the Project Areas.

PROJECT AREA A: REZONING AREA

The proposed zoning map amendment included as part of the Proposed Actions would affect the full block bounded by East 124th and East 125th Streets and Third and Lexington Avenues (part of Manhattan Block 1773). This block consists of three tax lots: 20, 27, and 33. Lots 20 and 27 comprise a single zoning lot. Information on each lot is as follows:

- **Lot 20 (Projected Development Site 1):** This 36,228-square-foot (sf) lot owned by MTA is on the western end of the block. The lot extends the full length of the block on Lexington Avenue (approximately 200 feet), with frontages of approximately 180 feet along both East 125th and East 124th Streets. The lot is currently vacant and was once part of the site occupied by a Pathmark grocery store, which was demolished in 2015. MTA plans to develop a portion of this property with a new terminus station entrance for the Second Avenue Subway's new 125th Street Station as well as a subway ancillary facility that will house subway-related functions, including ventilation and emergency access. Lot 20 is referred to as Projected Development Site 1 throughout this EAF.
- **Lot 27 (Projected Development Site 2):** Lot 27 is an "L"-shaped, privately owned, 42,540-sf lot that occupies most of the eastern portion of the block. Its frontage along Third Avenue is approximately 142 feet, with approximately 140 feet along East 124th Street and approximately 240 feet along East 125th Street. The lot is currently vacant and was once part of the site occupied by a Pathmark grocery store, now demolished. The owner is currently seeking construction permits to develop an as-of-right mixed-use residential and commercial building on the site. MTA owns a permanent subgrade easement on a portion of this lot, where it will build a ventilation tunnel and shaft connecting the future Second Avenue Subway 125th Street Station to the new subway ancillary facility on Lot 20.
- **Lot 33:** The rezoning area also includes a third tax lot that is not part of any Projected Development Site. Lot 33 is a 6,000-sf lot at the southeast corner of the block that is fully

occupied by a Fire Department of New York (FDNY) station (Engine 35, Ladder 14, 12th Battalion).

Lots 20 and 27 comprise a single zoning lot with a total lot area of 78,868 sf.

The rezoning area is mapped within a C4-4D (R8A residential equivalent) zoning district and within the Special 125th Street District (not within any subdistrict) and the Special Transit Land Use District. The Special 125th Street District includes special use and bulk regulations aimed at the revitalization of the 125th Street corridor, including increased density and height within the Park Avenue Hub Subdistrict. The Special Transit Land Use District is mapped along the full route of the future Second Avenue Subway to allow MTA to acquire easements on private property in connection with planned future subway stations. The existing C4-4D district within the Special 125th Street District and Special Transit Land Use District allows a wide range of uses, including residential, community facility, retail, office, and entertainment uses and transient hotel by special permit (see **Figures A-3 and A-4**). Both special districts impose additional restrictions on ground-floor uses.

Within the Special 125th Street District, the C4-4D district regulations permit a maximum floor area ratio (FAR) of 4.0 for commercial uses, 6.0 FAR for community facility uses, and 6.0 FAR for standard residences.[3] With either Qualifying Affordable Housing, Qualifying Senior Housing, or a Visual and Performing Arts Bonus (VPA), residential FAR may be increased to 7.2.[4] With a VPA Bonus, commercial FAR may be increased to 5.4. The Food Retail Expansion to Support Health (FRESH) program provided in the New York City Zoning Resolution allows for a floor area bonus, adding one square foot of residential floor area for every square foot of qualifying FRESH food store space, up to a maximum of 20,000 square feet.[5] Height and setback regulations vary depending on whether the building includes Qualifying Affordable Housing and/or a FRESH food store.

Height and setback regulations for C4-4D districts vary depending on whether or not the building includes Qualifying Affordable Housing or Qualifying Senior Housing. The minimum base height is 60 feet, and the maximum base height is 95 feet for standard residences and 105 feet with Qualifying Affordable Housing or Qualifying Senior Housing The maximum building height is 125 feet for standard residences and 145 feet for buildings with Qualifying Affordable Housing or Qualifying Senior Housing.

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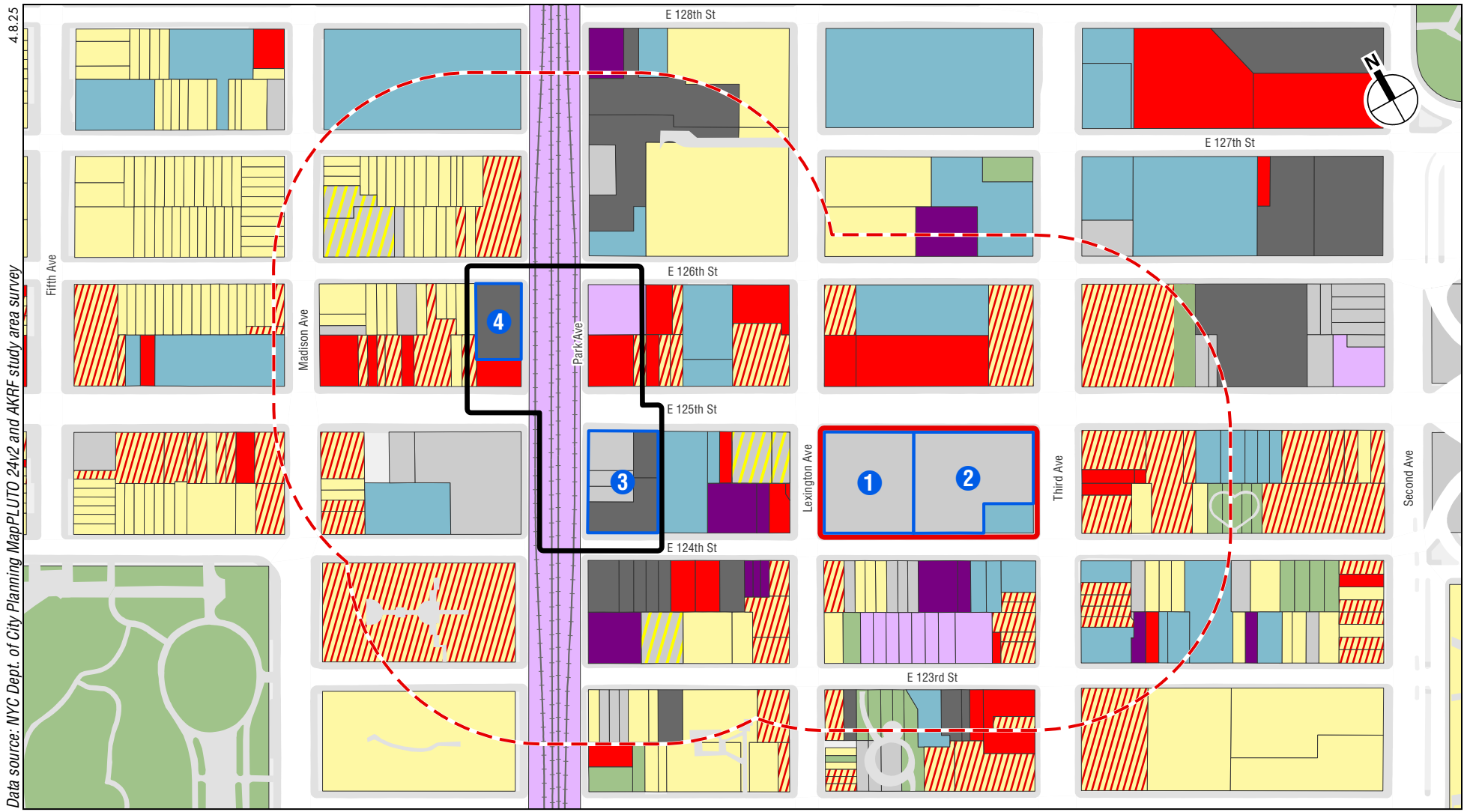
[3] As defined in the Zoning Resolution, FAR is the ratio of total building floor area to the area of its zoning lot. The FAR multiplied by the zoning lot area produces the maximum amount of floor area allowable on that zoning lot. For example, on a 10,000 square foot zoning lot in a district with a maximum FAR of 1.0, the floor area on the zoning lot cannot exceed 10,000 square feet.

[4] As defined in the Zoning Resolution, Qualifying Affordable Housing includes developments with MIH, UAP, or subject to an affordable housing regulatory agreement. Qualifying Senior Housing includes affordable independent residences for seniors or long-term care facilities. The VPA Bonus is intended to sustain the arts and entertainment character of the 125th Street corridor and provides additional floor area for a range of arts and entertainment uses, including eating and drinking establishments, auditoriums, production or entertainment studios, art galleries, museums, theaters, historical exhibits, and art, music, dancing, or theatrical studios.

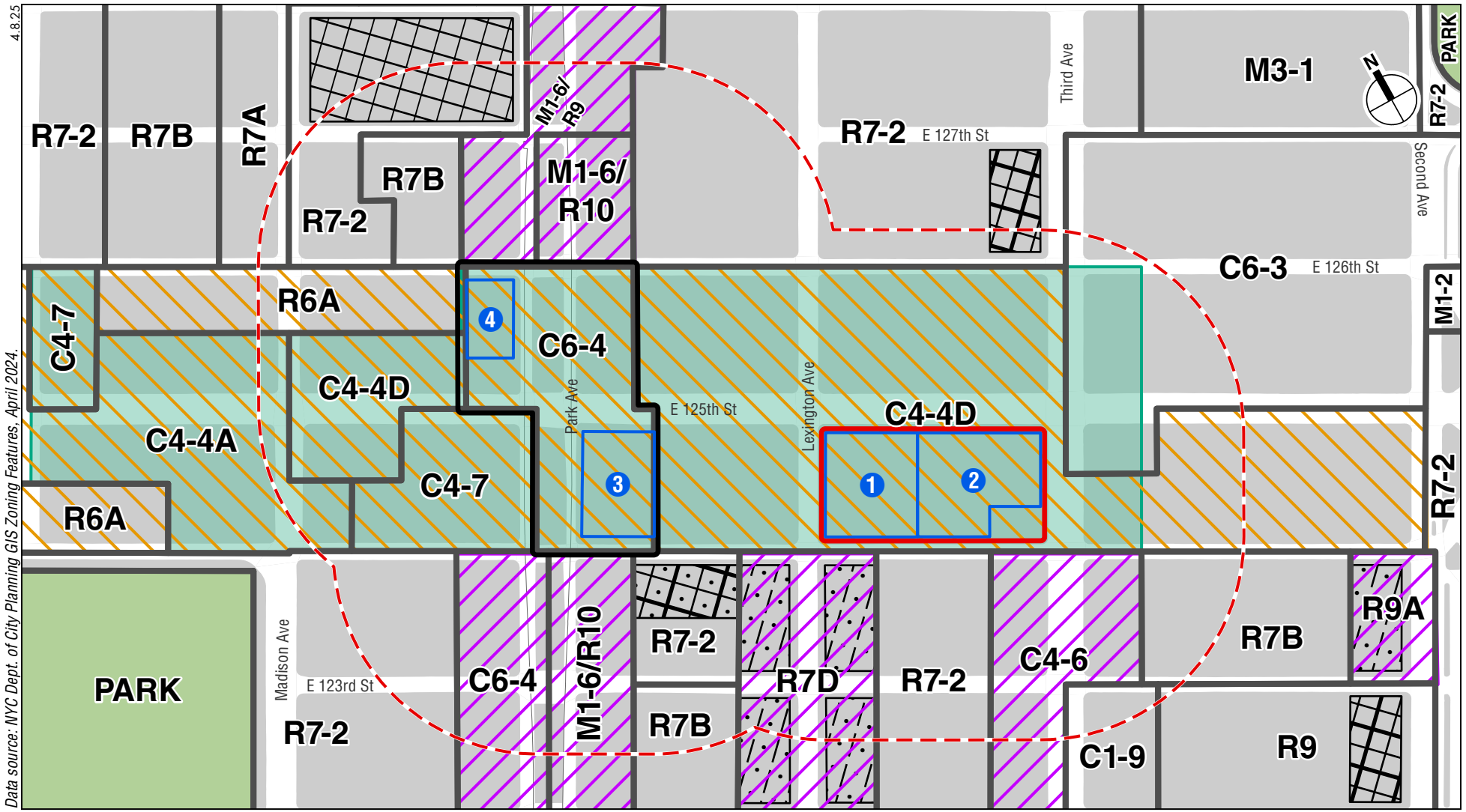
[5] As defined in the Zoning Resolution, a FRESH food store is a full-line grocery store, established in underserved neighborhoods through zoning incentives, that promotes the sale of fresh food products.



Existing Land Use

MTA 125TH AND LEXINGTON REZONING

Figure A-3



Existing Zoning

MTA 125TH AND LEXINGTON REZONING

Figure A-4

In addition to the height limits of the existing C4-4D district, the Zoning Resolution presumptively limits building heights at Projected Development Sites 1 and 2 to no more than approximately 400 feet because of the sites' proximity to La Guardia Airport, in accordance with Zoning Resolution Section 61-00 (Special Regulations Applying Around Major Airports). Buildings may exceed this height limit with a special permit from the New York City Board of Standards and Appeals (BSA) pursuant to Zoning Resolution Section 73-66.

PROJECT AREA B: PARK AVENUE HUB SUBDISTRICT

Project Area B is the area mapped as the Park Avenue Hub Subdistrict within the Special 125th Street District. The Park Avenue Hub Subdistrict of the Special 125th Street District encompasses the east side of Park Avenue between East 124th and East 126th Streets and the west side of Park Avenue between East 125th and East 126th Street. Collectively, this includes the following tax lots:

- **East side of Park Avenue between East 124th and East 125th Streets (Projected Development Site 3):** This site is part of Block 1773 and includes Lots 1, 4, 67, 69 and 72. Projected Development Site 3 is a 28,256-sf site that is owned by MTA and is vacant. This site is planned for an entrance to the Second Avenue Subway Phase 2 project's new 125th Street Station and a related subway ancillary facility.
- **West side of Park Avenue between East 125th and East 126th Streets (Projected Development Site 4):** This site consists of Lot 40 on Block 1750, which occupies a portion of the western frontage of the block along Park Avenue. This privately owned 13,493 sf lot area contains a public parking lot.
- **Other lots in the Park Avenue Hub Subdistrict:** In addition to Projected Development Sites 3 and 4, Park Avenue Hub Subdistrict also includes the following tax lots that are not part of any projected development site:
  - **West side of Park Avenue between East 125th and East 126th Streets:** This parcel, Block 1750, Lot 34, is a 4,493-sf lot with a seven-story office building known as the Corn Exchange Building, which is designated as a New York City Landmark.
  - **East side of Park Avenue between East 125th and East 126th Streets:** The eastern frontage along Park Avenue in Park Avenue Hub Subdistrict consists of Block 1774, Lot 68, an 11,839-sf MTA-owned property at the corner of East 126th Street and Park Avenue with transportation/utility uses associated with the Metro-North Railroad 125th Street Station; and Block 1774, Lot 1, an 8,992-sf lot with a 12-story office building at the corner of East 125th Street and Park Avenue.
  - **Block 1750, Lots 32 and 41 and Block 1744, Lot 5** are each partially located within the Park Avenue Hub Subdistrict boundaries; however, only narrow portions of each lot fall within the subdistrict with the remainder of each lot outside the subdistrict boundary.

The Park Avenue Hub Subdistrict is mapped within a C6-4 district zoning district and within a Special Transit Land Use District and Mandatory Inclusionary Housing (MIH) area. The existing C6-4 district within the Special 125th Street District and Special Transit Land Use District allows a wide range of uses, including residential, community facility, retail, office, and entertainment, and transient hotel by special permit. Both special districts impose additional restrictions on ground-floor uses. Within the Park Avenue Hub Subdistrict, the regulations for a C6-4 district in an MIH area permit a maximum total FAR of 12.0, which may

be comprised of any combination of residential, commercial, or community facility uses. A minimum percentage of the residential floor area provided must be Qualifying Affordable Housing.

Height regulations for C6-4 districts vary depending on the building form. The standard regulations allow a building to rise to 235 feet or 355 feet for certain sites, including those adjacent to certain transportation infrastructure such as elevated rail lines, irregular lots, or lots larger than 20,000 square feet. Tower regulations dictate the building's lot coverage above the maximum base height, allowing for a maximum tower coverage of 65 percent up to 300 feet in height and 50 percent above 300 feet.

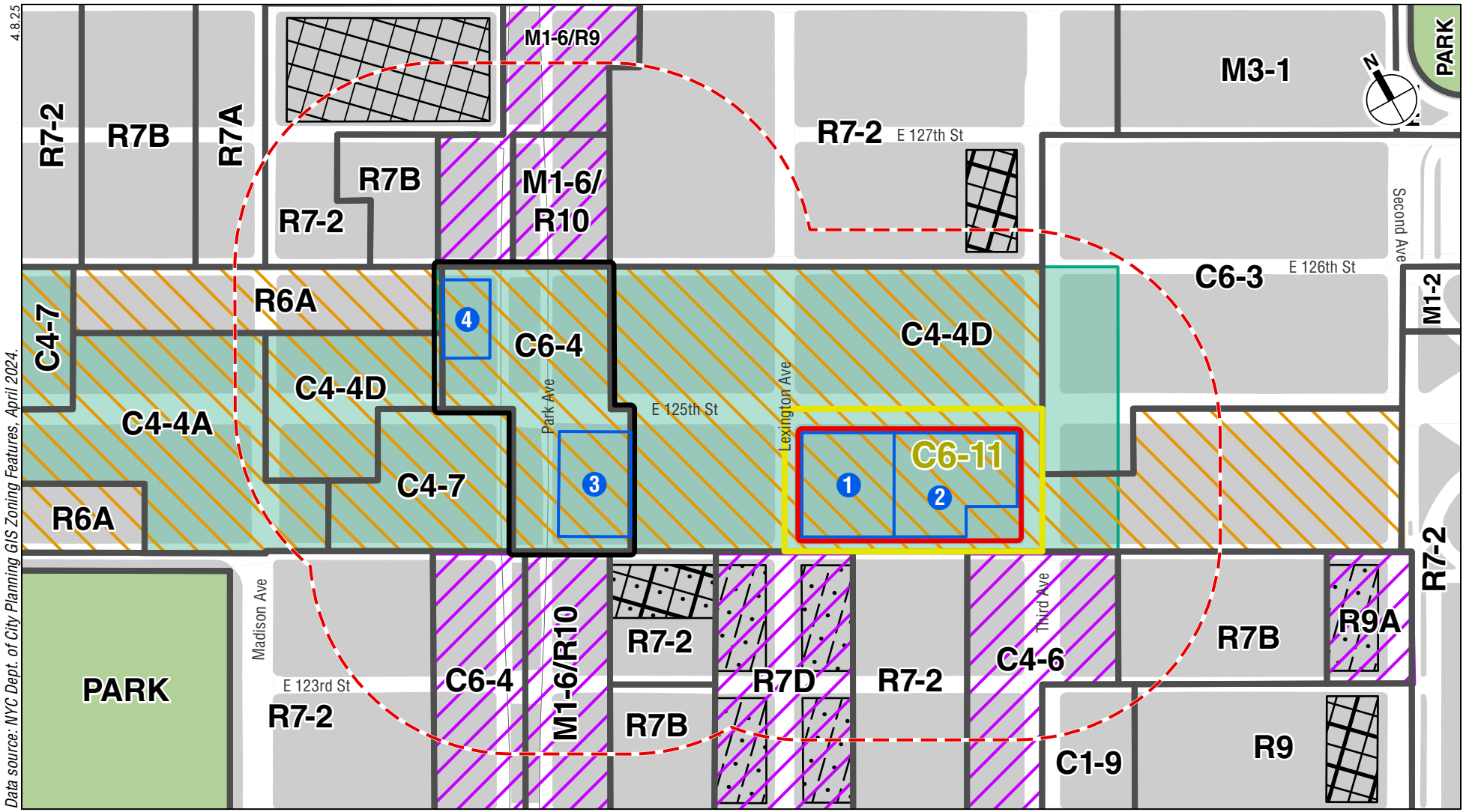
The Park Avenue Hub Subdistrict has special provisions for use and bulk, including a requirement that in buildings with residential space, space on the ground-floor level of buildings be dedicated to non-residential uses, and that either a minimum non-residential FAR of 2.0 must be provided or a minimum FAR of 0.5 dedicated to visual or performing arts uses is provided. The Park Avenue Hub Subdistrict reduces the maximum base height for buildings along the 125th Street street line and within 50 feet of that street line from 155 feet to 85 feet.

PROPOSED ACTIONS

MTA is requesting a zoning map amendment (i.e., rezoning) and several zoning text amendments from the City Planning Commission and City Council, as follows.

- Zoning map amendment to change the zoning district of the rezoning area from C4-4D to C6-11 (see **Figure A-5)**.
- Modification to Zoning Resolution Section 97-04 to establish a new Subdistrict B in the Special 125th Street District.
- Modification to Zoning Resolution Section 97-61 to clarify the language of the text.
- Modification to Zoning Resolution Section 97-412 to (1) reduce the minimum non-residential FAR requirement within the Park Avenue Hub Subdistrict from 2.0 to 1.5; and (2) eliminate the minimum non-residential FAR requirement for sites containing transit easement volumes.
- Modification to Zoning Resolution Section 97-433 to apply the relevant height and setback regulations applicable to the Park Avenue Hub Subdistrict to C6 districts in Subdistrict B, including establishing a maximum allowable base height of 125 feet for consistency with the Park Avenue Subdistrict of the East Harlem Corridors Special District [6]
- Modification to Map 1 in Appendix A of the Special 125th Street District to include the rezoning area in Subdistrict B.

[6] The Special East Harlem Corridors District is a special purpose zoning district that was created in 2017 as part of the broader East Harlem Neighborhood Initiative to facilitate the development of affordable housing, preserve existing neighborhood character, improve the pedestrian experience, and enable new commercial and manufacturing space to support job creation. The Park Avenue Subdistrict of this special district is immediately adjacent to the Park Avenue Hub Subdistrict of the Special 125th Street District.



Proposed Zoning

MTA 125TH AND LEXINGTON REZONING

Figure A-5

- Modification to Appendix F to map an MIH Area (Options 1 and Option 3 (Deep Affordability)) over the rezoning area.

OTHER ACTIONS

In addition, MTA will seek a joint certification with the City Planning Commission to establish a transit easement volume on Projected Development Site 3 in accordance with Zoning Resolution Section 95-041; this is a non-discretionary, ministerial action through the City Planning Commission.

PROPOSED AND PROJECTED DEVELOPMENT

PROPOSED DEVELOPMENT ON PROJECTED DEVELOPMENT SITE 1

Independent of the Proposed Actions, MTA plans to develop a portion of Projected Development Site 1 with a new subway station entrance for the Second Avenue Subway's new 125th Street Station and an above-ground subway ancillary facility that will house subway-related functions, including ventilation and emergency access.

With the Proposed Actions, MTA is proposing to partner with a developer to construct a new mixed-use building on Projected Development Site 1 (the Proposed Development). This building would be a 596,070-gsf, primarily residential building with 581,138 gsf of residential space, producing up to 684 dwelling units, of which up to 25 percent (up to 171 dwelling units) would be affordable per MIH Option 1. The ground floor would house the building's residential lobby and approximately 14,932 gsf of retail space on the corner of East 124th Street and Lexington Avenue and along 125th Street.

The new subway entrance would be co-located within the ground floor of the new building on the corner of East 125th Street and Lexington Avenue. The entrance would occupy a volume in the new building with a height of up to 20 feet. It would create a connection to the new Second Avenue Subway's 125th Street Station and the existing Lexington Avenue 125th Street Station serving the Nos. 4, 5, and 6 subway lines.

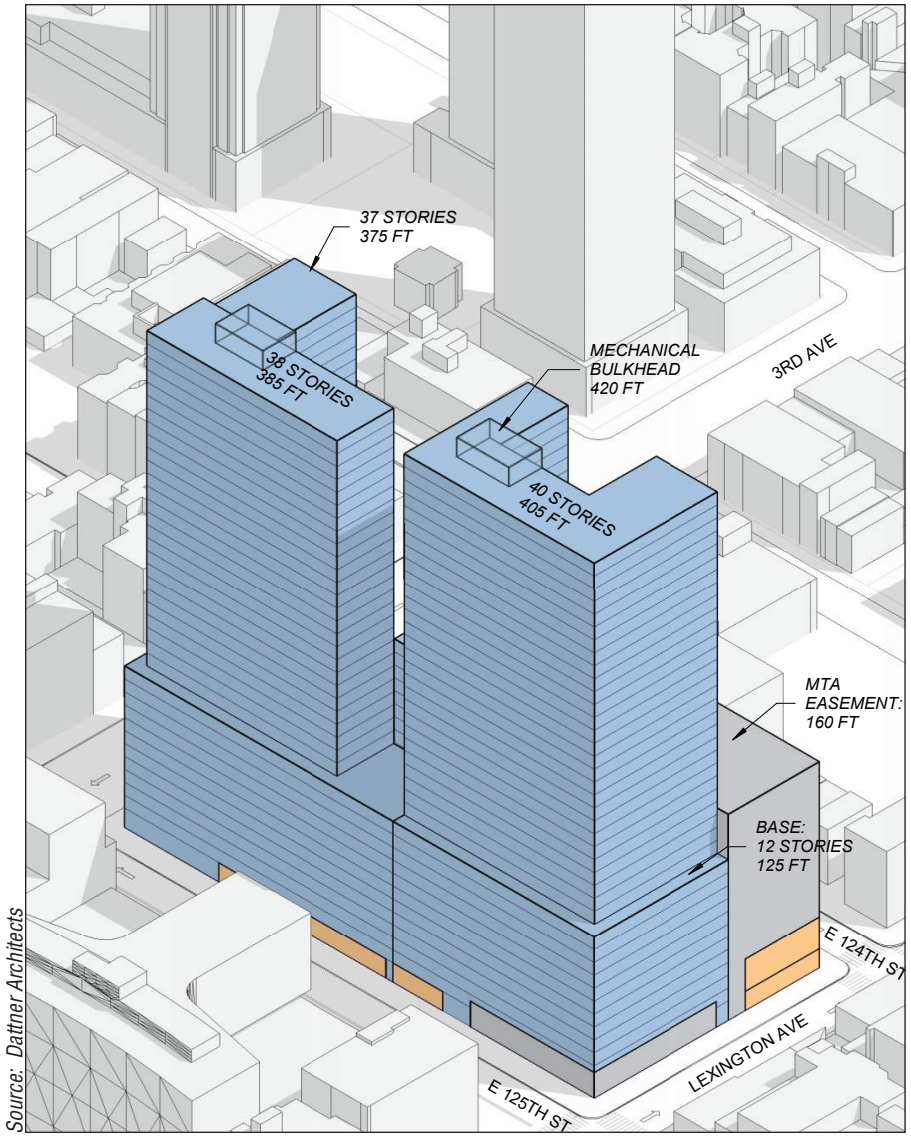
The new building would also be co-located with the new, approximately 67,000-gsf subway ancillary facility on East 124th Street. The ancillary facility would be approximately 160 feet tall along East 124th Street. To activate the corner streetscape of East 124th Street and Lexington Avenue, the ancillary facility would include approximately 5,000 gsf (of the 14,932 gsf mentioned above) of ground-floor retail.

The base of the new building on Projected Development Site 1 would rise to a height of approximately 125 feet, above which a residential tower could rise to an approximate height of up to 550 feet (the height would exceed the height limit of approximately 400 feet only by BSA special permit). The bulk of the residential tower would front on East 125th Street and Lexington Avenue and would not extend over the ancillary facility on East 124th Street. An illustrative rendering of the building's potential bulk is provided in **Figure A-6**. There would be no parking provided in the new building on Projected Development Site 1. Loading would occur along East 124th Street.

PROJECTED DEVELOPMENT SITES 2, 3, AND 4

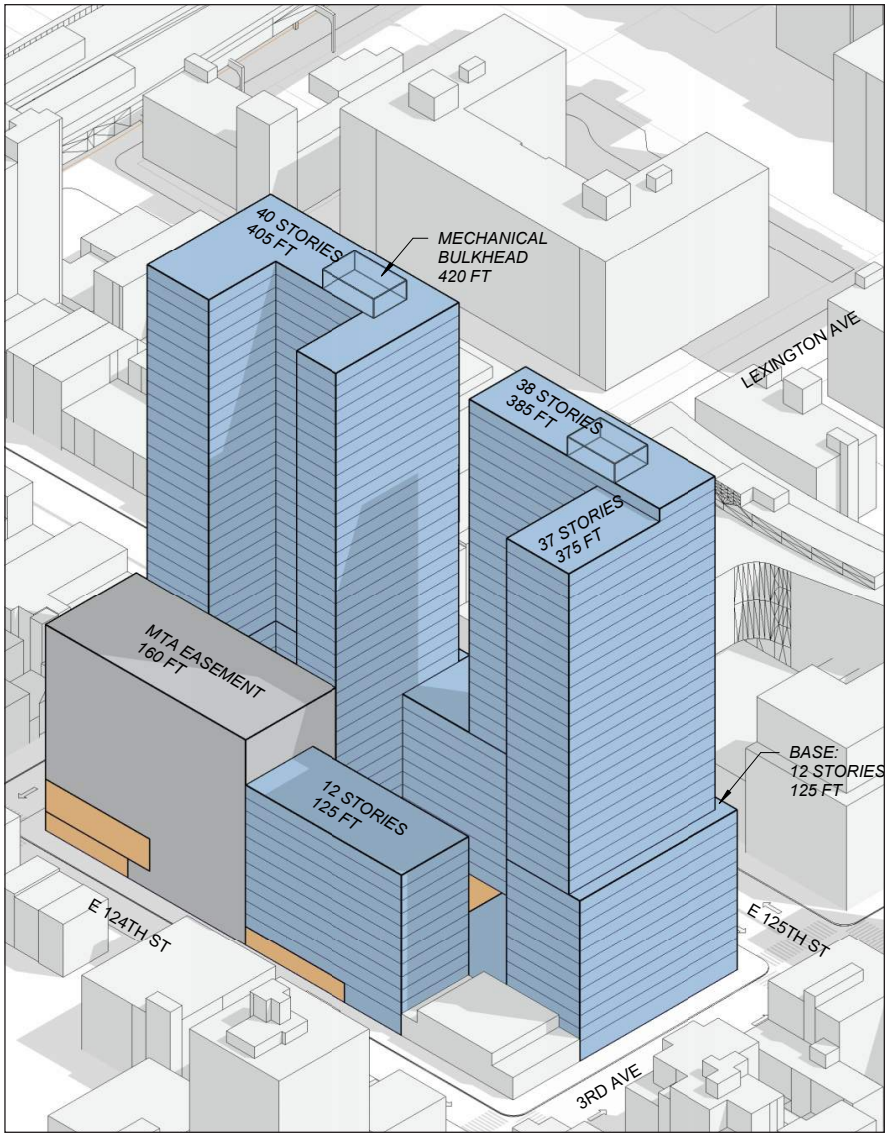
The Proposed Actions would facilitate redevelopment on Projected Development Sites 2, 3, and 4 as a result of the increase in permitted floor area in the rezoning area and the change in bulk regulations in the Park Avenue Hub Subdistrict. Projected Development Sites 2 and 4

4.16.25



Source: Dattner Architects

View From NW - Corner of 124th St & 3rd Ave
(C6-11 Zoning)



View From SE - Corner of 124th St & 3rd Ave
(C6-11 Zoning)

FOR ILLUSTRATIVE PURPOSES ONLY

Commercial
Residential
MTA Easement

Potential Building Massings -
Projected Development Sites 1 and 2

MTA 125TH AND LEXINGTON REZONING

Figure A-6

are not owned by MTA and development would occur on all three sites absent the Proposed Actions. However, to evaluate the potential effects of redevelopment that might occur, this EAF considers a "Reasonable Worst-Case Development Scenario" for each of the projected development sites. For more information, see Section D, below.

C. PROJECT PURPOSE AND NEED

The Proposed Actions would achieve several key objectives, with the primary rationale being the promotion of transit-oriented development and addressing New York City's housing crisis.

First, the Proposed Actions would encourage transit-oriented development by increasing allowable housing density near the new Second Avenue Subway infrastructure. This increased density is critical for creating vibrant, transit-connected communities anchored by the future Second Avenue Subway 125th Street Station, as well as its direct connections to the Lexington Avenue Line (Nos. 4, 5, and 6 lines) and Metro-North Railroad's 125th Street commuter rail station one block to the west. By allowing more housing around a significant transit hub in East Harlem, the Proposed Actions would allow development that serves the needs of residents by providing convenient access to public transit, linking them to jobs, education, and services throughout New York City and the greater region.

Second, both New York City and New York State are suffering from a housing crisis. In 2023, Governor Hochul tasked MTA and other State agencies with identifying properties in their portfolios that could support the creation of new housing opportunities. In 2024, the State Legislature amended the New York State Multiple Dwelling Law, allowing cities to increase residential density limits. Later that year, the City of New York adopted a series of zoning changes to encourage higher density and affordable housing production, including the recently passed City of Yes for Housing Opportunity zoning text amendment. In line with the recent legislation, the Proposed Actions would help to meet the goals of both the City and State by further encouraging the construction of housing around and on MTA sites following the construction of the Second Avenue Subway.

Third, the proposed MIH requirement would ensure that future developments in the rezoning area include much-needed affordable housing. By mandating that 20 to 25 percent of units be set aside as affordable at an average of at most 60 percent AMI (per MIH Option 1 or Option 3 (Deep Affordability), the Proposed Actions would guarantee the creation of mixed-income developments, addressing the City's affordability challenges.

Additionally, the Proposed Actions would improve constructability for transit-oriented development around the new Second Avenue Subway within the rezoning area. The necessary infrastructure for the Second Avenue Subway, including the new subway entrance and the ancillary facility, constrains the buildable area of development above. By increasing the allowable density in the rezoning area to be similar to the Park Avenue Hub Subdistrict and removing the non-residential FAR requirement for sites containing Second Avenue Subway entrances and facilities, the Proposed Actions would facilitate the construction of high-quality residential buildings that account for Projected Development Site 1's limitations. In addition, by making modest bulk adjustments to match the base heights within Project Area B (the Park Avenue Hub Subdistrict) with those of the Special East Harlem Corridors District, the Proposed Actions would ensure that new buildings in Project Area B share visual continuity with those in the surrounding area.

Overall, the Proposed Actions would effectively balance the goals of transit-oriented development, housing production, and construction feasibility. They would reflect appropriate density levels for the area, create much-needed affordable housing, and ensure that new developments are practical and aligned with future transportation infrastructure.

D. ANALYSIS FRAMEWORK

As an authority of the State of New York, MTA is not subject to local regulations. Nonetheless, for purposes of environmental review in accordance with SEQRA, MTA followed the methodologies and procedures outlined in New York City's 2021 *City Environmental Quality (CEQR) Technical Manual* for the analysis of the environmental effects of the Proposed Actions. The *CEQR Technical Manual* was developed by the City of New York specifically for evaluation of the environmental impacts of projects proposed in New York, based on local conditions and issues. The methodologies and criteria for adverse impacts presented in the *CEQR Technical Manual* are well suited for evaluation of effects in New York City and were therefore used for this SEQRA evaluation.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO

The Proposed Actions would facilitate redevelopment on Projected Development Sites 2, 3, and 4 as a result of the increase in permitted floor area in the rezoning area and the change in use and bulk regulations in the Park Avenue Hub Subdistrict. To assess the possible environmental effects of the Proposed Actions, MTA developed a Reasonable Worst-Case Development Scenario (RWCDS). The *CEQR Technical Manual* defines the reasonable worst-case development scenario as the scenario with the worst environmental consequences from the range of possible scenarios that are considered reasonable and likely. The RWCDS accounts for existing conditions, anticipated conditions that will occur in the future without the Proposed Actions (No Action condition), and expected conditions in the future with the Proposed Actions (With Action condition). The incremental difference between the future No Action condition and future With Action condition serves as the basis for identifying potential environmental impacts, as described below.

ASSUMPTIONS FOR DEVELOPMENT OF RWCDS

The Proposed Actions would affect Project Area A (the rezoning area) and Project Area B (Park Avenue Hub Subdistrict) and would likely result in new or different development on Projected Development Sites 1, 2, 3, and 4, but not on other affected lots in the Project Areas.

PROJECT AREA A (REZONING AREA)

- In the rezoning area, redevelopment is projected to occur at Projected Development Sites 1 and 2 in the No Action condition, but it is expected that the Proposed Actions would result in an increase in the floor area of the redevelopment. No development would occur on the tax lot occupied by an active FDNY firehouse (Engine 35, Ladder 14, 12th Battalion).
- For Projected Development Site 2, which obtained a City Planning Commission Chairperson FRESH certification and zoning authorization in 2023 and is anticipated to commence construction in the near future, it is assumed for analysis purposes that the

site's owner would revise the building plans to take advantage of the additional FAR provided by the proposed rezoning (with a FRESH certification).

- An average dwelling unit size of 850 gsf is assumed for environmental analysis purposes.
- It is assumed that no parking would be provided for residential or commercial uses.

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

- The Proposed Actions would not induce development (would not increase the allowable FAR) in the Park Avenue Hub Subdistrict; therefore "projected development sites" are those that have previously been identified as "soft sites" (i.e., sites that do not fully use available floor area and that appear likely to be redeveloped); it is assumed that these sites would be redeveloped absent the Proposed Actions.
- The Park Avenue Hub Subdistrict was created in 2017 as part of a larger East Harlem Neighborhood Study. Before adoption, that plan was evaluated in a Final Environmental Impact Statement (FEIS) prepared in accordance with CEQR. The *East Harlem Rezoning (EHR) FEIS* (17DCP048M) evaluated the projected development sites for the Park Avenue Hub Subdistrict, two of which are assumed to be projected development sites in connection with the Proposed Actions (current Projected Development Sites 3 and 4). The third site (Block 1774, Lot 68; *EHR FEIS* Projected Development Site 9) is not considered a projected development site in this application because it is occupied by Metro-North Railroad utilities and cannot be redeveloped.
- Projected Development Site 3 is owned by MTA and will be redeveloped regardless of the Proposed Actions. New development on this site will incorporate an entrance to the Second Avenue Subway's 125th Street Station and a new ancillary facility for the subway.
- The Proposed Actions would not change the total floor area permitted in the Park Avenue Hub Subdistrict. They would reduce the amount of non-residential space required—from 2.0 FAR to 1.5 FAR, and eliminating it entirely on sites containing transit easement volumes. They would also modify the allowable base heights for buildings in the subdistrict. These changes would provide flexibility in the type of uses and bulk in development within the subdistrict. With these changes, it is assumed that new buildings on Projected Development Sites 3 and 4 would take advantage of additional residential space with additional dwelling units.
- A 10 percent grossing factor was applied to the EHR FEIS zoning floor area numbers to estimate projected gross floor area for Projected Development Site 4.
- An average dwelling unit size of 850 gsf is assumed for environmental analysis purposes, and it is assumed that no parking would be provided at these projected development sites.
- The other remaining properties in the Park Avenue Hub Subdistrict are not expected to be developed as a result of the Proposed Actions because they are either occupied by Metro-North Railroad utilities (Block 1774, Lot 68) and cannot be redeveloped; by a building that currently exceeds permitted zoning (Block 1774, Lot 1); by a recently renovated New York City Landmark listed building (Block 1775, Lot 34); or only a narrow portion of the lot is within the affected area (Block 1174, portions of Lot 5 and Block 1775 portions of Lots 32 and 41).

ANALYSIS YEAR

The analysis year for the Proposed Actions is 2036. Projected Development Sites 1 and 2 would follow separate construction timelines. Construction for the Proposed Development on Projected Development Site 1 would begin after construction of the Second Avenue Subway 125th Street Station is complete in 2032, would last approximately 44 months, and would be complete and operational in 2036. Construction of Projected Development Site 2 would occur earlier, commencing shortly after land use approvals. Construction on this site is projected to take approximately 46 months and, assuming the Proposed Actions are approved by the end of 2025, is anticipated to be operational in late-2029/early-2030. Projected Development Sites 3 and 4 are also assumed to be developed by 2036.

NO ACTION CONDITION

PROJECT AREA A (REZONING AREA)

Absent the Proposed Actions (the No Action condition), MTA will partner with a developer to construct a new, as-of-right mixed-use development on Projected Development Site 1 in accordance with the underlying zoning provisions. It is anticipated that the owner of Projected Development Site 2 will construct the mixed-use building with a FRESH food store as approved by City Planning Commission in 2023 by Chair certification and CPC authorization.

Projected Development Site 1

Independent of the Proposed Actions, Projected Development Site 1 is planned for an entrance to the Second Avenue Subway Phase 2 project's new 125th Street Station and a related subway ancillary facility. In coordination with those new uses, the No Action building at Projected Development Site 1 will be a 149,262-gsf, primarily residential building with 134,330 gsf of residential space containing up to 158 dwelling units, of which up to 20 percent (approximately 32 dwelling units) will be affordable under the Universal Affordability Preference.[7] At the ground floor, the building will have a residential entrance and lobby and approximately 14,932 gsf of retail space on the corner of East 124th Street and Lexington Avenue and along 125th Street. The Projected Development Site 1 building will rise to a height of approximately 105 feet, or 10 stories. There will be no parking provided in the building and loading would occur along the curb.

The building on Projected Development Site 1 in the No Action condition will contain approximately 132,663 zsf of floor area (3.66 FAR).

A new subway entrance to the 125th Street Station, providing access to the Q train and Lexington Avenue Nos. 4, 5, and 6 lines, will be co-located within the ground floor of the new building on the corner of East 125th Street and Lexington Avenue. The new building will also be co-located with the new, approximately 67,000-gsf subway ancillary facility on East 124th Street. To activate the corner streetscape of East 124th Street and Lexington Avenue, the ancillary facility would include approximately 5,000 gsf of the building's total ground-floor retail.

[7] A zoning policy in New York City that allows for an optional 20 percent increase in building size in medium- and high-density districts outside of MIH areas provided the additional space is dedicated to permanently affordable housing.

Projected Development Site 2

In the No Action condition, the owner of Projected Development Site 2 will construct a 530,061-gsf, mixed-use building with a FRESH food store. The building will be approximately 160 feet tall (15 stories) and primarily residential, with up to 599 dwelling units, of which up to 20 percent (162 dwelling units) will be affordable under the Universal Affordability Preference. The building will contain 21,008 gsf of retail (including a FRESH grocery store). There will be no parking provided in the building, and loading will occur along East 124th Street via one new curb cut.

The building on Projected Development Site 2 in the No Action condition will contain approximately 444,518 zsf of floor area (10.36 FAR).

Projected Development Site 2 will also include an underground subway-related utility tunnel to connect the new 125th Street Station with the ancillary facility on Projected Development Site 1.

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

In the No Action condition, Projected Development Sites 3 and 4 will be developed with as-of-right buildings according to the existing provisions of the Park Avenue Hub Subdistrict.

Projected Development Site 3

In the No Action condition, Projected Development Site 3 will have an entrance to the Second Avenue Subway's 125th Street Station and a related subway ancillary facility. In addition to those subway-related uses, in the No Action condition, MTA will partner with a developer to build a new, mixed-use building on Projected Development Site 3. This building will be an approximately 390-foot-tall (34-story), approximately 372,979-gsf, mixed-use residential and commercial development with up to 366 dwelling units (including up to 91 affordable dwelling units under MIH), approximately 22,936 gsf of commercial retail space. and 39,273 gsf of community facility space (assumed to be visual/performing arts [VPA] use).

There will be no parking provided in the building. The building at Projected Development Site 3 will have a base height of 85 feet and a maximum building height of up to 390 feet.

The building on Projected Development Site 3 will contain approximately 339,072 zsf (12 FAR), of which approximately 328,970 zsf (10 FAR) will be for residential use, 35,670 zsf (1.27 FAR) will be for community facility (VPA) use and 20,842 zsf (0.74 FAR) will be for commercial retail use.

Projected Development Site 4

In the No Action condition, Projected Development Site 4 will be built out with a 215-foot-tall (21-story), approximately 178,108-gsf, mixed-use residential and commercial development with up to 175 dwelling units (including up to 44 affordable dwelling units under MIH) and approximately 29,685 gsf of commercial space (14,842 gsf of office space and 14,842 gsf of retail space). There will be no parking provided in the building. The building at Projected Development Site 4 will have a base height of up to 155 feet and a maximum building height of up to 215 feet.

The building on Projected Development Site 4 will contain approximately 161,916 zsf (12 FAR), of which about 141,677 (10 FAR) will be for residential use and 26,986 zsf (2 FAR) will be for commercial use.

SUMMARY OF NO ACTION DEVELOPMENT ON PROJECTED DEVELOPMENT SITES

Table A-1 provides a summary of the development that will occur at the projected development sites in the No Action condition. This will include a total of approximately 1,297 dwelling units (including up to 286 affordable), 39,237 gsf of community facility space, 73,708 gsf of retail space, and 14,842 gsf of office space.

OTHER PLANNED DEVELOPMENTS

Independent of the Proposed Actions, MTA will construct Phase 2 of the Second Avenue Subway, extending Q subway service from its existing terminus at 96th Street to a new terminus on 125th Street at Park Avenue. Phase 2 will include three new stations in East Harlem, at 106th Street, 116th Street, and 125th Street. The new 125th Street Station will be beneath 125th Street between Lexington and Park Avenues, with station entrances at both avenues.

Within the area around Project Areas A and B, there are 15 planned and proposed development projects ("No Build projects"), anticipated to be completed by the 2036 analysis year (see **Appendix 1**). These developments will introduce additional residential, commercial, and community facility uses to the various environmental analysis study areas (i.e. 400-foot, ¼-mile, and ½-mile perimeters), contributing to the existing mix of uses. As appropriate, these No Build projects are accounted for in the technical assessments in this EAF.

WITH ACTION CONDITION

In the future with the Proposed Actions (the With Action condition), the projected development sites would be redeveloped with a total of approximately 2,097 dwelling units, of which up to 524 dwelling units would be permanently affordable under MIH; and approximately 88,300 gsf of retail space (see **Table A-1** at the end of this section).

PROJECT AREA A (REZONING AREA)

Projected Development Site 1

With the Proposed Actions, MTA is proposing to partner with a developer to construct a new mixed-use building on Projected Development Site 1 (the Proposed Development). As described earlier (see "Proposed and Projected Development" in Section B), this building would be a 596,070-gsf, primarily residential building with 581,138 gsf of residential space containing up to 684 dwelling units, of which up to 25 percent (171 dwelling units) would be affordable. The building would have approximately 14,932 gsf of retail space. It would also be co-located with a new subway entrance and ancillary facility for the Second Avenue Subway's 125th Street Station.

The base of the new building would rise to a height of approximately 125 feet, above which a residential tower could rise to a height of up to 550 feet (55 stories), exceeding approximately 400 feet (40 stories) only by BSA special permit.

The building on Projected Development Site 1 would have approximately 543,420 (15 FAR) square feet of zoning floor area, of which about 14,634 zsf would be for retail use (0.0.40 FAR) and 528,786 zsf would be for residential use (14.60 FAR).

Projected Development Site 2

The building on Projected Development Site 2 would be primarily residential, with up to 804 dwelling units, of which up to 25 percent (201 dwelling units) would be affordable. Other than the building entrance and residential lobby, the ground floor would house retail space, with 14,814 gsf of local retail and an approximately 6,194-sf FRESH grocery store, consistent with the FRESH certification that the site's owner obtained in May 2023 (N230071ZAM). The building on Projected Development Site 2 would have approximately 638,100 (15 FAR) square feet of zoning floor area, of which about 21,008 zsf would be for retail use (0.49 FAR) and 617,092 zsf would be for residential use (14.51 FAR).

The base of the building would be approximately 125 feet tall on both East 124th and East 125th Streets, above which a residential tower would rise up to 550 feet (55 stories), exceeding approximately 400 feet (40 stories) only by BSA special permit. An illustrative rendering of the building's potential bulk is provided in **Figure A-6**. There would be no parking provided on the site and loading would occur along East 124th Street via one new curb cut.

Projected Development Site 2 would also include an underground subway-related utility tunnel to connect the new 125th Street Station with the ancillary facility on Projected Development Site 1.

RWCDS Assumptions Related to Building Bulk in Rezoning Area

The Proposed Actions would allow for some variability in the massing of buildings on Projected Development Sites 1 and 2. To evaluate the potential effects of these building massings in terms of urban design and shadows, a maximum building envelope was developed which is larger than the permitted floor area (see **Figure A-7)**. This envelope extends to a maximum building height of 550 feet along East 125th Street and along Lexington and Third Avenues after a 10-foot setback at 125 feet and extends to a maximum building height of 125 feet along East 124th Street (although the subway ancillary facility will have a building height 160 feet).

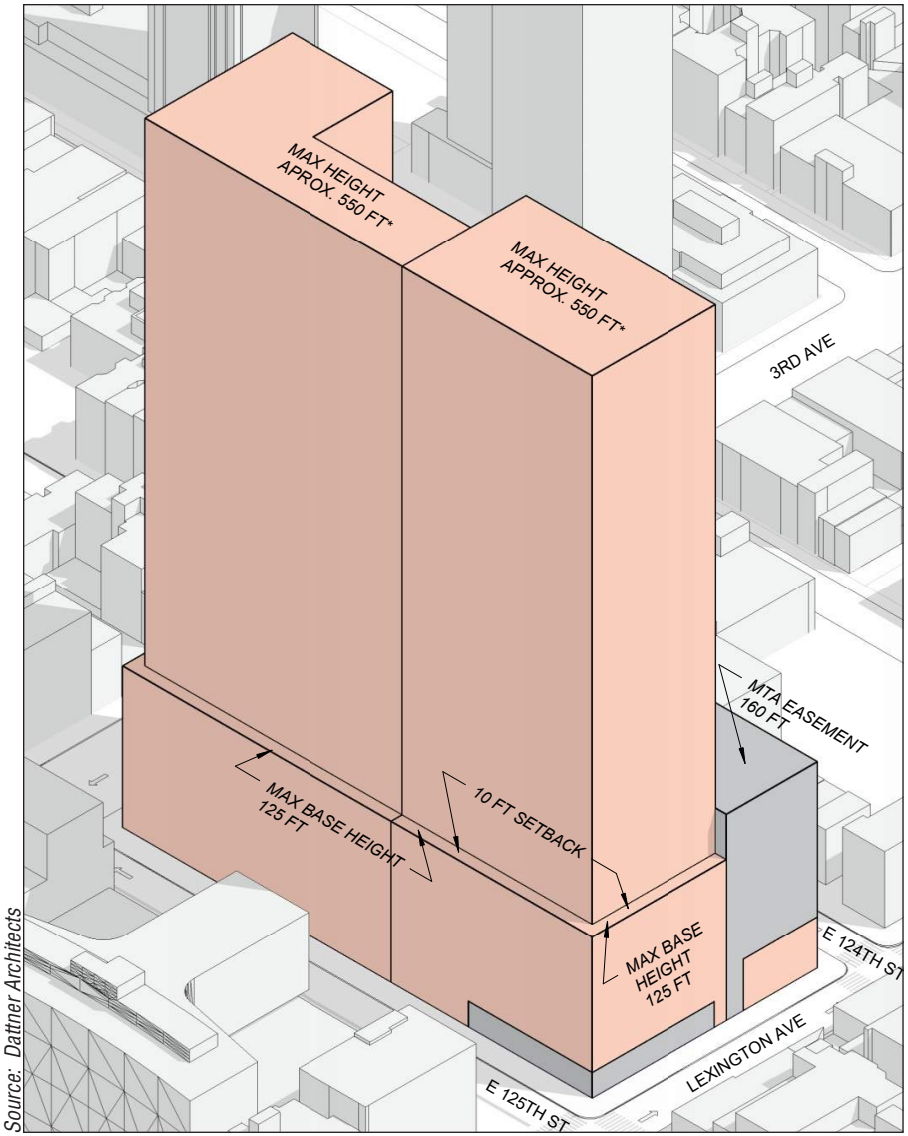
PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

Projected Development Site 3

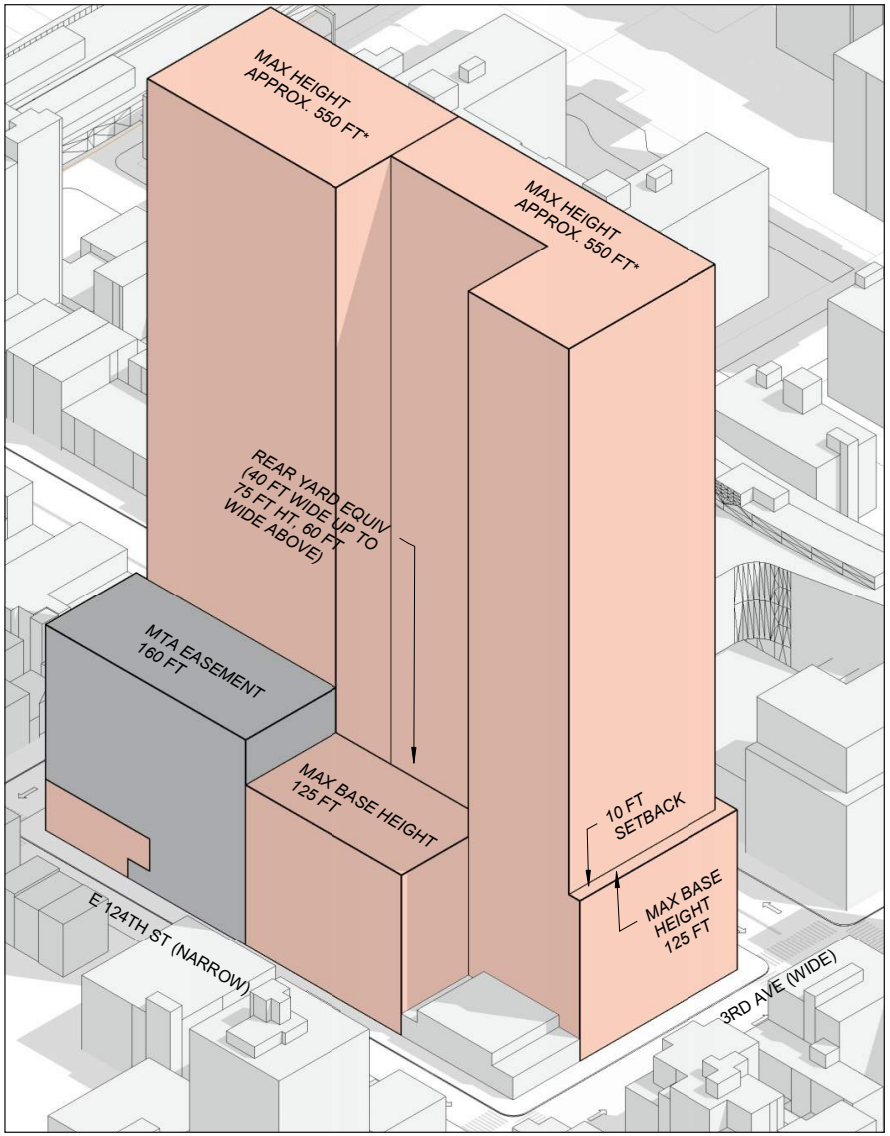
Projected Development Site 3 will have an entrance to the Second Avenue Subway's 125th Street Station and a related subway ancillary facility. In addition to those subway related uses, with the Proposed Actions, MTA would partner with a developer to build a new, mixed-use building on Projected Development Site 3. As in the No Action condition, with the Proposed Actions, this building would be an approximately 390-foot-tall (34-story), 372,979-gsf, mixed-use residential and commercial development. With the Proposed Actions, this building would have up to 426 dwelling units, including up to approximately 106 affordable dwelling units, and 11,112 gsf of commercial retail space. There would be no parking provided in the building.

The building at Projected Development Site 3 would have a base height of up to 125 feet and a maximum building height of up to 390 feet. While the maximum building height would be the same as in the No Action condition, the maximum base height would be 40 feet higher than the No Action, for a total base height of 125 feet rather than 85 feet.

4.16.25



View From Northwest (C6-11 Tower Zoning)



View From Southeast (C6-11 Tower Zoning)

Source: Dattner Architects

Permitted Zoning Envelope

MTA Easement

FOR ILLUSTRATIVE PURPOSES ONLY

MTA 125TH AND LEXINGTON REZONING

Proposed Maximum Zoning Envelope

Figure A-7

The building at Projected Development Site 3 would contain 339,072-zsf (12 FAR), of which about 328,970 (11.64 FAR) would be for residential use and 10,102 zsf (0.36 FAR) would be for commercial use.

Projected Development Site 4

With the Proposed Actions, Projected Development Site 4 would be redeveloped with a mixed-use residential and commercial building with 183 dwelling units (including up to 46 affordable dwelling units) and approximately 22,264 gsf of commercial space, which would comprise 14,842 gsf of retail space and 7,422 gsf of office space. There would be no parking provided in the building. The building at Projected Development Site 4 would have a base height of up to 155 feet and a maximum building height of up to 215 feet, the same as under the No Action condition.

The building on Projected Development Site 4 would contain 161,916 zsf (12 FAR), of which about 141,977 zsf (10.5 FAR) would be for residential use and 20,240 zsf (2 FAR) would be for commercial use.

SUMMARY OF WITH ACTION DEVELOPMENT ON PROJECTED DEVELOPMENT SITES

Overall, the Proposed Actions would result in a development increment of 799 dwelling units on the projected development sites compared to the No Action condition, including up to 238 affordable dwelling units under MIH[8]. Additionally, there would be overall net decreases of community facility space (approximately 39,297 gsf), retail space (approximately 11,814 gsf), and office space (approximately 7,421 gsf).

Table A-1 provides a comparison of the anticipated development on the four projected development sites in the No Action and With Action conditions.

[8] The total number of affordable units is assumed to be 20 to 25 percent of the floor area under MIH depending on which program is chosen (the rezoning area would be mapped with Option 1 and Option 3 - Deep Affordability); however, the number of units that would be affordable to low- and low-to-moderate-income households (at or below 80 percent area median income)used for the purposes of evaluating potential effects on Early Childhood Programs, assumes that no more than 20 percent of residential units (approximately 160 incremental dwelling units) regardless of which MIH option is chosen.

Table A-1
Reasonable Worst-Case Development Scenario

Use	No Action Condition	With Action Condition	Increment
Projected Development Site 1			
Residential–Total Dwelling Units	158	684	+526
Residential–Affordable Dwelling Units	32[1]	171[2]	+139
Retail (gsf)	14,932	14,932	0
Projected Development Site 2			
Residential–Total Dwelling Units	599	804	+205
Residential–Affordable Dwelling Units	120[1]	201[2]	+81
Retail (gsf)	21,008	21,008	0
Projected Development Site 3			
Residential–Total Dwelling Units	366	426	+60
Residential–Affordable Dwelling Units	91[2]	106[2]	+15
Community Facility (gsf)	39,237	0	-39,237
Retail (gsf)	22,926	11,112	-11,814
Projected Development Site 4			
Residential–Total Dwelling Units	175	183	+9
Residential–Affordable Dwelling Units	44[2]	46[2]	-2
Retail (gsf)	14,842	14,842	0
Office (gsf)	14,842	7,421	-7,421
RWCDS Total			
Residential–Total Dwelling Units	1,297	2,097	799
Residential–Affordable Dwelling Units	286[2]	524[2]	238
Community Facility (gsf)	39,237	0	-39,237
Retail (gsf)	73,708	61,895	-11,814
Office (gsf)	14,842	0	-7,421

Notes:

1. Assumes 20 percent affordable under Universal Affordability Preference.
2. Assumes up to 25 percent affordable (per MIH Option 1) as the high end between MIH Options 1 and 3 (Deep Affordability).

E. SCREENING ANALYSES

To assess the potential environmental effects of the Proposed Actions, MTA reviewed the full range of analysis topics in accordance with the methodologies and guidance of the 2021 *CEQR Technical Manual*. The identification of potential environmental impacts was based on a comparison of the No Action and With Action conditions. Consistent with the methodologies of the *CEQR Technical Manual*, for some technical areas (e.g., traffic, air quality, and noise), this comparison and evaluation can be considered quantitatively, whereas for other technical areas, (e.g., urban design) the analysis is qualitative in nature.

For some topics, the initial screening analyses conducted in accordance with the *CEQR Technical Manual* methodologies demonstrate that Proposed Actions would not have the potential to result in significant adverse impacts, and no further analysis is necessary. Those screening analyses are presented in this section.

For other topics, additional assessment was conducted and is presented in attachments to the EAF. Specifically, assessments of land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources, urban design and visual resources; hazardous materials; transportation; air quality; noise; and construction are provided as part of this EAF.

As summarized below and in the attachments to this EAF, the Proposed Actions would not result in any significant adverse environmental impacts.

LAND USE, ZONING, AND PUBLIC POLICY

See Attachment B, “Land Use, Zoning, and Public Policy.”

SOCIOECONOMIC CONDITIONS

See Attachment C, “Socioeconomic Conditions.”

COMMUNITY FACILITIES AND SERVICES

See Attachment D, “Community Facilities and Services.”

OPEN SPACE

See Attachment E, “Open Space.”

SHADOWS

See Attachment F, “Shadows.”

HISTORIC AND CULTURAL RESOURCES

See Attachment G, “Historic and Cultural Resources.”

URBAN DESIGN AND VISUAL RESOURCES

See Attachment H, “Urban Design and Visual Resources.”

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near a project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface

waterbodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures. The Project Areas are occupied by existing buildings and fenced vacant lots some of which are used for parking. The Project Areas are located in a fully developed area in East Harlem. There are no significant natural resources within the Project Areas.

GROUNDWATER

The Project Areas are not located within a designated Sole Source Aquifer, and groundwater in New York City is not utilized as a potable water source. Consequently, the Proposed Actions would not have the potential to adversely affect groundwater.

FLOODPLAINS

The Project Areas are not within the 1 percent annual chance or 0.2 percent annual chance floodplain, based on a review of the Federal Emergency Management Agency (FEMA) preliminary Flood Insurance Rate Map (FIRM). Therefore, the Proposed Actions would not have the potential to adversely affect flood risk within or adjacent to the Project Areas.

WILDLIFE

The Project Areas are in a fully developed urban area that does not provide valuable habitat for wildlife. Habitat for wildlife within the Project Areas is limited to those species common to highly developed urban areas within the New York metropolitan area, e.g., house sparrow (*Passer domesticus*), rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), and gray squirrel (*Sciurus carolinensis*). Wildlife using the limited habitats within the Project Areas would be expected to find similar available habitat, and no permanent change in wildlife habitat would result with redevelopment within the Project Areas.

Development as a result of the Proposed Actions is not expected to present a collision hazard to resident or migratory birds. The overwhelming majority of bird-building collisions, including in New York City occur during the daytime and near ground level when lower story windows reflect images of nearby trees and other vegetation. Any new development on the Projected Development Sites would be subject to Local Law 15 of 2020, which includes provisions for the use of bird-friendly materials and designs. Therefore, the Proposed Actions would not result in significant adverse impacts to wildlife and habitat within the Project Area.

THREATENED AND ENDANGERED SPECIES

A review of the New York State Department of Environmental Conservation's (NYSDEC) Environmental Resource Mapper[9] indicates records of one animal species listed by New York State as endangered near the Project Areas, the peregrine falcon (*Falco peregrinus*). The peregrine falcon has been proposed by NYSDEC for down-listing from endangered to special concern due to the dramatic increase in the state's population of peregrine falcons in recent years. Peregrine falcons build nests on high ledges, often on city buildings, bridges, and other tall, artificial structures. They are highly urban-adapted and tolerant of human

[9] New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper. (Accessed on January 16, 2025. Available at: http://www.dec.ny.gov/gis/erm/).

disturbance, and now nest in many locations around the New York metropolitan area. Development resulting from the Proposed Actions would not have the potential to reduce habitat availability in the city for peregrine falcons, reduce their prey base (primarily rock pigeons), disrupt their breeding activity, or otherwise impact the species at the individual or population level.

The U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) database[10] indicates that one federally listed l species has the potential to occur in the region: the monarch butterfly (*Danaus plexippus*). The monarch butterfly is proposed for listing as threatened. Adult monarch butterflies occur throughout the United States and Canada during late spring and summer and migrate in the fall to Mexico or southern California. Adults feed on the nectar of many flower species during breeding and migration and are primarily attracted to meadows, grasslands, and roadside habitats across most of North America. During the breeding season from spring through summer, monarch butterflies lay eggs on milkweed (*Asclepias sp.*) as that is the only food caterpillars can eat; larvae develop over a period of a few weeks, feeding on the milkweed, and then emerge as adult butterflies. Monarch butterflies could be present near the Project Areas in the spring through fall in vegetated areas that support the growth of milkweed for reproduction and other nectar sources for feeding. However, the Project Areas are occupied predominantly by buildings and paved surfaces, with little to no potential to provide habitat for monarch butterflies. Therefore, the Proposed Actions are not likely to adversely affect monarch butterflies.

CONCLUSION

In summary, the Proposed Actions would not result in significant adverse impacts to natural resources, and no further assessment is warranted.

HAZARDOUS MATERIALS

See Attachment I, "Hazardous Materials."

WATER AND SEWER INFRASTRUCTURE

Using the water demand and sewer generation rates provided in the *CEQR Technical Manual*, the Proposed Actions would not result in an increase in the demand for water of more than 1 million gallons per day (gdp). In addition, the Proposed Actions would not result in development exceeding the thresholds of analysis for sewer infrastructure. The Project Areas are served by a combined sewer system, and the incremental development expected with the Proposed Actions would not exceed the applicable threshold for additional analysis for projects in Manhattan (1,000 dwelling units and/or 250,000 gsf of commercial or community facility space). Therefore, the Proposed Actions would not result in any significant adverse impacts on water and sewer infrastructure.

SOLID WASTE AND SANITATION SERVICES

The *CEQR Technical Manual* states that few projects generate substantial amounts of solid waste (50 tons per week or more) that would result in a significant adverse impact. Based on Table 14-1 of the *CEQR Technical Manual,* the Proposed Actions would generate an

[10] United States Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation (IPAC) IPAC System (Accessed on March 6, 2025. Available at: http://ecos.fws.gov/ipac/).

increment of 27,530 pounds per week of solid waste (approximately 13.8 tons), well under the 50 tons per week threshold. Therefore, the Proposed Actions would not result in any significant adverse impacts to solid waste and sanitation services, and no further analysis is required.

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 result in significant adverse energy impacts, and as such do not require a detailed energy assessment.

Based on the incremental development associated with the Proposed Actions (799 dwelling units and a reduction in total community facility space (-39,237 gsf) and of commercial space (-19,234 gsf), the total increase in energy consumption on the projected development sites would be approximately 73.4 billion BTUs per year. Compared with the approximately 388 trillion BTUs of energy consumed annually within Con Edison's New York City and Westchester County service area, this increase would be considered a negligible change (approximately 0.002 percent of Con Edison's annual energy demand). Therefore, the Proposed Actions would not result in any significant adverse impacts on energy, and no further analysis is required.

TRANSPORTATION

See Attachment J, "Transportation."

AIR QUALITY

See Attachment K, "Air Quality."

GREENHOUSE GAS EMISSIONS

Increased greenhouse gas (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. According to the *CEQR Technical Manual*, a GHG emissions assessment is typically conducted for projects being evaluated in an Environmental Impact Statement (EIS) that would result in development of 350,000 gsf or greater, for City capital projects, and for projects that include large-scale power generation or have the potential to fundamentally change the City's solid waste management system. The Proposed Actions do not meet these thresholds and no additional analysis is required.

NOISE

See Attachment L, "Noise."

PUBLIC HEALTH

Based on the other analyses conducted for the Proposed Actions as part of this EAF, the Proposed Actions would not result in any significant adverse impacts to air quality, water quality, hazardous materials, noise or any other CEQR analysis area. Therefore, no further analysis of public health is required, and no significant adverse impacts to public health are expected to occur.

NEIGHBORHOOD CHARACTER

Following the methodologies of the *CEQR Technical Manual*, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. In order to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements include land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise. According to the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas that contribute to neighborhood character or when a project may have moderate effects on several of the elements that define a neighborhood's character. As indicated throughout this EAF, the Proposed Actions would not result in moderate effects or significant adverse impacts in any of the elements that define neighborhood character; therefore, the Proposed Actions would not result in significant adverse impacts on neighborhood character.

CONSTRUCTION

See Attachment M, "Construction."

OTHER SEQRA ANALYSES APPLICABLE TO MTA

See Attachment N, "Other SEQRA Analyses Applicable to MTA." ✷

Attachment B: Land Use, Zoning, and Public Policy

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on land use, zoning, and public policy. According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is compatible with those conditions or may affect them. The analysis also considers a proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

The Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New York City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan (see Attachment A, "Project Description and Screening Analyses"). The Proposed Actions include a zoning map change for the full block bounded by East 124th Street on the south, East 125th Street on the north, Third Avenue on the east, and Lexington Avenue on the west (part of Manhattan Block 1773), to facilitate transit-oriented development on this block. They also include zoning text amendments to modify certain regulations of the existing Special 125th Street District established in the New York City Zoning Resolution. Zoning text amendments would map a Mandatory Inclusionary Housing area over the rezoning area, create a new subdistrict in the Special 125th Street District, and modify certain requirements in the Special District's Park Avenue Hub Subdistrict.

This analysis considers the effects of the proposed zoning map and zoning text amendments, which would affect two areas: Project Area A, the rezoning area; and Project Area B, the Park Avenue Hub Subdistrict of the Special 125th Street District. Collectively, these are the Project Areas.

As a result of the Proposed Actions, it is anticipated that development would occur on four sites: two sites in Project Area A (the rezoning area), referred to as Projected Development Site 1 and Projected Development Site 2; and two sites in Project Area B (the Park Avenue Hub Subdistrict) on the east and west sides of Park Avenue, referred to as Projected Development Sites 3 and 4, respectively.

The Proposed Actions would facilitate the development of up to 2,097 new dwelling units, including up to 524 affordable dwelling units, and approximately 69,300 gross square feet (gsf) of commercial retail and office space on the four sites. In comparison to the development anticipated on those sites in the No Action condition, the Proposed Actions would result in the addition of 799 incremental new dwelling units, of which up to 238 would be affordable,

and the net reduction of approximately 58,500 gross square feet of commercial, retail, and community facility space.

This analysis identifies anticipated changes in land use, zoning, and public policy that are expected to occur independent of the Proposed Actions in the future without the Proposed Actions (the "No Action" condition) by the 2036 analysis year, and then assesses any potential impacts to land use, zoning, and public policy associated with the Proposed Actions in the future with the Proposed Actions (the "With Action" condition). As described below, the assessment concludes that development resulting from the Proposed Actions would be compatible with existing uses in the surrounding area, and the Proposed Actions would not result in significant adverse impacts to land use, zoning, or public policy.

B. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this analysis of land use, zoning, and public policy examines the area within 400 feet of the Project Areas, which are the areas where the Proposed Actions could reasonably be expected to cause potential effects. As shown in **Figure B-1**, the land use study area encompasses an area between approximately Madison Avenue on the west, midway between Lexington and Third Avenues on the east, midway between East 122nd and East 123rd Streets on the south, and, on the north, close to East 126th Street east of Lexington Avenue and close to 128th Street west of Lexington Avenue.

The analysis characterizes existing conditions in the study area related to land use, zoning, and public policy, and then projects land use, zoning, and public policy conditions in the No Action condition in the 2036 analysis year by identifying planned and anticipated developments, other proposed zoning changes, and potential policy changes expected to occur within that timeframe. Probable impacts of the Proposed Actions are then identified by comparing the conditions expected in the With Action condition to the No Action condition.

Sources for this analysis include publicly available data, including the online New York City Zoning and Land Use (ZoLa) mapping tool, the Primary Land Use Tax Lot Output (PLUTO) dataset, and the New York City Department of Buildings (DOB) Building Information System (BIS). In addition, existing land use was confirmed and updated by field visits conducted by AKRF in January 2025.

C. EXISTING CONDITIONS

LAND USE

PROJECT AREA A (REZONING AREA)

Project Area A encompasses the full block between Third and Lexington Avenues and East 124th and East 125th Streets. This block is part of Manhattan Block 1773, which also incorporates the adjacent block to the west. Project Area A includes three tax lots: Block 1773, Lots 20, 27, and 33. Lots 20 and 27 are subject to an existing Zoning Lot Development Agreement (ZLDA) between their owners and therefore these two lots comprise a single zoning lot. Project Area A includes Projected Development Sites 1 and 2 and a third lot that is not a projected development site.

Projected Development Site 1 (Lot 20) and Projected Development Site 2 (Lot 27) are both vacant and were together previously occupied by a Pathmark grocery store that was demolished in 2015. MTA owns Lot 20. Lot 27 is privately owned.

The third lot in Project Area A, Lot 33, is fully occupied by the Fire Department of New York's Engine 35/Ladder 14/Battalion 12 fire station at 2282 Third Avenue.

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

The Park Avenue Hub Subdistrict of the Special 125th Street District encompasses the east side of Park Avenue between East 124th and East 126th Streets and the west side of Park Avenue between East 125th and East 126th Street. Collectively, this includes the following tax lots:

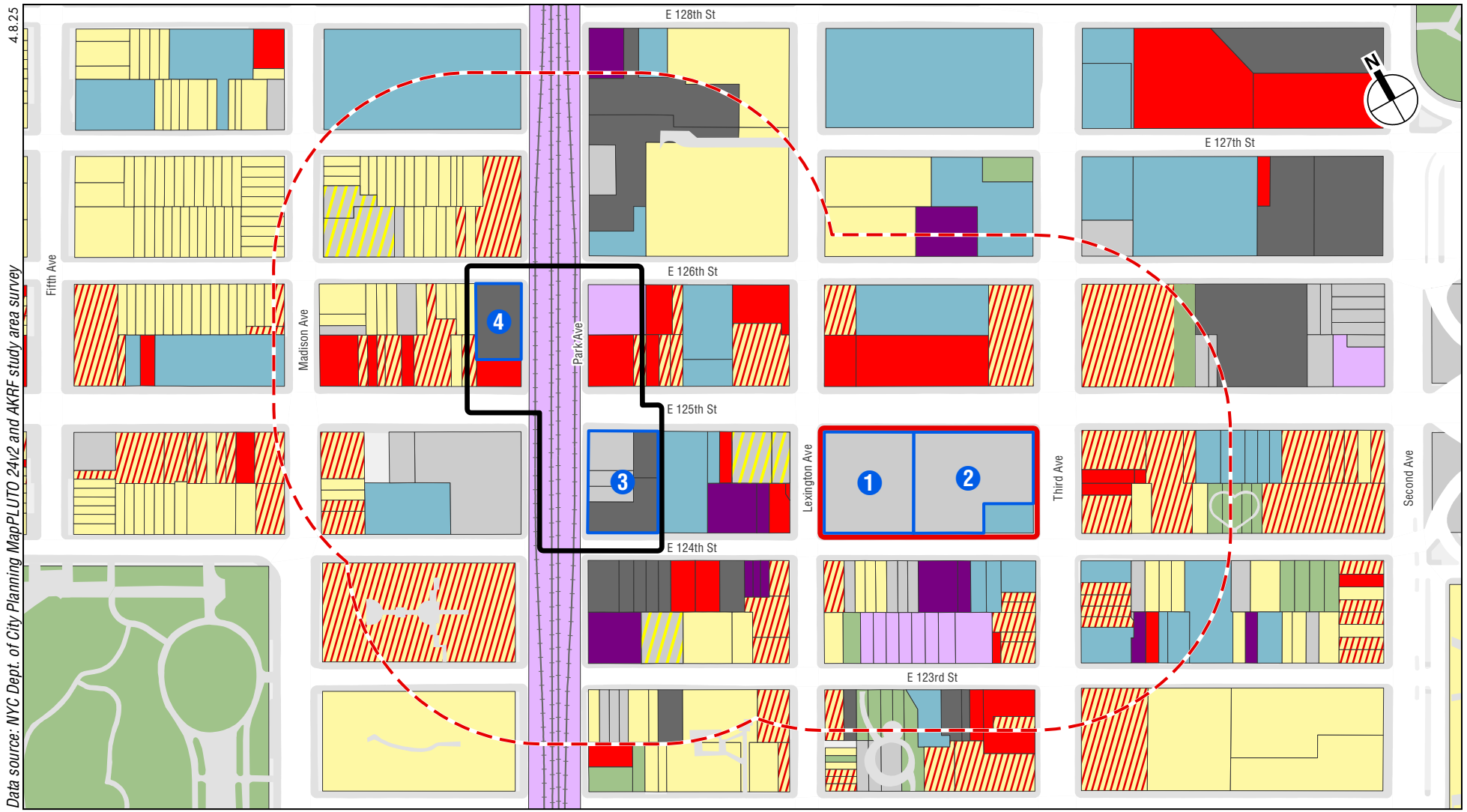
- East side of Park Avenue between East 124th and East 125th Streets (Projected Development Site 3): This site includes Lots 1, 4, 67, 69, and 72 on Block 1773. These lots, which together constitute Projected Development Site 3, are vacant and owned by MTA.
- West side of Park Avenue between East 125th and East 126th Streets (Projected Development Site 4): This privately owned property, Lot 40 on Block 1750, contains a public parking lot.
- West side of Park Avenue between East 125th and East 126th Streets: This site, Block 1750, Lot 34, is fully occupied by a seven-story office building, known as the Corn Exchange Building.
- East side of Park Avenue between East 125th and East 126th Streets: The eastern frontage along Park Avenue in the Park Avenue Hub Subdistrict consists of Block 1774, Lot 68, at the corner of East 126th Street and Park Avenue with transportation/utility uses associated with the Metro-North Railroad 125th Street Station; and Block 1774, Lot 1, with a 12-story office building at the corner of East 125th Street and Park Avenue.
- Block 1750, Lots 32 and 41 and Block 1744, Lot 5 are also each partially located within the Park Avenue Hub Subdistrict boundaries, but only narrow portions of each lot fall within the subdistrict with the remainder of each lot outside the subdistrict boundary.

The elevated tracks of Metro-North Railroad run above Park Avenue through the study area and through the Park Avenue Hub Subdistrict. Between approximately East 124th and East 127th Streets, the platforms of the Metro-North Railroad 125th Street Station are above street level on the rail viaduct, and the station building is below the tracks at street level, with an entrance on East 125th Street.

STUDY AREA

The 400-foot study area is centered on 125th Street, which is a major commercial corridor through Harlem; beyond that commercial corridor, the study area has a mix of residential, institutional, commercial, and industrial uses (see **Figure B-1**).

In the study area, East 125th Street is lined predominantly with commercial (office) and retail buildings between Third Avenue and Madison Avenue, with residential and institutional uses also present. Directly across East 125th Street from Project Area A, the middle of the block is occupied by a commercial building with a three-story retail and office base and eight-story



Existing Land Use

MTA 125TH AND LEXINGTON REZONING

Figure B-1

tower above. This building extends through the block to East 126th Street, where it is occupied by the Mt. Sinai School of Nursing.

Close to and east of Third Avenue, buildings along 125th Street are generally residential with ground-floor retail space. These include several mid-rise apartment buildings completed in the last 10 years, including a 12-story building at the northwest corner of Third Avenue and East 125th Street that extends to East 126th Street and includes a senior living facility, and the recently completed, 19-story One East Harlem building at the northeast corner, also extending to 126th Street, with two levels of retail and community facility space at the base and 400 dwelling units above. Buildings on the south side of East 125th Street east of Third Avenue are also residential with ground-floor retail, and include an 8-story apartment building at the corner of Third Avenue and a recently completed 12-story building to its east, with more than 100 dwelling units. At the southeastern corner of the study area, the Taino Towers complex includes four 35-story towers on 4-story bases on the full block between East 122nd and East 123rd Streets and Second and Third Avenues.

There are four vacant properties along East 125th Street in the study area: Projected Development Sites 1, 2, and 3 (discussed above) and a large vacant site at the southwest corner of East 125th Street and Park Avenue for which multiple developments have been proposed over the past two decades. In addition, the southwest corner of East 125th Street and Lexington Avenue is fenced and signed as a construction site, although construction activity is not visible

Land use patterns in the rest of the study area vary widely from block to block (see **Figure B-1**). East of Lexington Avenue, the blocks in the southern half of the study area have a mix of buildings on small lots, with 4- and 5-story residential buildings, institutional uses such as transitional support services and churches, commercial buildings, industrial buildings (e.g., self storage), and vacant land. The block immediate south of Project Area A also has a New York City Department of Sanitation garage. In the northeast part of the study area, the blocks along East 126th Street east of Lexington Avenue have a mix of larger institutional uses (including the Mt. Sinai School of Nursing), manufacturing and warehousing, and residential uses as well as vacant land.

The study area west of Lexington Avenue has a similar mix of uses on larger lots. Residential uses include small 4-, 5-, and 6-story apartment buildings as well as apartment complexes occupying large parcels, such as Maple Plaza, on the full block between Park and Madison Avenues from East 123rd to East 124th Street; and the 1775 Houses on East 126th Lexington Avenue from East 126th to East 128th Street. The area west of Lexington Avenue also has a number of vacant parcels, with some of these being used for surface parking, and construction sites where new residential buildings are being built.

Along Park Avenue north of Project Area B, a 19-story residential building was recently completed occupying the full frontage of the block between East 126th and East 127th Streets. The west side of Park Avenue north of Project Area B is predominantly vacant land, with some surface parking.

Throughout the study area, there are many different types of institutional uses, including small storefront churches, traditional churches and houses of worship, transitional support services, community services, schools, and larger educational institutions, many of which are health-care related.

South of East 124th Street and north of East 126th Street, the median within Park Avenue under the Metro-North viaduct is used for surface parking.

ZONING

East Harlem, including the study area, has been subject to several large-scale rezoning initiatives over the past two decades as part of an ongoing initiative to revitalize the neighborhood and encourage growth, particularly along the 125th Street corridor and north–south avenues. These neighborhood-wide zoning initiatives include the following:

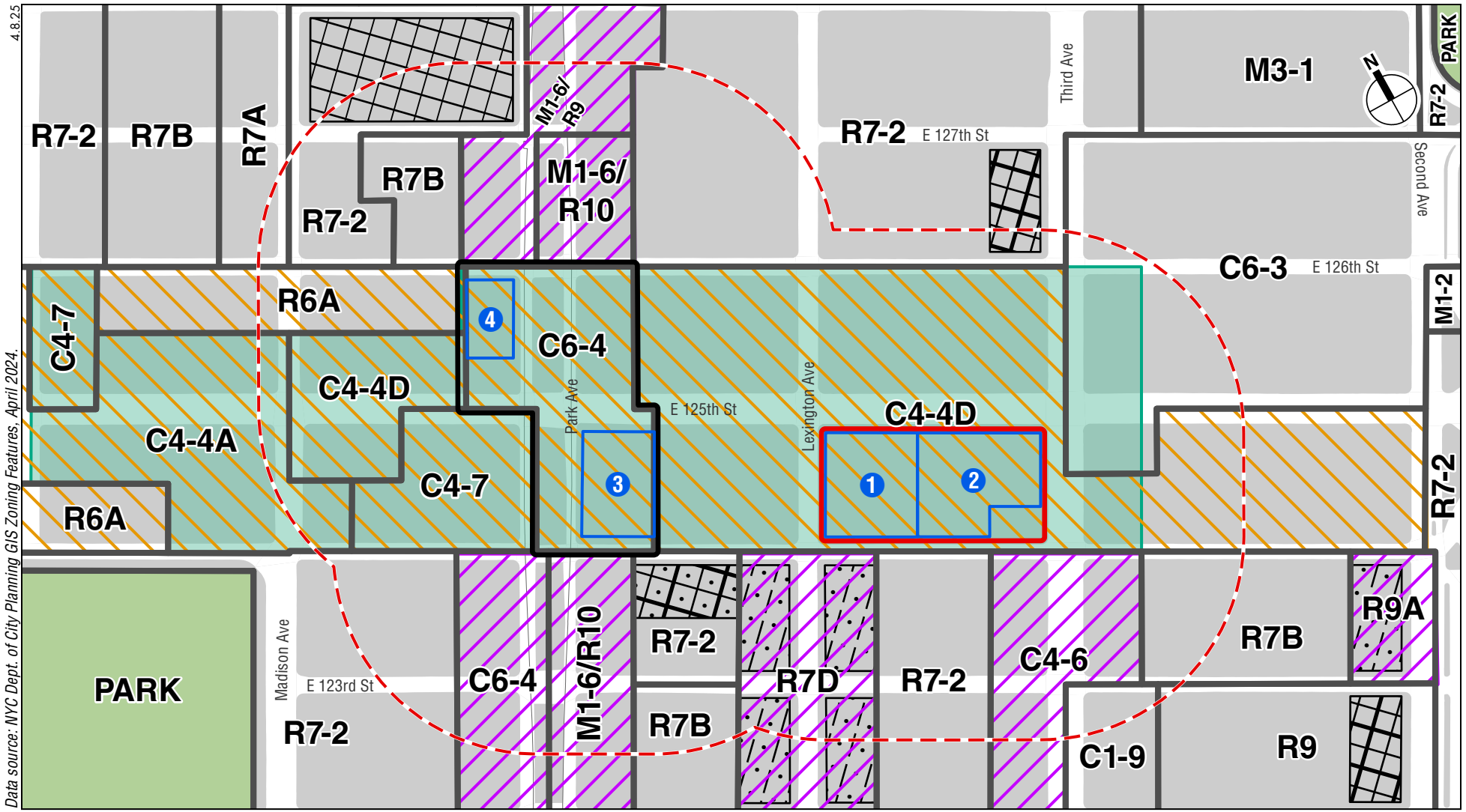
- ***East Harlem Rezoning (2003)***, covering the area between East 96th and 124th Streets east of Lexington Avenue, which changed many of the mapped R7-2 and C4-4 districts to contextual districts and increased residential density along Third Avenue in an effort to facilitate additional residential and commercial opportunities.
- ***125th Street Rezoning (2008)***, which rezoned portions of East Harlem and mapped the 125th Street corridor as a special purpose district, the Special 125th Street District, from Broadway to Second Avenue between 124th and 126th Streets.
- ***East Harlem Neighborhood Rezoning (2017)***, a package of zoning map amendments, zoning text amendments, and amendments to an existing urban renewal plan as part of a comprehensive, community-focused effort intended to facilitate the development of affordable housing, preserve existing neighborhood character, improve the pedestrian experience, and create new commercial and manufacturing space to support job creation adjacent to existing and future transit nodes. This initiative affected an approximately 96-block area of East Harlem between East 104th and East 132nd Streets from Second Avenue to Park Avenue. As part of this initiative, the Special 125th Street District was modified to create the Park Avenue Hub Subdistrict. This rezoning also created the Special East Harlem Corridors District, a special purpose district on portions of Second, Third, Lexington, and Park Avenues between East 104th and East 132nd Streets. This initiative also modified the Special Transit Land Use District along 125th Street, adjusting the boundaries to reflect MTA's current plans for the Second Avenue Subway (see the discussion below under "Project Area A."
- ***City of Yes (2023 and 2024)***, a citywide plan to modernize and update the city's zoning regulations to support small businesses, create affordable bousing, and promote sustainability. This initiative resulted in extensive revisions to the Zoning Resolution, including the introduction of a new Universal Affordability Preference (UAP) floor area increase for zoning lots that provide dwelling units affordable to households earning an average of 60 percent of the Area Median Income.

The existing zoning in the Project Areas and the rest of the study area is described below and shown in **Figure B-2**.

PROJECT AREA A (REZONING AREA)

The rezoning area is mapped within a C4-4D (R8A residential equivalent) zoning district and within the Special 125th Street District (not within any subdistrict) and the Special Transit Land Use District.

The **Special 125th Street District** was created in 2008 as part of a City initiative to support and enhance 125th Street—Harlem's "Main Street"—as a major arts/entertainment



Existing Zoning

MTA 125TH AND LEXINGTON REZONING

Figure B-2

destination and commercial hub and to expand affordable housing by encouraging mixed-use development while preserving the corridor's historic and commercial character. The district includes 24 blocks in East, Central, and West Harlem, within an area generally bounded by 124th Street, 126th Street, Broadway and Second Avenue. To ensure active and diverse retail uses, the district includes use and bulk regulations aimed at revitalizing the corridor while protecting existing commercial and rowhouse areas.

The **Special Transit Land Use District** is mapped along the full route of the future Second Avenue Subway to allow MTA to acquire easements on private property in connection with planned future subway stations. The boundaries of the Special Transit Land Use District in East Harlem were modified in 2017 as part of the East Harlem Neighborhood Rezoning, to correspond with current plans for the new subway in East Harlem. The East Harlem Neighborhood Rezoning also modified the text of the Zoning Resolution related to the Special Transit Land Use District to allow greater flexibility in accommodating subway-related facilities in transit easement volumes.

The existing C4-4D district within the Special 125th Street District and Special Transit Land Use District allows a wide range of uses, including residential, community facility, retail, office, and entertainment uses and transient hotel by special permit. Both special districts impose additional restrictions on ground-floor uses.

Within the Special 125th Street District, the C4-4D district regulations permit a maximum floor area ratio (FAR) of 4.0 for commercial uses, 6.0 FAR for community facility uses, and 6.0 FAR for standard residences.[1] With either Qualifying Affordable Housing, Qualifying Senior Housing, or a Visual and Performing Arts Bonus (VPA), residential FAR may be increased to 7.2.[2] With a VPA Bonus, commercial FAR may be increased to 5.4. The Food Retail Expansion to Support Health (FRESH) program provided in the New York City Zoning Resolution allows for a floor area bonus, adding one square foot of residential floor area for every square foot of qualifying FRESH food store space, up to a maximum of 20,000 square feet.[3] Height and setback regulations vary depending on whether the building includes Qualifying Affordable Housing and/or a FRESH food store.

Height and setback regulations for C4-4D districts vary depending on whether or not the building includes Qualifying Affordable Housing or Qualifying Senior Housing. The minimum

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[1] As defined in the Zoning Resolution, FAR is the ratio of total building floor area to the area of its zoning lot. The FAR multiplied by the zoning lot area produces the maximum amount of floor area allowable on that zoning lot. For example, on a 10,000 square foot zoning lot in a district with a maximum FAR of 1.0, the floor area on the zoning lot cannot exceed 10,000 square feet.

[2] As defined in the Zoning Resolution, Qualifying Affordable Housing includes developments with MIH, UAP, or subject to an affordable housing regulatory agreement. Qualifying Senior Housing includes affordable independent residences for seniors or long-term care facilities. The VPA Bonus is intended to sustain the arts and entertainment character of the 125th Street corridor and provides additional floor area for a range of arts and entertainment uses, including eating and drinking establishments, auditoriums, production or entertainment studios, art galleries, museums, theaters, historical exhibits, and art, music, dancing, or theatrical studios.

[3] As defined in the Zoning Resolution, a FRESH food store is a full-line grocery store, established in underserved neighborhoods through zoning incentives, that promotes the sale of fresh food products.

base height is 60 feet, and the maximum base height is 95 feet for standard residences and 105 feet with Qualifying Affordable Housing or Qualifying Senior Housing The maximum building height is 125 feet for standard residences and 145 feet for buildings with Qualifying Affordable Housing or Qualifying Senior Housing.

In addition to the height limits of the existing C4-4D district, the Zoning Resolution presumptively limits building heights in Project Area A to no more than approximately 400 feet because of the Project Area's proximity to La Guardia Airport, in accordance with Zoning Resolution Section 61-00 (Special Regulations Applying Around Major Airports). Building may exceed this height limit with a special permit from the New York City Board of Standards and Appeals (BSA) pursuant to Zoning Resolution Section 73-66.

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

Project Area B is the area mapped as the Park Avenue Hub Subdistrict within the Special 125th Street District. As noted earlier, the Park Avenue Hub Subdistrict was established as part of the 2017 East Harlem Neighborhood Rezoning, and allows for increased density and height to promote transit-oriented development around the transportation hub at East 125th Street and Park Avenue. The entire subdistrict is mapped within a C6-4 zoning district and within a Special Transit Land Use District and Mandatory Inclusionary Housing (MIH) area.[4] The existing C6-4 district within the Special 125th Street District and Special Transit Land Use District allows a wide range of uses, including residential, community facility, retail, office, and entertainment, and transient hotel by special permit. Within the Park Avenue Hub Subdistrict, the regulations for a C6-4 district in an MIH area permit a maximum total FAR of 12.0, which may be comprised of any combination of residential, commercial, or community facility uses. A minimum percentage of the residential floor area provided must be Qualifying Affordable Housing.

Height regulations for C6-4 districts vary depending on the building form. The standard regulations allow a building to rise to 235 feet or 355 feet for certain sites, including those adjacent to certain transportation infrastructure such as elevated rail lines, irregular lots, or lots larger than 20,000 square feet. Tower regulations dictate the building's lot coverage above the maximum base height, allowing for a maximum tower coverage of 65 percent up to 300 feet in height and 50 percent above 300 feet.

The Park Avenue Hub Subdistrict has special provisions for use and bulk, including a requirement that in buildings with residential space, space on the ground-floor level of buildings be dedicated to non-residential uses, and that either a minimum non-residential FAR of 2.0 must be provided or a minimum FAR of 0.5 dedicated to visual or performing arts uses is provided. The Park Avenue Hub Subdistrict also has special requirements related to height and setbacks, including the following:

- The Park Avenue Hub Subdistrict reduces the maximum base height for buildings along the 125th Street street line and within 50 feet of that street line from 155 feet to 85 feet. The minimum base height for buildings along 125th Street is 60 feet.

[4] As defined in the Zoning Resolution Section 27-131, Mandatory Inclusionary Housing (MIH) areas are areas where residential developments must include affordable housing.

- For buildings or portions thereof within 50 feet of Park Avenue, the minimum base height is 40 feet (or the height of the building, whichever is less.

STUDY AREA

The study area is mapped with a combination of commercial zoning districts, residential zoning districts and residential districts with commercial overlays, and some areas with mixed-use districts that allow manufacturing and residential uses. **Figure B-2** shows the zoning in the study area.

Throughout the study area and beyond, the corridor between 124th and 126th Streets is mapped with the Special 125th Street District. In the study area, most of the blocks on both sides of East 125th Street are also within a Special Transit Land Use District, consistent with future plans for a new Second Avenue Subway station in this area. In addition, Third, Lexington, and Park Avenues south of East 124th Street and Park Avenue north of East 126th Street are mapped as Special East Harlem Corridors District, a special district established in 2017 as part of the East Harlem Neighborhood Rezoning. The Special East Harlem Corridors District encompasses 92 blocks in East Harlem and aims to encourage new construction of affordable housing, infrastructure improvements, and economic development throughout the area. The Special East Harlem Corridors District encourages the development of permanently affordable housing and high-density commercial and manufacturing uses to locate jobs near transit connections while maintaining neighborhood character. Within the study area, the areas that fall within the Special East Harlem Corridors District along Park Avenue are within the Park Avenue Subdistrict of this special district.

Commercial zoning districts in the study area include C1-9, C4-4A, C4-4D (including Project Area A), C4-6, C4-7, C6-3, and C6-4 (including Project Area B). Residential districts include R6A, R7-2, R7A, R7B, R7D, and R9. Some of these residential zones are also mapped with a commercial overlay; commercial overlays in the study area include C1-2, C1-4, C2-4, and C2-5. The study area also has two mixed-use zoning districts: M1-6/R9 and M1-6/R10. **Table B-1** provides information on the permitted uses and bulk for these zoning districts and overlays.

As shown in **Table B-1**, a wide range of uses and building bulk are permitted in the study area, consistent with the wide range of land uses present there today. As shown in the table, in zoning districts in the study area that are not MIH areas, higher FARs are permitted when Qualifying Affordable Housing or Qualifying Senior Housing is provided; and higher maximum base heights and building heights are permitted with the provision of Qualifying Affordable Housing or Qualifying Senior Housing. In the Special 125th Street District, higher floor areas are also permitted for Visual and Performing Arts uses, limited to increasing permitted non-residential FARs only in MIH areas. Additional floor area and building height is permitted with the FRESH food store bonus.

The study area includes several zoning districts that permit high-density residential development at an FAR of 10.0 to 12.0, depending on what bonuses are applied. It also includes small areas of contextual residential zoning districts that limit development to smaller buildings.

Table B-1
Existing Zoning in the Study Area

Zoning District	Description	Maximum Allowable FAR				Base Heights and Building Heights (in Feet)				
		Standard Residential FAR	Residential FAR with Qualifying Affordable Housing or Qualifying Senior Housing	Commercial FAR	Community Facility FAR	Minimum Base Height	Maximum Base Height for Standard Residences	Maximum Building Height for Standard Residences	Maximum Base Height with Qualifying Affordable Housing or Qualifying Senior Housing	Maximum Building Height with Qualifying Affordable Housing or Qualifying Senior Housing
Residential Districts										
R6A[1]	Medium-density contextual residential district that produces high-lot-coverage apartment buildings near the street line.	3.00		—	3.00	40	65	75	65	95
R7A	Medium-density contextual residential district that produces high-lot-coverage apartment buildings.	4.00	5.01	—	4.00	40	75	85	85	115
R7B	Medium-density contextual residential district that produces high-lot-coverage apartment buildings.	3.00	3.90	—	3.00	40	65	75	65	95
R7D[3]	Medium-density contextual residential district	N/A	5.60 (MIH)		4.66	60	NA	NA	95	125
R7-2	Medium-density, non-contextual residential district	3.44	5.01		6.50	40	65 / 75 (narrow st / wide st)[4]	75 / 85 (narrow street / wide street)[4]	85	105 / 115 (narrow st / wide st)[4]
R9	High-density, non-contextual residential district, typically mapped along major thoroughfares in Manhattan with varying bulk regulations depending on building shape.	7.52	9.02	—	10.00	60	95 / 105 (narrow st / wide st)[4]	135 / 145 (narrow st / wide st)[4]	135	185 or tower regulations

Table B-1 (Cont'd)
Existing Zoning in the Study Area

Zoning District	Description	Maximum Allowable FAR				Base Heights and Building Heights (in Feet)				
		Standard Residential FAR	Residential FAR with Qualifying Affordable Housing or Qualifying Senior Housing	Commercial FAR	Community Facility FAR	Minimum Base Height	Maximum Base Height for Standard Residences	Maximum Building Height for Standard Residences	Maximum Base Height with Qualifying Affordable Housing or Qualifying Senior Housing	Maximum Building Height with Qualifying Affordable Housing or Qualifying Senior Housing
Commercial Districts										
C1-9	Commercial district that is predominantly residential in character and typically mapped along major thoroughfares in high-density areas; allows density equivalent to R10 districts.	10.00	12.00	2.00	10.00	60	125 / 155 (narrow st / wide st)[4]	185 / 215 (narrow st / wide st)[4] or tower regulations	155	235 or tower regulations
C4-4A[1]	In regional commercial centers outside of the central business districts, permitting most retail establishments. Contextual district in which bulk and density regulations differ from a non-contextual C4-4 district; allows density equivalent to R7A districts.	4.00	5.01	4.00	4.00	40	75	85	85	115
C4-4D[1]	In regional commercial centers outside of the central business districts, permitting most retail establishments. Allows density equivalent to R8A districts.	6.00	7.20 or 7.20 with VPA Bonus	4.00 or 5.4 with VPA Bonus	6.00	60	95	125	105	145
C4-6[3]	In regional commercial centers outside of the central business districts, permitting most retail establishments. Allows density equivalent to R10 districts.	N/A	10.00 (MIH)	3.40	10.00	60	N/A	N/A	155	235 or tower regulations

Table B-1 (Cont'd)
Existing Zoning in the Study Area

Zoning District	Description	Maximum Allowable FAR				Base Heights and Building Heights (in Feet)				
		Standard Residential FAR	Residential FAR with Qualifying Affordable Housing or Qualifying Senior Housing	Commercial FAR	Community Facility FAR	Minimum Base Height	Maximum Base Height for Standard Residences	Maximum Building Height for Standard Residences	Maximum Base Height with Qualifying Affordable Housing or Qualifying Senior Housing	Maximum Building Height with Qualifying Affordable Housing or Qualifying Senior Housing
C4-7[1]	In regional commercial centers outside of the central business districts, permitting most retail establishments. Allows density equivalent to R10 districts (in the Special 125th Street District, height and setback regulations applicable to R10A districts apply).	10.00	12.00	10.00 or 12.00 with VPA Bonus	10.00	60 / 125 (narrow st / wide st)[4]	125 / 155 (narrow st / wide st)[4]	330	155	330
C6-3	Permits a wide range of high-bulk commercial uses requiring a central location. Allows density equivalent to R9 districts.	7.52	9.02	6.00	10.00	60	95 / 105 (narrow street / wide street)[4]	135 / 145 (narrow st / wide st)[4] or tower regulations	135	185 or tower regulations
C6-4[2]	Permits a wide range of high-bulk commercial uses requiring a central location. Allows density equivalent to R10 districts. Within the Park Avenue Hub Subdistrict of the Special 125th Street District, a minimum of 2.0 non-residential FAR before residential floor area is permitted and overall maximum FAR for mixed-use or non-residential development of 12.0 FAR.	N/A	12.00 (MIH)	12.00	12.00	60 (40 within 50 ft of Park Ave and on narrow sts)	125 / 155 (narrow st / wide st)[4] 85 within 50 feet of 125th St	185 / 215 (narrow st / wide st)[4] 85 within 50 feet of 125th St; or tower regulations	155	235 or tower regulations

Table B-1 (Cont'd)
Existing Zoning in the Study Area

Zoning District	Description	Maximum Allowable FAR				Base Heights and Building Heights (in Feet)				
		Standard Residential FAR	Residential FAR with Qualifying Affordable Housing or Qualifying Senior Housing	Commercial FAR	Community Facility FAR	Minimum Base Height	Maximum Base Height for Standard Residences	Maximum Building Height for Standard Residences	Maximum Base Height with Qualifying Affordable Housing or Qualifying Senior Housing	Maximum Building Height with Qualifying Affordable Housing or Qualifying Senior Housing
C6-4[3]	Permits a wide range of high-bulk commercial uses requiring a central location. Allows residential density equivalent to R10 districts. Within the Park Avenue Subdistrict of the Special East Harlem Corridors District, R10 bulk is modified to require a minimum of 1.5 non-residential FAR before residential floor area is permitted and the overall maximum FAR for mixed-use or non-residential development is 10.00.	N/A	10.0 (MIH)	10.00	10.00	40	N/A	N/A	155	235, or 275 with tower regulations and a maximum base height of 85
Commercial Overlays										
C1-2 and C1-4	For local retail that serves the immediate surrounding residences.	According to underlying zoning	According to underlying zoning	2.00	According to underlying zoning	According to underlying zoning				
C2-4 and C2-5	To provide local shopping needs, as well as broader shopping and service needs.	According to underlying zoning	According to underlying zoning	2.00	According to underlying zoning	According to underlying zoning				
Mixed-Use Districts										
M1-6/R9[3]	Mixed-use district permitting residential, community facility, commercial, and manufacturing uses; minimum of 1.00 FAR non-residential space; maximum FAR of 8.50; required Mandatory Inclusionary Housing; special street walls and minimum base heights.	N/A	8.50 (MIH)	9.00 (Commercial / manufact-uring)	8.50	40 / 60 (narrow street or Park Ave/ wide street)[4]	N/A	N/A	105	215

Table B-1 (Cont'd)
Existing Zoning in the Study Area

Zoning District	Description	Maximum Allowable FAR				Base Heights and Building Heights (in Feet)				
		Standard Residential FAR	Residential FAR with Qualifying Affordable Housing or Qualifying Senior Housing	Commercial FAR	Community Facility FAR	Minimum Base Height	Maximum Base Height for Standard Residences	Maximum Building Height for Standard Residences	Maximum Base Height with Qualifying Affordable Housing or Qualifying Senior Housing	Maximum Building Height with Qualifying Affordable Housing or Qualifying Senior Housing
M1-6/ R10[3]	Mixed-use district permitting residential, community facility, commercial, and manufacturing uses; minimum of 1.5 FAR non-residential space; required Mandatory Inclusionary Housing; and special street walls and minimum base heights.	N/A	10.00 (MIH) (underlying 12.0 FAR on one lot)	10.00 (Commercial / manufact-uring)	10.00	40 / 60 (narrow street or Park Ave/ wide street)[4]	N/A	N/A	155	275 (295 allowed on one lot)
Special Use Districts										
Special 125th Street District	Part of a city initiative to support and enhance 125th Street as a major arts/ entertainment destination and regional business district. Modifies underlying zoning									
Special East Harlem Corridors District	Encourages the development of permanently affordable housing and high-density commercial and manufacturing uses to locate jobs near transit connections while maintaining neighborhood character. Special provisions related to building bulk within a Park Avenue Subdistrict of this special district. Modifies underlying zoning									
Special Transit Land Use District	Relates development along Second Avenue to the future subway line, requiring future developments to offer space for transit easements. Modifies underlying zoning									

Notes:

N/A = Not applicable.

MIH = Mandatory Inclusionary Housing.

1 In the Special 125th Street District.

2 In Park Avenue Hub Subdistrict of Special 125th Street District.

3 In Special East Harlem Corridors District. The C6-4, M1-6/R9, and M1-6/R10 districts mapped along Park Avenue are within the Park Avenue Subdistrict of this special district.

4 For this district, higher maximums are permitted for zoning lots or portions thereof within 100 feet of a wide street.

Source: New York City Zoning Resolution.

PUBLIC POLICY

East Harlem has been the subject of a number of public policy initiatives in recent decades aimed at revitalizing the neighborhood, encouraging development of affordable housing, and strengthening the commercial and retail corridor and active streetscape on East 125th Street. These include neighborhood-wide zoning initiatives and other public initiatives discussed below.

EAST HARLEM NEIGHBORHOOD-WIDE ZONING INITIATIVES

The 2003 East Harlem Rezoning, covering the area between East 96th and 124th Streets east of Lexington Avenue, changed many R7-2 and C4-4 districts to contextual districts.

The 2008 125th Street Rezoning rezoned portions of East Harlem and mapped the 125th Street corridor as the Special 125th Street District from Broadway to Second Avenue between 124th and 126th Streets, with three subdistricts. This rezoning was developed jointly by the New York City Department of City Planning, the New York City Economic Development Corporation, New York City Housing Preservation and Development, and the New York City Departments of Cultural Affairs, Transportation, and Small Business Services. The agencies first undertook a community-based study, the 125th Street Study, focused on several key planning areas that included zoning, transportation, the arts, increased local and regional visitors to the corridor, and public realm/streetscape improvements. The study also reviewed and proposed strategies to develop housing within the corridor, including affordable housing.

Most recently, the 2017 East Harlem Neighborhood Rezoning implemented a package of zoning map amendments, zoning text amendments, and amendments to an existing urban renewal plan in an approximately 96-block area of East Harlem between East 104th and East 132nd Streets from Second Avenue to Park Avenue. The goal of this program was to facilitate the development of affordable housing, preserve existing neighborhood character, improve the pedestrian experience, and create new commercial and manufacturing space to support job creation adjacent to existing and future transit nodes. As part the East Harlem Neighborhood Rezoning, the Special 125th Street District was modified to create the Park Avenue Hub Subdistrict, and a new special district, the Special East Harlem Corridors District, was established and mapped on portions of Second, Third, Lexington, and Park Avenues between East 104th and East 132nd Streets, with a Park Avenue Subdistrict along much of the Park Avenue corridor where the new special district was mapped. Together, the new Park Avenue Hub Subdistrict of the Special 125th Street District and the Park Avenue Subdistrict of the Special East Harlem Corridors District were intended to increase density and promote transit-oriented development around the transit hub created by the Metro-North commuter rail station and MTA Lexington Avenue subway line, as well as the planned new Second Avenue Subway, near East 125th Street and Park Avenue.

CITY OF YES

The City of Yes is the City of New York's plan to modernize and update the city's zoning regulations to support small businesses, create affordable housing, and promote sustainability. The City of Yes includes three initiatives, which were approved and adopted in 2023 and 2024:

- The City of Yes for Carbon Neutrality modernized the City's zoning regulations to support climate goals. In order to reduce greenhouse gas emissions by 2050, the City's goals include transforming the energy grid, retrofitting existing buildings, and shifting to electric vehicles, transit and other modes. The City of Yes for Carbon Neutrality includes support for a renewable energy grid by making it easier for building owners to add rooftop solar panels; removing obstacles to clean, efficient building construction and renovation methods; allowances for more electrical vehicle charging stations on city streets; and reducing carbon emissions by minimizing landfill waste and stormwater processing. The City of Yes for Carbon Neutrality began formal public review on April 24, 2023 and was approved by the City Council on December 6, 2023.
- The City of Yes for Economic Opportunity modernized the City's zoning regulations to support small businesses, create thriving commercial corridors, and bolster New York City's economic recovery. The City of Yes for Economic Opportunity removed outdated limitations on businesses and to ensure that local retail streets and commercial centers across the City can remain lively places that sustain the city's neighborhoods. This included modifications to restrictions on ground-floor uses in the Special 125th Street District. This initiative was approved by the City Planning Commission on March 6, 2024, and approved by the City Council on June 6, 2024.
- The City of Yes for Housing Opportunity is part of an inclusive, citywide approach to expanding and diversifying the housing supply, in which every neighborhood does its part to help meet housing needs and provide equitable access to opportunity for New Yorkers. The City of Yes for Housing Opportunity is a citywide zoning text amendment to expand opportunities for housing in all zoning districts, and across all 59 of the city's Community Districts. The zoning changes enable more housing and a wider variety of housing types in every neighborhood, from the lowest-density districts to the highest, to address the housing shortage and high cost of housing in New York City. The extensive amendments to the Zoning Resolution introduced by City of Yes include creation of new, higher-density residential zoning districts (R11 and R12) with higher maximum FARs than the highest-density residential district prior to this initiative (R10) as well as new commercial districts with equivalent residential density. The zoning reforms also include introduction of increases in allowable floor area for zoning lots that include affordable housing or senior housing under the UAP program, which allows buildings to add at least 20 percent more housing if the additional dwelling units are affordable to households earning an average of 60 percent of the Area Median Income. The City of Yes for Housing Opportunity was approved by the City Planning Commission on September 25, 2024, and by the City Council on December 5, 2024.

HOUSING OUR NEIGHBORS

In June 2022, the Adams administration released *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, a citywide housing plan that focuses strategies and investment on the creation and preservation of high-quality, affordable housing for all New Yorkers, including supportive housing. Supportive housing is a critical tool for providing permanent, affordable homes to New Yorkers that also need social service support to remain stably housed. It is an effective tool used to address the homelessness crisis in New York City, particularly for the chronically homeless, those with mental disabilities and/or substance use disorders. *Housing Our Neighbors* accelerates the production of supportive housing by

targeting the completion of 15,000 supportive homes promised by 2030 two years ahead of schedule. The plan also prioritizes the needs of seniors by expanding supportive services for seniors and the disabled.

NEW YORK CITY FOOD RETAIL EXPANSION TO SUPPORT HEALTH (FRESH) PROGRAM

The study area is located in an area of Manhattan that is eligible to participate in the New York City FRESH (Food Retail Expansion to Support Health) program. This program provides zoning and discretionary tax incentives to promote the establishment and retention of neighborhood grocery stores in communities that lack full-line grocery stores. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by full-line grocery store operators and that will meet the following criteria:

- Provide a minimum of 6,000 square feet of retail space for a general line of food and nonfood grocery products intended for home preparation, consumption and utilization;
- Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish and frozen foods; and
- Provide at least 500 square feet of retail space for fresh produce.

Financial incentives include real estate tax reductions, sales tax exemptions, floor area bonuses, and mortgage recording tax deferrals.

ONENYC / PLANYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York* (PlaNYC). Since that time, updates to PlaNYC have been issued that build on the goals set forth in 2007 and provide new objectives and strategies. In 2015, *One New York: The Plan for a Strong and Just City (OneNYC)* was released by the Mayor's Office of Sustainability and the Mayor's Office of Recovery and Resiliency. *OneNYC* builds upon the sustainability goals established by PlaNYC and focuses on growth, equity, sustainability, and resiliency. In 2019, *OneNYC 2050: Building a Strong and Fair City* was released by the Mayor's Office, which outlined progress since 2015 on goals related to fairness, implementing progressive policies, providing global leadership, and securing a sustainable future. *OneNYC 2050* has eight goals and 30 initiatives that broadly address committing to carbon neutrality by 2050 and leading by example on climate change, and creating public spaces, healthcare, and policies that support low-income and working New Yorkers. The *OneNYC 2050* plan also outlines a strategy for New York City's Green New Deal, which recognizes the connection between environmental and economic justice and focuses on creating good paying jobs, ensuring equitable access to nature, guaranteeing the right to quality healthcare and education, and promoting justice through the recognition and repair of damage caused by historic oppression of communities of color and other marginalized communities.

UPPER MANHATTAN EMPOWERMENT ZONE

The study area is part of a larger area in Upper Manhattan designated as an urban empowerment zone under federal legislation authored by Congressman Charles B. Rangel and signed into law by President Clinton in 1994. The goals of the empowerment zone are to sustain the economic revitalization of all communities in Upper Manhattan through job creation, corporate alliances, strategic investments, and small business assistance. The Upper Manhattan Empowerment Zone Development Corporation receives funding from the federal government with matching amounts from the City of New York and the State of New York, and provides grants focused on arts and culture and workforce development and loans and bond financing to real estate development projects, commercial businesses, and small business enterprises.

HARLEM–EAST HARLEM URBAN RENEWAL PLAN

The Harlem–East Harlem Urban Renewal Area covers a large area of East Harlem, from approximately East 106th to East 132nd Street, generally east of Fifth Avenue. The Harlem–East Harlem Urban Renewal Plan that governs the redevelopment of this area was established in 1968 with the goal of revitalizing the area's housing stock and strengthening local economic conditions with new commercial buildings, and has since been amended multiple times. The Urban Renewal Plan established many properties within this Urban Renewal Area that have been or were to be acquired by the City of New York for redevelopment. As part of the Plan, most of Project Area A was designated as Site 11 in the Plan, for redevelopment with residential and commercial uses. In Project Area B, Projected Development Site 3 was designated as Site 15A, also for redevelopment with residential and commercial uses. In addition, many of the other blocks in the surrounding study area were identified in the Plan for redevelopment with a mix of residential, commercial, and/or institutional uses.

MILBANK FRAWLEY URBAN RENEWAL PLAN

The area generally bounded by East 107th and East 125th Streets between Park and Fifth Avenues is designated as the Milbank Frawley Urban Renewal Area. The small portion of the study area south of East 125th Street and west of Park Avenue is within this Urban Renewal Area. The City of New York designated the Milbank Frawley Urban Renewal Area in 1992 with the first amendment in 2003. The objectives of the associated Urban Renewal Plan seek to: redevelop the area in a comprehensive manner, by removing blight and maximizing appropriate land uses; remove or rehabilitate substandard and insanitary structures; remove impediments to land assemblage and orderly development; strengthen the tax base of the City by encouraging development and employment opportunities in the area; provide new housing of high quality; provide appropriate community facilities, parks and recreational uses, retail shopping, public parking, and private parking; provide a stable environment within the area which will not be a blighting influence on surrounding neighborhoods.

CLIMATE MOBILIZATION ACT

The Climate Mobilization Act is a package of legislation passed by the New York City Council in 2019 that aims to reduce greenhouse gas emissions and improve energy efficiency in new

and existing buildings in New York City. Over 70 percent of greenhouse gas emissions in New York City come from buildings. As part of this package of legislation, Local Law 97 requires existing medium and large buildings to meet annual carbon intensity emission limits in order to meet the City's goal of reducing building emissions by 40 percent below the 2005 baseline year by 2030 and 80 percent by 2050. In addition, all new buildings with more than 25,000 square feet must meet applicable carbon emission limits and all new construction must also comply with Local Laws 92 and 94, which require that new buildings utilize available roofing space for the installation of either a green roof or a solar photovoltaic system.

SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT

The New York State Smart Growth Public Infrastructure Policy Act (the Smart Growth Act), enacted in 2010, is an amendment to New York State's Environmental Conservation Law intended to minimize the unnecessary cost of sprawl development. The law requires state infrastructure agencies, such as MTA, to ensure public infrastructure projects undergo a consistency evaluation and attestation using the 11 Smart Growth criteria specified in the Smart Growth Act.

NEW YORK STATE CLIMATE LEADERSHIP AND COMMUNITY PROTECTION ACT

The New York State Climate Leadership and Community Protection Act (CLCPA), enacted in 2019, sets a goal of reducing greenhouse gas emissions from human activities in New York State by 40 percent by 2030 and 85 percent by 2050, compared with statewide 1990 levels. Other goals include producing 70 percent of electricity from renewable sources and increasing energy efficiency from 2012 levels by 23 percent by 2030 and reducing 100 percent of the electricity sector's greenhouse gas emissions by 2040.

Section 7(2) of the CLCPA requires state agencies, including MTA, to consider the project's consistency with New York State's statewide greenhouse gas emission limits. Section 7(3) of the CLCPA requires state agencies, including MTA, to consider impacts to disadvantaged communities in agency administrative decisions, including but not limited to, issuing permits, licenses and the execution of grants, loans, and contracts. CLCPA Section 7(3) provides that agency administrative decisions: (1) shall not disproportionately burden disadvantaged communities; and (2) shall prioritize reductions of greenhouse gas emissions and co-pollutants in disadvantaged communities.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

LAND USE

PROJECT AREAS

In the future without the Proposed Actions (the No Action condition), it is anticipated that the projected development sites will be redeveloped with four primarily residential buildings, with a total of 1,102,622 gsf, including approximately 1,297 dwelling units, of which up to 286 dwelling units will be permanently affordable under the Mandatory Inclusionary Housing

(MIH) provisions or Universal Affordability Preference (UAP) program[5] of the New York City Zoning Resolution; and approximately 127,787 gsf of commercial, retail, and community facility space. This will include a new FRESH grocery store on Projected Development Site 2, consistent with the FRESH certification the owner of that site received in 2023. These new buildings will replace currently vacant sites and contribute to the ongoing redevelopment of the study area with residential buildings.

The new buildings anticipated in the No Action condition will be built to the maximum heights permitted by their existing zoning. In Project Area A, the new residential building with ground floor retail on Projected Development Site 1 will be approximately 105 feet, or 10 stories high; on Projected Development Site 2, the new residential building with ground floor retail will be approximately 160 feet tall (15 stories). In the Park Avenue Hub Subdistrict, the new building on Projected Development Site 3 will have a base height of 85 feet and a maximum height of 390 feet (34 stories) and the new building on Projected Development Site 4 will have a base height of up to 155 feet and a maximum building height of up to 215 feet (21 stories).

In addition, Projected Development Sites 1, 2, and 3 will incorporate components of the new Second Avenue Subway, which will be constructed through the study area in the future independent of the Proposed Actions. Specifically, Projected Development Site 1 will include an entrance to the new 125th Street Station, at the corner of Lexington Avenue and 125th Street, and a subway ancillary facility, at the corner of Lexington Avenue and 125th Street. Projected Development Site 2 will include an underground connection between the subway station and the ancillary facility on Projected Development Site 1. Projected Development Site 3 will have an entrance to the Second Avenue Subway's 125th Street Station at the southeast corner of Park Avenue and East 125th Street and a subway ancillary facility at the northeast corner of Park Avenue and East 124th Street. More information on the planned Second Avenue Subway is provided below (see "Study Area").

STUDY AREA

By the 2036 analysis year for the Proposed Actions, a number of notable changes are anticipated for the study area. These include infrastructure improvements being planned by MTA as well as several planned developments. These developments will introduce additional residential and mixed-use residential and commercial uses to the study area, contributing to the existing mix of residential, commercial, and institutional uses. The No Action projects will also contribute to the study area's ongoing trend toward the development of new residential and retail uses in place of underutilized industrial uses and vacant property.

Second Avenue Subway

Independent of the Proposed Actions, MTA is planning Phase 2 of the new Second Avenue Subway, to provide new subway service in East Harlem, including the study area. When complete, the Second Avenue Subway will extend from 125th Street in Harlem to Lower Manhattan. Phase 1 of the subway, between 63rd and 96th Street, has been completed and is now in operation with Q train service. Phase 2, between 96th and 125th Streets, is now

[5] The newly established Universal Affordability Preference (UAP) allows for an optional 20 percent increase in building size in medium- and high-density districts outside of MIH areas when the additional space is dedicated to permanently affordable housing.

being planned and will soon begin construction. Phase 2 will include three new stations on the Second Avenue Subway line: the 106th Street Station, 116th Street Station, and 125th Street Station. MTA anticipates Phase 2 of the new subway will be complete and in operation by 2032.

The terminus station for Phase 2, the Second Avenue Subway 125th Street Station, will be located in the study area. Below ground, the subway station will extend from approximately Third Avenue to a point west of Park Avenue. Above ground, the new 125th Street Station will have two new entrances and two above-ground ancillary facilities, which will be subway-related support buildings housing ventilation systems, mechanical equipment, station support functions, and emergency egress. The ancillary facilities will also include ground-floor retail space to enliven the lower level. The entrances and ancillary facilities will be as follows:

- Off-street entrance structure at the southeast corner of East 125th Street and Lexington Avenue (on Projected Development Site 1), and removal of the existing sidewalk entrance to the Lexington Avenue subway line at that corner;
- Off-street entrance structure at the southeast corner of Park Avenue and 125th Street (on Projected Development Site 3);
- Ancillary facility at the northeast corner of Lexington Avenue and East 124th Street (on Projected Development Site 1); and
- Ancillary facility at the northeast corner of Park Avenue and East 124th Street (on Projected Development Site 3).

At Lexington Avenue, the station will provide underground connections to the 125th Street Station on the Lexington Avenue line (Nos. 4, 5, and 6 trains). At Park Avenue, the station will be convenient for transfers between the subway and Metro-North Railroad service at the Metro-North 125th Street Station.

Metro-North Viaduct Improvements

MTA is repairing or replacing portions of the Metro-North Railroad Park Avenue Viaduct between East 115th and East 132nd Streets. Phase 1 began in 2023 and will replace the viaduct from East 115th Street to East 123rd Street; MTA expects this phase to be completed in 2026. Phase 2 will replace the viaduct from East 127th Street to mid-block between East 131st Street and East 132nd Street, with completion at the end of 2027.

Development Projects

In the study area, a number of new buildings are proposed or planned by the 2036 analysis year, as shown in **Table B-2**. These will bring some 355 new apartments to the study area, as well as almost 74,000 square feet of commercial space, in addition to the hundreds of new apartments added to the study area within the past decade. More information on planned developments, including a map showing their locations, is provided in **Appendix 1**.

Table B-2
Projects Planned for Study Area by 2036

Address / Location	Description
52 East 126th Street (between Park and Madison Avenues)	New 5-story residential construction with 21 dwelling units.
1971 Madison Avenue (northeast corner of 126th Street and Madison Avenue)	New 8-story mixed use construction with 97 dwelling units and 29,326 gross square feet (gsf) of commercial space.
132 East 125th Street (southwest corner of 125th Street and Lexington Avenue)	New 13-story building with 73 dwelling units, 25,202 sf of commercial space, and 43,106 sf of community facility space.
51 East 125th Street (northeast corner of 125th Street and Madison Avenue)	New 7-story mixed-use building with 34 dwelling units and 16,257 sf of commercial space.
2289 3rd Avenue (between East 124th and East 125th Streets)	New mixed-use construction with 48 dwelling units and 2,500 sf of commercial space.
111 East 123rd Street (between Park and Lexington Avenues)	New 15-story building with 82 dwelling units and 54,580 sf of community facility space.
Sources: DCP Housing Database, DOB Active Major Construction Database.	

Together with the developments anticipated on Projected Development Sites 1, 2, 3, and 4, these new developments will strengthen the growing residential character and bring new retail and commercial space to support the 125th Street corridor.

ZONING

In the No Action condition, it is anticipated that the four projected development sites will be developed with buildings permitted as-of-right under existing zoning. That includes the following:

- Development Site 1: 10-story, 105-foot-tall building with 132,663 zsf (3.66 FAR)
- Development Site 2: 15-story, 160-foot-tall building with 444,518 zsf (10.36 FAR)
- Development Site 3: 34-story, 390-foot-tall building with 339,072 zsf (12 FAR)
- Development Site 4: 21-story, 215-foot-tall building with 161,916 zsf (12 FAR)

No changes to zoning are anticipated for the Project Areas or surrounding study area by 2036 in the No Action condition.

PUBLIC POLICY

No changes to public policy are expected to occur under the No Action condition by the 2036 analysis year within the Project Areas or surrounding study area.

E. THE FUTURE WITH THE PROPOSED ACTIONS

LAND USE

PROJECT AREAS

The Proposed Actions would facilitate new transit-oriented development at the future terminus of the Second Avenue Subway Phase 2 project. Similar to the No Action condition,

all four projected development sites would be redeveloped with primarily residential buildings, but the density of these uses would be larger with the Proposed Actions than in the No Action condition, with a total of 1,782,071 gsf of new development, some 679,449 gsf more than in the No Action condition.

The Proposed Actions would facilitate the development of up to 2,097 new dwelling units, including up to 524 affordable dwelling units, and approximately 69,300 gsf of commercial retail and office space across the four sites. In comparison to the No Action condition, these new developments would bring 799 new dwelling units (that will not be created in the No Action condition), with up to 238 (if MIH Option 1 is chosen) of those permanently affordable under the MIH program. Because of the proposed modifications to requirements for non-residential floor area in the Park Avenue Hub Subdistrict included as part of the Proposed Actions, the new developments on Projected Development Sites 3 and 4 would have more residential space and less commercial, retail, and community facility space than in the No Action condition.

It is assumed that the new buildings anticipated with the Proposed Actions would be built to the maximum heights permitted by zoning. In Project Area A, the new residential building on Projected Development Sites 1 and 2 could rise to a height of up to 550 feet (55 stories), exceeding approximately 400 feet (40 stories) only by special permit from the BSA. In the Park Avenue Hub Subdistrict, the new buildings on Projected Development Sites 3 and 4 would be the same height as in the No Action condition, but on Projected Development Site 3, the height of the building base would be 40 feet higher (125 feet rather than 85 feet).

In addition, the new buildings on Projected Development Sites 1, 2, and 3 would also incorporate components of the new Second Avenue Subway, which will be constructed through the study area in the future independent of the Proposed Actions. The same subway entrances and ancillary facilities would be developed on these sites as with the No Action condition. Specifically, Projected Development Site 1 will include an entrance to the new 125th Street Station at the corner of Lexington Avenue and 125th Street and a subway ancillary facility at the corner of Lexington Avenue and 125th Street. Projected Development Site 2 will include an underground connection between the subway station and the ancillary facility on Projected Development Site 1. Projected Development Site 3 will have an entrance to the Second Avenue Subway's 125th Street Station at the southeast corner of Park Avenue and East 125th Street and a subway ancillary facility at the northeast corner of Park Avenue and East 124th Street.

This increased density facilitated by the Proposed Actions would anchor MTA's investment in New York City's public transit system with new transit-oriented developments. Concentrating housing around this new transportation hub will help create a vibrant East 125th Street corridor by improving access to housing and jobs while bolstering the local economy, increasing transit ridership, and reducing car traffic and pollution.

STUDY AREA

The projected development resulting from the Proposed Actions would be consistent with existing land uses in the study area, which include a wide mix of uses with residential use most prevalent. The new buildings on the projected development sites would increase the residential density in the Project Areas in comparison to the No Action condition, which would be consistent with recent trends in the study area toward larger residential buildings—

including two new apartment buildings on the north side of East 125th Street across from the Project Area A and a new residential building on Park Avenue adjacent to Project Area B. The new developments would also increase the amount of permanently affordable housing in the study area.

The new buildings on Projected Development Sites 1 and 2 would be substantially larger and taller than the buildings on those sites in the No Action condition. At a maximum potential height of 550 feet, they would also be substantially taller than other buildings in the immediate area. There are other tall buildings nearby, including the recently completed 19-story One East Harlem building across East 125th Street from Project Area A and the 19-story residential building on Park Avenue north of Project Area B. In addition, at the southeastern corner of the study area, the Taino Towers complex includes four 35-story towers on the full block between East 122nd and East 123rd Streets and Second and Third Avenues. Given the location of Projected Development Sites 1 and 2 at a future major transit hub, however, the size and height of the buildings at these sites would be in keeping with the City policy of encouraging transit-oriented development.

Overall, the Proposed Actions would be consistent with and would not adversely affect the land use character of the study area and would not result in significant adverse land use impacts.

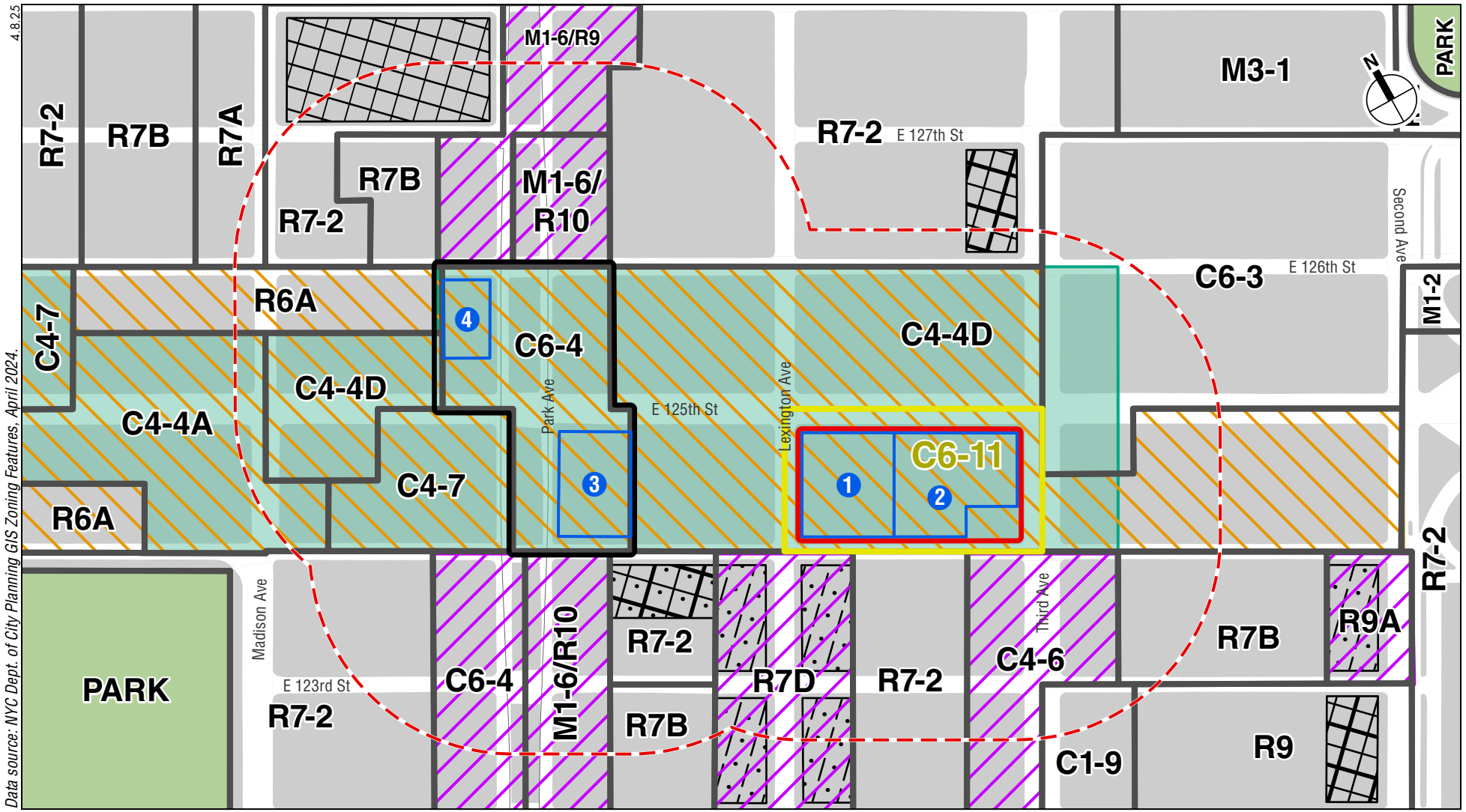
ZONING

PROJECT AREAS

Proposed Actions

MTA is requesting a zoning map amendment (i.e., rezoning) and several zoning text amendments from the City Planning Commission and City Council, as follows.

- Zoning map amendment to change the zoning district of the rezoning area from C4-4D to C6-11 (an R11 equivalent) (see **Figure B-3)**.
- Modification to Zoning Resolution Section 97-04 to establish a new Subdistrict B in the Special 125th Street District.
- Modification to Zoning Resolution Section 97-61 to clarify the language of the text.
- Modification to Zoning Resolution Section 97-412 to (1) reduce the minimum non-residential FAR requirement within the Park Avenue Hub Subdistrict from 2.0 to 1.5; and (2) eliminate the minimum non-residential FAR requirement for sites containing transit easement volumes.
- Modification to Zoning Resolution Section 97-433 to apply the relevant height and setback regulations applicable to the Park Avenue Hub Subdistrict to C6 districts in Subdistrict B including establishing a maximum allowable base height of 125 feet for consistency with the Park Avenue Subdistrict of the Special East Harlem Corridors District (which is adjacent to the Park Avenue Hub Subdistrict).
- Modification to Map 1 in Appendix A of the Special 125th Street District to include the rezoning area in Subdistrict B.
- Modification to Appendix F to map an MIH Area (Options 1 and 3 (Deep Affordability)) over the rezoning area.



Proposed Zoning

MTA 125TH AND LEXINGTON REZONING

Figure B-3

In addition, MTA will seek a joint certification with the City Planning Commission to establish a transit easement volume on Projected Development Site 3 in accordance with Zoning Resolution Section 95-041; this is a non-discretionary, ministerial action through the City Planning Commission.

The C6-11 district is a mixed-use commercial district with an R11 residential equivalent that was created by the City for Yes for Housing Opportunity. It has similar bulk requirements to the C6-4 district in the Park Avenue Hub Subdistrict of the Special 125th Street District. Within the proposed Subdistrict B of the Special 125th Street District, the C6-11 district regulations would permit a maximum overall FAR of 15.0, all of which could be residential (with a minimum percentage being Qualifying Affordable Housing), and up to 12.0 of which could be commercial or community facility use. This would facilitate development of housing a density similar to that permitted by the nearby, transit-rich Park Avenue Hub Subdistrict.

Height regulations within C6-11 districts vary depending on the building form. The standard regulations allow a building to rise to 325 feet or 405 feet for certain sites, including those adjacent to certain transportation infrastructure such as elevated rail lines, irregular lots, or lots larger than 20,000 square feet. As an alternative to these maximum building heights, tower regulations limit the building's lot coverage above the maximum base height, allowing for a maximum tower coverage of 65 percent up to 300 feet in height and 50 percent above 300 feet. The proposed modifications to the regulations applicable to the Park Avenue Hub subdistrict and the proposed regulations applicable to Subdistrict B would limit the maximum base height for buildings along the 125th Street street line and within 50 feet of that street line from 155 feet to 125 feet to match the base height of high-density districts in the nearby East Harlem Corridors Special District.

The changes in permitted density in the rezoning area with the proposed zoning map amendment are summarized in **Table B-3**.

Table B-3
Modifications to Zoning Requirements in the Rezoning Area Resulting from the Proposed Actions

Regulation	Existing Zoning: C4-4D (R8A Equivalent)	Proposed Zoning: C6-11 (R11 Equivalent)
Maximum FAR	7.2	15.0
Maximum Residential FAR	7.2[1]	15.0[1]
Maximum Commercial FAR	4.0	12.0
Maximum Community Facility FAR	6.0	12.0
Building Heights		
Minimum Base Height	60 feet	60 feet
Maximum Base Height	105 feet[2]	125 feet[4]
Maximum Building Height	145 feet[3]	Tower Regulations[5]

Notes:

1 With Visual and Performing Arts (VPA) bonus, Qualifying Affordable Housing, or Qualifying Senior Housing.

2 With Qualifying Affordable Housing or Qualifying Senior Housing.

3 With Qualifying Affordable Housing or Qualifying Senior Housing, may be increased to 160 feet with City Planning Commission authorization for a FRESH food store.

4 Per the proposed text amendment lowering the base height of the underlying C6-11 district from 155 feet to 125 feet, matching the maximum base height of the Park Avenue Subdistrict of the Special East Harlem Corridors District.

5 While the proposed C6-11 district does not impose height limits, Zoning Resolution Section 61-00 (Special Regulations Applying Around Major Airports) limits height to approximately 400 feet, although this limit may be exceeded by a special permit from the Board of Standards and Appeals pursuant to Zoning Resolution Section 73-66.

Development on Projected Development Sites

With the Proposed Actions, the permitted density of the new buildings anticipated on the Projected Development Sites would be greater, consistent with the amendments to the Zoning Resolution:

- Development Site 1: up to a 55-story, 550-foot-tall building with 543,420 zsf (15 FAR)
- Development Site 2: up to a 55-story, 550-foot-tall building with 638,100 zsf (15 FAR)
- Development Site 3: a 34-story, 390-foot-tall building with 339,072 zsf (12 FAR)
- Development Site 4: a 21-story, 215-foot-tall building with 161,916 zsf (12 FAR)

STUDY AREA

The Proposed Actions would introduce a new zoning district, C6-11, created as part of the recently enacted City of Yes rezoning initiative. The City of Yes initiative seeks to create production of more housing and a wider variety of housing types in every neighborhood, from the lowest-density districts to the highest, to address the housing shortage and high cost of housing in New York City.

The Proposed Actions would include requiring provision of MIH in the rezoning area, which is consistent with zoning districts elsewhere in the study area, including in the Park Avenue Hub Subdistrict.

While the rezoning would permit higher density residential development than is currently permitted in the study area, the zoning amendments introduced by the Proposed Actions would be consistent with the wide mix of residential and commercial zoning districts in the study area and with the special zoning districts mapped along the 125th Street corridor. Zoning districts that allow medium- to high-density residential uses are mapped at many locations in the study area, including areas immediately adjacent to the rezoning area.

Therefore, the Proposed Actions would not result in any significant adverse zoning impacts.

PUBLIC POLICY

As noted earlier, East Harlem has been the subject of a number of public policy initiatives in recent decades aimed at revitalizing the neighborhood, encouraging development of affordable housing, and strengthening the commercial and retail corridor and active streetscape on East 125th Street. By encouraging high-density residential development, with a substantial permanently affordable component, along a major commercial corridor and at a growing transit hub, the Proposed Actions would be consistent with those public policy initiatives.

EAST HARLEM NEIGHBORHOOD-WIDE ZONING INITIATIVES

The rezoning initiatives undertaken in East Harlem in 2003, 2008, and 2017 sought to encourage redevelopment in East Harlem, with a focus on residential development, affordable housing, and streetscape improvements, particularly along East 125th Street. The 2008 rezoning introduced the Special 125th Street District, including the Park Avenue Hub Subdistrict, and the 2017 rezoning introduced the Special East Harlem Corridors District. The Special East Harlem Corridors District is intended to encourage and guide the development of East Harlem as a dynamic mixed-use neighborhood. The Special East Harlem Corridors District encourage the development of permanently affordable housing and high-density commercial and manufacturing uses to locate jobs near transit connections while maintaining neighborhood character.

The Proposed Actions would be consistent with the goals of the various East Harlem rezoning initiatives, including the goals of encouraging development along 125th Street and near transit hubs. By modifying the base height requirements in the Park Avenue Hub Subdistrict from 85 feet to 125 feet, the Proposed Actions would create consistency with the bulk requirements of the Special East Harlem Corridors District, which is adjacent to the Park Avenue Hub Subdistrict to the north and south.

CITY OF YES

The City of Yes initiative modernized and updated the city's zoning regulations to support small businesses, create affordable housing, and promote sustainability. As part of that initiative, the City of Yes for Housing Opportunity seeks to expand and diversify the housing supply and increase affordable housing. The amendments to the Zoning Resolution introduced by City of Yes include creation of new, higher-density residential zoning districts

(R11 and R12) with higher maximum FARs than the highest-density residential district prior to this initiative (R10) as well as new commercial districts with equivalent residential density. The Proposed Actions would map a new zoning district on the rezoning area that was created as part of the City of Yes for Housing Opportunity initiative, C6-11 (R11 equivalent), and therefore would further the public policy goals of that initiative. This would be the first mapping of the new C6-11 or R11 district led by an applicant other than the New York City Department of City Planning. In addition, mapping MIH (Options 1 and 3 (Deep Affordability)) would also further the goals of the City of Yes for Housing Opportunity initiative by ensuring provision of affordable housing in new buildings on Projected Developments 1 and 2 resulting from the Proposed Actions.

HOUSING OUR NEIGHBORS

The Proposed Actions directly support the goals and principles outlined in *Housing Our Neighbors*, including developing affordable housing on underused public and private sites in a neighborhood with strong access to transit and jobs. The Proposed Actions would also facilitate investments in infrastructure and public services for proposed dwelling units, as called for in *Housing Our Neighbors.* In total, the Proposed Actions would result in a net increase of 799 new dwelling units, with up to 238 of those permanently affordable.

NEW YORK CITY FOOD RETAIL EXPANSION TO SUPPORT HEALTH (FRESH) PROGRAM

The study area is located in an area of Manhattan that is eligible to participate in the New York City FRESH program and in either the No Action condition or with the Proposed Actions, a FRESH grocery store may be developed on Projected Development Site 2. Therefore, the Proposed Actions are consistent with this public policy.

ONENYC

The Proposed Actions are consistent with the goals of OneNYC as they would help create affordable housing and support the development of a vibrant neighborhood with substantial transit access. In particular, the Proposed Actions would support OneNYC's land use goals of creating substantial new housing opportunities at a range of incomes; fostering walkable commercial corridors, and supporting transit-oriented development. The Project Areas and study area are well served by transit today and will become a transit hub in the future with introduction of the new Second Avenue Subway. The Proposed Actions would facilitate new mixed-use residential development with affordable housing and ground-floor retail, activating the neighborhood in place of sites that are currently vacant. Therefore, the Proposed Actions would be consistent with OneNYC's goals for growth and equity.

UPPER MANHATTAN EMPOWERMENT ZONE

The anticipated development on Projected Development Sites 1, 2, 3, and 4 do not include substantial space for commercial uses and therefore this public policy does not apply to the Proposed Actions.

HARLEM–EAST HARLEM URBAN RENEWAL PLAN

The Proposed Actions would be consistent with the purpose of the Harlem–East Harlem Urban Renewal Plan, which is to revitalize the area's housing stock and strengthen local economic conditions with new commercial buildings. As part of the Plan, Projected Development Site 1, most of Projected Development Site 2, and Projected Development Site 3 were designated for redevelopment with residential and commercial uses. The anticipated development on these sites with the Proposed Actions would be consistent with that designation.

MILBANK FRAWLEY URBAN RENEWAL PLAN

The Project Areas do not fall within the Milbank Frawley Urban Renewal Area, which is in the western part of the study area, and therefore this public policy does not apply to the Proposed Actions.

CLIMATE MOBILIZATION ACT

New development on the projected development sites would be developed in accordance with New York City Local Law 97, which sets annual carbon intensity emission limits for new buildings, and Local Laws 92 and 94, which require that new buildings utilize available roofing space for the installation of either a green roof or a solar photovoltaic system. Therefore, the Proposed Actions would be consistent with this public policy.

SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT

The Smart Growth Act requires state infrastructure agencies, such as MTA, to ensure public infrastructure projects undergo a consistency evaluation and attestation using the 11 Smart Growth criteria specified in the Smart Growth Act. This analysis is provided in Attachment N, "Other SEQRA Analyses Applicable to MTA," which concludes that the Proposed Actions would be consistent with the Smart Growth Act.

NEW YORK STATE CLIMATE LEADERSHIP AND COMMUNITY PROTECTION ACT

Section 7(2) of the CLCPA requires state agencies, including MTA, to consider a project's consistency with New York State's statewide greenhouse gas emission limits. Section 7(3) of the CLCPA requires state agencies, including MTA, to consider impacts to disadvantaged communities in agency administrative decisions, including but not limited to, issuing permits, licenses and the execution of grants, loans, and contracts. CLCPA Section 7(3) provides that agency administrative decisions: (1) shall not disproportionately burden disadvantaged communities; and (2) shall prioritize reductions of greenhouse gas emissions and co-pollutants in disadvantaged communities. An analysis of the Proposed Actions' consistency with the CLCPA is provided in Attachment N, "Other SEQRA Analyses Applicable to MTA," which concludes that the Proposed Actions would be consistent with this public policy. ✷

Attachment C: Socioeconomic Conditions

A. INTRODUCTION

This attachment describes the socioeconomic changes that could result from the Proposed Actions and assesses whether such changes could result in significant adverse impacts. As described in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. In some cases, the changes brought about by the Proposed Actions may be substantial but not adverse. In other cases, the changes may be good for some groups but bad for others. The objective of this analysis is to disclose whether any of the changes to socioeconomic character resulting from the Proposed Actions would have the potential to result in significant adverse socioeconomic impacts when compared with the changes that would occur in the future without the Proposed Actions.

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New Yori City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. The Proposed Actions would facilitate the development of up to 2,097 new dwelling units, including up to 524 affordable dwelling units (with MIH Option 1), and approximately 69,300 gross square feet (gsf) of commercial retail and office space on the four sites. In comparison to the development anticipated on those sites in future absent the Proposed Actions (the No Action condition), the Proposed Actions would result in the addition of 799 incremental new dwelling units, of which up to 238 (with MIH Option 1) would be affordable, and the net reduction of approximately 58,500 gsf of commercial and community facility space. This assessment concludes that the Proposed Actions would not result in any significant adverse impacts to related to socioeconomic conditions.

In accordance with guidance from the *CEQR Technical Manual*, this socioeconomic assessment considers the following potential changes to socioeconomic conditions: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries.

B. METHODOLOGY

The objective of a socioeconomic conditions analysis conducted in accordance with the methodologies of the *CEQR Technical Manual* is to disclose whether any changes resulting from a project would have a significant adverse impact compared with what would happen in the future if the project was not completed. Even when socioeconomic changes would not result in impacts according to the *CEQR Technical Manual* methodology, they are disclosed

if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

Changes to an area's socioeconomic character may occur directly or indirectly because of a project. Direct (or primary) displacement is defined by the *CEQR Technical Manual* methodology as the involuntary displacement of residents or businesses from a site or sites directly affected by a proposed action. Examples of direct displacement include a proposed redevelopment of a currently occupied parcel for a new use or structure, or a proposed easement or right-of-way that would take a portion of a parcel so that it is unfit for its current use.

Indirect (or secondary) displacement is defined by the *CEQR Technical Manual* methodology as the involuntary displacement of residents, businesses, or employees that results from a change in socioeconomic conditions created by a proposed action. Examples of indirect displacement include lower-income residents forced out due to rising rents caused by a new concentration of higher-income housing introduced by a project, or a similar turnover of industrial uses being forced out in favor of higher-paying commercial tenants attracted to an area because of a successful office project.

If a project does not affect an area's socioeconomic characteristics directly or indirectly, it may still affect the operation of a major industry or commercial operation in New York City. An example would be the implementation of new regulations that restrict a certain process that is vital to a particular industry.

For a project covering a large geographic area, such as an area-wide rezoning or other zoning changes affecting multiple properties, the specific location and type of future development that may result may not be known, since future development would depend on decisions of individual private property owners. In such cases (including for this analysis), sites are analyzed under a Reasonable Worst-Case Development Scenario (RWCDS) to illustrate a conservative assessment of potential effects of a proposed action on sites considered likely to be redeveloped. The analysis in this attachment is based on the RWCDS developed for the Proposed Actions, which includes projected development of 799 incremental units by the 2036 Build Year (see Attachment A, "Project Description and Screening Analyses," for more information on the Proposed Actions and RWCDS).

Following *CEQR Technical Manual* guidelines, the socioeconomic analysis begins with a screening assessment for each type of socioeconomic change discussed above, to determine whether a preliminary assessment is needed. If preliminary assessments are needed, they are conducted to learn enough about the potential effects of a proposed action to either rule out the possibility of significant adverse impacts or determine that a more detailed analysis is required to fully determine the extent of the impacts. When appropriate, a detailed analysis examines existing conditions and then evaluate the changes to those conditions in the With Action condition as compared with the changes that would be expected in the No Action condition.

For this analysis, based on the results of the screening assessment, a preliminary assessment was conducted for indirect residential displacement and indirect business displacement. Those preliminary assessments concluded that the Proposed Actions would

not result in significant adverse impacts on socioeconomic conditions and no further analysis was required.

SCREENING ASSESSMENT

This section presents the socioeconomic conditions screening analyses for the Proposed Actions, using the *CEQR Technical Manual* screening questions that identify circumstances that can lead to socioeconomic changes warranting further analysis.

1. ***Direct Residential Displacement: Would the project directly displace population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of less than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.***

The Proposed Actions would not result in direct residential displacement, as there are no residential dwelling units at the projected development sites; therefore, further assessment of direct residential displacement is not warranted.

2. ***Direct Business Displacement: Would the project directly displace more than 100 employees, or would it displace any business that is unusually important because its products or services are uniquely dependent on its location, are subject of policies or plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location?***

One business on the projected development sites would be directly displaced under the No Action condition. It would be displaced by development projected to occur absent the Proposed Actions. As such, the Proposed Actions would not result in direct business displacement and no further analysis of direct business displacement is warranted.

3. ***Indirect Residential Displacement Due to Increased Rents: Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet (sf) or less would typically not result in significant socioeconomic impacts.***

Based on the RWCDS, the Proposed Actions would result in the incremental development of 799 dwelling units, which exceeds the *CEQR Technical Manual* screening threshold of 200 dwelling units, warranting further analysis of indirect residential displacement. That analysis is provided in Section C, “Preliminary Assessment.”

4. ***Indirect Business Displacement Due to Increased Rents or Market Saturation: Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood; or would the project add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets?***

The *CEQR Technical Manual* suggests that commercial development of up to 200,000 sf and residential development of up to 200 dwelling units or would typically not result in significant

indirect business displacement due to increased rents. Based on the RWCDS, the Proposed Actions would not result in commercial development exceeding the 200,000-sf commercial threshold, but would introduce more than 200 incremental new dwelling units, bringing a new residential population to the study area that could have the potential to influence commercial rents; therefore, an analysis of potential indirect business displacement due to increased rents is warranted (see Section C, "Preliminary Assessment").

Based on the RWCDS, the Proposed Actions would not introduce incremental retail space. Therefore, an analysis of potential indirect business displacement due to market saturation is not warranted.

5. Adverse Impacts on Specific Industries: Is the project expected to affect conditions within a specific industry? An analysis is warranted if a substantial number of residents or workers depend on the goods or services provided by the affected businesses or if it would result in the loss or substantial diminishment of a particularly important product or service within the industry.

Based on the results of the indirect business displacement assessment, the Proposed Actions are not expected to result in adverse effects on a specific industry. The Proposed Actions would not directly or indirectly displace businesses that a substantial number of residents or workers depend on for goods or services and would not result in the loss or substantial diminishment of a product or service that is unusually important.

Based on the above screening assessment, the Proposed Actions warrant further assessment of indirect residential displacement and indirect business displacement due to increased rents (see Section C, "Preliminary Assessment").

C. PRELIMINARY ASSESSMENT

STUDY AREA DEFINITION

A socioeconomic study area is the area where a project has the greatest potential to directly or indirectly affect population, housing, and economic activities. A study area typically encompasses a project area and adjacent areas within approximately 400 feet, ¼ mile, or ½ mile, depending on the project size and area characteristics. According to the *CEQR Technical Manual*, the larger ½-mile study area is appropriate for projects that would potentially increase the No Action population in the ¼-mile area by more than 5 percent. Under the RWCDS, the Proposed Actions would increase the ¼-mile area population by approximately 1,830 people (a 7.0 percent increase in the ¼-mile area population); therefore, a ½-mile study area is appropriate.[1]

Because socioeconomic analyses depend on demographic data, it is appropriate to adjust the study area boundary to conform to the census tract delineation that most closely approximates the desired radius (in this case, a ½-mile radius surrounding the Project Areas).

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[1] The estimated population increase for the RWCDS was estimated using the average household size for Manhattan Community District 11 (2.29 in Census 2020, the latest available from DCP FactFinder) and the number of incremental dwelling units resulting from the Proposed Actions (799).

For this analysis, there are 12 census tracts that comprise the "socioeconomic study area," or "study area," as shown in **Figure C-1**.[2] The study area is bounded on the north by Harlem River and West 132nd Street, on the south by West 112th and West 115th Streets, on the east by Harlem River Drive, and on the west by Lenox Avenue.

DATA SOURCES

Information used in the analyses of indirect residential displacement—including population, housing, rents, and incomes—was derived from the U.S. Census Bureau's 2006–2010 and 2018–2022 American Community Survey (ACS) Five-Year Estimates using the New York City Department of City Planning (DCP) Population FactFinder. The DCP housing database was used to identify net units built since 2020 and anticipated projects in the study area in the future without the Proposed Actions. The DCP Active Major Construction database was used to supplement the information in the housing database. The DCP Population FactFinder online mapping tool was used to identify comparative census data between geographies and to determine the margin of error for single-variable ACS estimates presented for the study area.[3] Social Explorer was used to collect comparative census data not offered through DCP Population FactFinder for geographies within the study area. Social Explorer is a demographic data visualization and research website that agglomerates a variety of data including data from the decennial U.S. Census and ACS Five-Year Estimates. Study area market-rate asking rents were researched using online real estate listing sites, including StreetEasy. StreetEasy is a searchable online database that uses web data extraction to compile an aggregated list of residential property listings from most of New York City's largest brokerage firm and hundreds of small-scale brokers. This data was supplemented by additional listings taken from Zillow.

The assessments of business and potential effects on specific industries consider business and employment trends in the study area, compared with those in New York County (Manhattan) and New York City. Estimates of the total number and types of jobs were based on U.S. Census Longitudinal Employer-Household Dynamics (LEHD) data available through OnTheMap.[4] Building square footage data were obtained from MapPLUTO24v4.

INDIRECT RESIDENTIAL DISPLACEMENT

As described in the *CEQR Technical Manual*, indirect residential displacement usually occurs when a project results in a substantial new development that is markedly different from existing uses and activities within a neighborhood. This can contribute to increased property values and increased rents, which can make it difficult for some existing residents to remain

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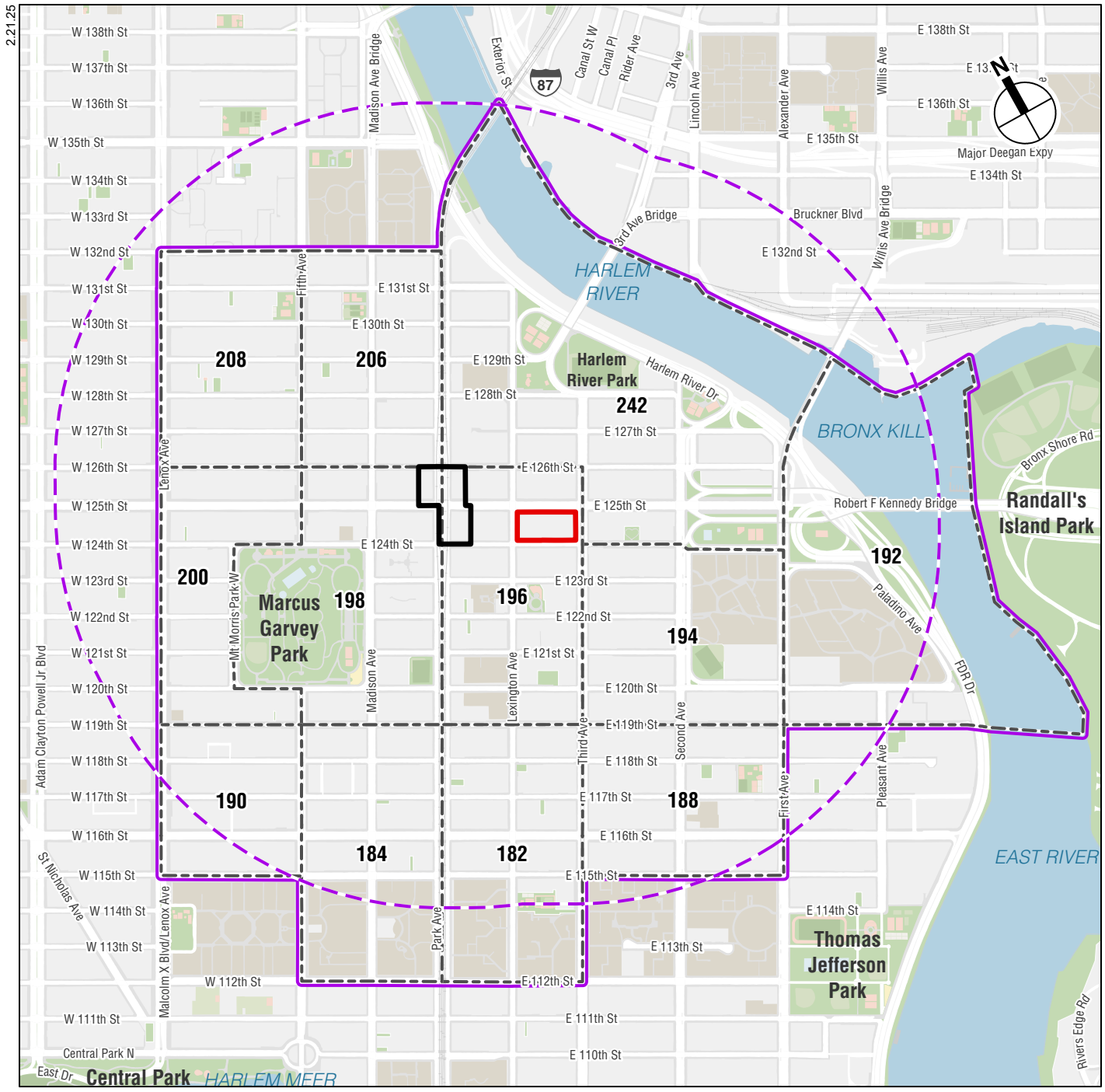
2 The ½-mile study area comprises the following Manhattan census tracts: Tracts 182, 184, 188, 190, 192, 194, 196, 198, 200, 206, 208, and 242.

3 Margins of error describe the precision of an estimate within a 90 percent confidence interval and provide an idea of how much variability (i.e., sampling error) is associated with the estimate. The larger the margin of error relative to the size of the estimate, the greater potential for variability within the data. The margin of error is partially dependent on the sample size, because larger sample sizes result in a greater amount of information that more closely approximates the population.

4 https://onthemap.ces.census.gov/.



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

180 *Census Tracts*

1/2-mile Perimeter

Socioeconomic Study Area

Socioeconomic Study Area

MTA 125TH AND LEXINGTON REZONING

Figure C-1

in their homes. Generally, an indirect residential displacement analysis is conducted to consider the potential effects that may be experienced by renters who live in privately owned dwelling units that are unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose income or poverty status indicates that they may be sensitive to substantial rent increases. Residents who are homeowners, or who are renters living in rent-protected dwelling units, are not considered potentially vulnerable populations under the *CEQR Technical Manual* methodology. This analysis follows the step-by-step assessment guidelines of the *CEQR Technical Manual*.

1. Determine if the project would add new population with higher average incomes compared with the average incomes of the existing populations and any new population expected to reside in the study area without the project.

EXISTING CONDITIONS AND TRENDS

Using the *CEQR Technical Manual* methodology, household income characteristics for the study area population are described using the average and median household incomes. The average household income is calculated by dividing a study area's aggregate income by the total number of households in the study area. The presence of high-income households raises the average income, sometimes substantially higher than the median household incomes in the study area. Therefore, the median household income is also presented as it represents an estimate of the mid-point of all household incomes in the study area.

As shown in **Table C-1**, the estimated average household income for the ½-mile socioeconomic conditions study area is $80,183, substantially less than that of Manhattan as a whole ($184,058) and New York City ($122,667). Average incomes in the study area have increased since 2010, although the magnitude of change cannot be confidently reported. The estimated median household income for the study area is $43,365, which, like the average, is less than that of Manhattan ($99,880) and New York City overall ($76,607). Median household incomes throughout the compared geographies have followed trends similar to that of the average household income.

Table C-1
Household Income Characteristics (2006–2010, 2018–2022 ACS)

Area	Average Household Income[1]			Median Household Income[1]		
	2006–2010 ACS	2018–2022 ACS	Change or Direction of Change[2]	2006–2010 ACS	2018–2022 ACS	Change or Direction of Change[2]
Socioeconomic Study Area	$62,174	$80,183	Increase	$38,400	$43,365	Increase
Manhattan	$165,138	$184,058	11.46%	$87,665	$99,880	13.93%
New York City	$104,908	$122,667	16.93%	$67,850	$76,607	12.91%

Notes:
1 All dollar figures are represented in 2022 dollars.
2 If the margin of error of the difference between 2006–2010 and 2018–2022 ACS data is greater than the difference, a change cannot be reported with confidence; if the margin of error of the difference is greater than one third of the difference, a change cannot be estimated with confidence and only the direction of the change can be reported (i.e., increase/decrease).
Sources: U.S. Census Bureau, 2006–2010 and 2018–2022 ACS 5-Year Estimates via DCP's NYC Population FactFinder; Social Explorer.

Residential rents have increased throughout the study area since 2010, although the percent change cannot be confidently reported (see **Table C-2**). The average and median rents in the study area are lower than that of Manhattan and New York City overall.

Table C-2
Average and Median Gross Rents

Area	2006–2010 ACS		2018–2022 ACS		Change or Percent Change	
	Average[1]	Median[1]	Average[1]	Median[1]	Average[2]	Median[2]
Socioeconomic Study Area	$1,007	$823	$1,365	$1,161	Increase	Increase
Manhattan	$1,915	$1,665	$2,287	$2,024	19.43%	21.56%
New York City	$1,542	$1,445	$1,841	$1,714	19.39%	18.62%

Notes:
1 All dollar figures are represented in 2022 dollars.
2 If the margin of error of the difference between 2006–2010 and 2018–2022 ACS data is greater than the difference, a change cannot be reported with confidence; if the margin of error of the difference is greater than one third of the difference, a change cannot be estimated with confidence and only the direction of the change can be reported (i.e., increase/decrease).
Sources: U.S. Census Bureau, 2006–2010 and 2018–2022 ACS 5-Year Estimates via Social Explorer and DCP's NYC Population FactFinder.

U.S. Census and ACS data do not provide specific rent information according to regulation status or unit size but instead can paint a general picture about the rate at which housing costs are changing in a neighborhood. Market comparables were therefore used to provide a fuller understanding of current market rate rents. **Table C-3** summarizes online listings for market rate apartments for the study area. The average, median, and third quartile rents presented in the table were calculated based on market-rate rental units and are generally much higher than the data presented by the ACS.

Table C-3
Asking Rents in the Socioeconomic Study Area

Measure	Studio	1BR	2BR	3BR or more
Average	$2,130	$2,589	$3,173	$4,031
Median	$2,095	$2,616	$2,995	$4,000
Third Quartile[1]	$2,309	$2,880	$3,648	$4,517

Note:
[1] The third quartile is the 75th percentile, that is 75 percent of the rents are below this point.
Source: StreetEasy (http://streeteasy.com) accessed in March 2025, Zillow.

NO ACTION CONDITION

In the future without the Proposed Actions (the No Action condition), it is anticipated that the existing trends of increasing rents and increasing household income in the ½-mile socioeconomic study area will continue. An estimated 2,055 new dwelling units are expected to be completed by the 2036 analysis year in the No Action condition. These dwelling units will introduce population growth into the study area, furthering the existing trend of increasing rents and incomes. Multiple mixed-use, high-density projects are planned for the study area. For example, 111 East 123rd Street will add 82 dwelling units and over 54,000 sf of community facility space. Development at 72 East 120th Street will add 208 dwelling units and 4,755 sf of commercial space and an alteration at 1751 Park Avenue is expected to add 110 dwelling units and manufacturing or community facility space. Most of the anticipated development in the No Action condition is concentrated in the northwestern part of the study area along Madison Avenue north of 125th Street. Market-rate development at this scale will add to the housing supply and contribute to the existing trend of increasing household income and rents identified in **Tables C-1 and C-2**, respectively.

WITH ACTION CONDITION

Housing Profile and Affordability of Incremental Development

By 2036, the RWCDS for the Proposed Actions would introduce 799 incremental dwelling units, of which up to 238[5] would be developed as affordable units in accordance with the Mandatory Inclusionary Housing Program (MIH) established in New York City's Zoning Resolution. The MIH program requires a share of new housing in rezoned areas to be permanently affordable. Within geographies established as MIH areas, set-asides are required for all developments of more than 10 dwelling units or 12,500 sf of residential floor area. There are three primary options associated with the MIH program that are characterized by different affordability levels to promote a range of affordable development, as follows:

- **Option 1:** 25 percent of residential floor area would be set aside for households with incomes averaging 60 percent of the Area Median Income (AMI) or lower.

[5] Assuming MIH Option 1.

- **Option 2:** 30 percent of residential floor area would be set aside for households with incomes averaging 80 percent AMI or lower.
- **Option 3 (Deep Affordability):** 20 percent of residential floor area would be set aside for households with incomes averaging 40 percent AMI or lower.

New York City AMIs and affordable monthly rents by AMI are shown in **Tables C-4** and **Tables C-5**. AMIs are calculated yearly by the U.S. Department of Housing and Urban Development (HUD).

Table C-4
2024 New York City Area AMI

Family Size (People)	30% of AMI	40% of AMI	50% of AMI	60% of AMI	80% of AMI	100% of AMI	120% of AMI	130% of AMI	165% of AMI
1	$32,610	$43,480	$54,350	$65,220	$86,960	$108,700	$130,440	$141,310	$179,355
2	$37,290	$49,720	$62,150	$74,580	$99,440	$124,300	$149,160	$161,590	$205,095
3	$41,940	$55,920	$69,900	$83,880	$111,840	$139,800	$167,760	$181,740	$230,670
4	$46,590	$62,120	$77,650	$93,180	$124,240	$155,300	$186,360	$201,890	$256,245
5	$50,310	$67,080	$83,850	$100,620	$134,160	$167,700	$201,240	$218,010	$276,705

Source: New York City Department of Housing Preservation and Development, https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page.

Table C-5
2024 New York City Affordable Monthly Rents by AMI

Unit Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	80% of AMI	100% of AMI	120% of AMI	130% of AMI	165% of AMI
Studio	$815	$1,087	$1,358	$1,630	$2,174	$2,717	$3,261	$3,532	$4,483
1 BR	$873	$1,165	$1,456	$1,747	$2,330	$2,912	$3,495	$3,786	$4,805
2 BR	$1,048	$1,398	$1,747	$2,097	$2,796	$3,495	$4,194	$4,543	$5,766
3 BR	$1,211	$1,615	$2,018	$2,422	$3,230	$4,037	$4,845	$5,248	$6,661

Note: Assumes tenant pays electricity. Rents are approximate and have been calculated at 30 percent of annual gross income of the target AMI.

Source: New York City Department of Housing Preservation and Development, https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page.

Under the Proposed Actions, all projected development sites would be mapped with MIH Options 1 and 3 (Deep Affordability). This analysis conservatively assumes the application of MIH Option 1.[6] Therefore, under the RWCDS, a total of 2,097 dwelling units would be developed in the Project Areas, representing an increment of 799 dwelling over the No Action condition. Of these incremental units, 238 would be developed as affordable for incomes averaging 60 percent of AMI or lower; 561 incremental dwelling units would be market-rate.

[6] This analysis conservatively utilizes the MIH option that would result in the highest weighted average income for the incoming population of the two MIH options being mapped (Options 1 and 3 (Deep Affordability)).

Average Household Income of the With Action Population

Based on the incremental development that would occur with the RWCDS and the application of assumptions above affordability described above, the average household income for residents of the new incremental market-rate dwelling units was estimated. **Table C-7** shows the calculations used to estimate the average household income of the market rate units. Assuming the existing mix of unit types in the study area, approximately 14 percent of the new market-rate dwelling units would be studios, 27 percent would be one-bedroom units, 42 percent would be two-bedroom units, and 17 percent would have three or more bedrooms. Using the third quartile of market-rate monthly rent by bedrooms for the study area (**Table C-3**), household incomes were estimated assuming that households spend 30 percent of their gross monthly income on rent.[7] Then, the estimated annual incomes were multiplied by the number of units to determine the aggregate income for all the units. Finally, this aggregate was divided by the total number of market-rate units to determine the average household income of households living in the market-rate units. As shown in **Table C-7,** the estimated average household income for the 561 incremental market-rate dwelling units in the Project Areas as a result of the Proposed Actions is $135,820.

Table C-7
Weighted Average Income of Incremental With Action Market-Rate Renters

Apartment Size	Monthly Rent	Estimated Gross Monthly Income[1]	Estimated Gross Annual Income	Dwelling Units	Aggregate Income by Apartment Size (Annual Income x Units)
Studio	$2,308.50	$7,695	$92,340	81	$7,456,079
One Bedroom	$2,880.00	$9,600	$115,200	151	$17,348,278
Two Bedroom	$3,647.50	$12,158	$145,900	235	$34,282,368
Three bedrooms	$4,517.00	$15,057	$180,680	95	$17,108,535
Total				561	$76,195,260
Weighted Average Annual Income of Households in Market-Rate Units (Aggregate Income ÷ Total Units)					**$ 135,820**

Notes: Numbers may not sum to totals due to rounding.
[1] Monthly income was estimated using the assumption that renters spend 30 percent of their gross monthly income on rent.
Sources: Monthly rent from recent and active StreetEasy/Zillow Listings, March 2025; percent of units by number of bedrooms from 2018–2022 ACS 5-year estimate for the study area.

In the With Action condition, assuming the affordable dwelling units comply with MIH Option 1, 238 incremental affordable units on the projected development sites would be affordable at 60 percent AMI (household incomes averaging $77,277).[8] **Table C-8** shows the average household income of the incremental population, including those living in both the

[7] *CEQR Technical Manual* guidance is to calculate household incomes using the third quartile of asking rents in the study area.

[8] Because AMI is defined by household size, and the household size in the study area falls between two whole numbers (2.29 persons per household), the appropriate *CEQR Technical Manual* methodology was used to estimate affordable unit income levels.

affordable and the market-rate units. The average income of market-rate units was multiplied by the total number of market-rate units. The average income of affordable units was multiplied by the total number of affordable units. The sum of these two numbers is the aggregate income for households in all incremental units. This aggregate income was divided by the total number of units to determine the average income for all incremental units resulting from the Proposed Actions. As shown in Table **C-8**, the average household income for the incremental dwelling units would be an estimated $118,382.

Table C-8
Weighted Average Income of Total Incremental With Action Population

Apartment Type	Estimated Annual Household Income	Dwelling Units	Aggregate Income (Annual Income x Units)
Market-rate	$135,820	561	$76,195,260
Affordable MIH1	$77,277	238	$18,391,926
Total		799	$94,587,186
Weighted Average Income of the With Action Population (Aggregate Income ÷ Total Units)			**$118,382**

Notes: Numbers may not sum to totals due to rounding.
[1] Affordable income is based on 60 percent AMI and a household size of 2.29 (the average household size throughout Manhattan Community District 11).
Source: New York City Department of Housing Preservation and Development, https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page.

In the With Action condition, the average household income of the incremental population introduced by the RWCDS is estimated to be $118,382, which would exceed the average household income of the existing population in the study area ($80,183). Therefore, in accordance with *CEQR Technical Manual* guidelines, Step 2 of the preliminary indirect residential displacement assessment was conducted.

2. Determine if the project's increase in population is large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area.

According to *CEQR Technical Manual* analysis thresholds, if the population increase resulting from a proposed action is 5 percent or greater in that project's socioeconomic study area, that incremental population may be large enough to affect real estate market conditions, and Step 3 of the preliminary assessment is warranted. If the population increase is more than 10 percent in that study area, a detailed analysis is warranted.

According to the 2020 U.S. Decennial Census, the ½-mile socioeconomic study area for the Proposed Actions had a population in 2020 of 58,407 residents. The DCP housing database identified 1,156 net new dwelling units built since 2020. These dwelling units have added an estimated 2,647 residents to the study area, bringing the estimated 2025 population to 61,054 residents. In the No Action condition, development of 2,055 new dwelling units will occur in the socioeconomic study area by the analysis year of 2036. As shown in **Table C-9**, the

addition of these units to the study area is expected to bring the total population to 65,760 in 2036, a 7.7 percent increase over the current estimated population.

Table C-9
½-Mile Study Area Population Estimates and Projections
Existing Conditions and No Action Condition

2020 Population	DCP Housing Database Projection	2025 Study Area Projection	2036 Population Projection No Action Condition	Percent Change Existing to No Action Condition
58,407	2,647	61,054	65,760	7.7%

Note: The 2036 projected population is based on no action projects in the study area and an average household size of 2.29 persons per dwelling unit (average for Manhattan Community District 11 in Census 2020).

Sources: 2020 Decennial Census; DCP Housing Database and FactFinder.

In the With Action condition, the study area would experience additional population growth compared with the No Action condition (see **Table C-10**). The projected population increase under the RWCDS is estimated to be 1,830, representing a 2.7 percent increase over the No Action condition population. The population growth in the study area in the With Action condition would not exceed the No Action condition by 5 percent. However, within the more immediate ¼-mile study area surrounding the Project Areas, the Proposed Actions would introduce a population increment greater than 5 percent. Therefore Step 3 was conducted for the ¼-mile area.

Table C-10
½-Mile Study Area With Action Condition Population

2036 Population Projection No Action Condition	Number of Incremental Dwelling Units	Projected Population Increase from Incremental Dwelling Units	Percent Change from No Action Condition
65,760	799	1,830	2.7%

Note: The 2036 projected population in the No Action condition is based on no action projects in the study area and an average household size of 2.29 persons per dwelling unit (the average for Manhattan Community District 11 in Census 2020); the with Action population is based on the same average household size.

Source: U.S. Census Bureau 2018–2022 ACS Five-Year Estimates.

3. Has the study area already experienced a readily observable trend toward increasing rents?

Following the methodology set forth in the *CEQR Technical Manual*, the Step 3 analysis considers whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends. If the vast majority of the study area has already experienced a readily observable trend toward increasing rents and new market-rate development, further analysis is not warranted.

For the purposes of Step 3, this analysis used a ¼-mile study area around the Project Area.[9]

As shown in **Table C-11**, the median and average gross rents in the ¼-mile study area have increased since 2006–2010, although the exact change cannot be confidently reported. These trends follow overall patterns of rent and income changes in Manhattan and New York City overall.

Table C-11
Average and Median Gross Rents, ¼-Mile Study Area
(2006–2010, 2018–2022 ACS)

Area	2006–2010 ACS		2018–2022 ACS		Change or Percent Change	
	Average[1]	Median[1]	Average[1]	Median[1]	Average[2]	Median[2]
¼-Mile Study Area	$974	$749	$1,293	$1,097	Increase	Increase
Manhattan	$1,915	$1,665	$2,287	$2,024	19.4%	21. 6%
New York City	$1,542	$1,445	$1,841	$1,714	19. 4%	18.6%

Notes:

1 All dollar figures are represented in 2022 dollars.

2 If the margin of error of the difference between 2006–2010 and 2018–2022 ACS data is greater than the difference, a change cannot be reported with confidence; if the margin of error of the difference is greater than one third of the difference, a change cannot be estimated with confidence and only the direction of the change can be reported (i.e., increase/decrease).

Sources: U.S. Census Bureau, 2006–2010 and 2018–2022 ACS 5-Year Estimates via Social Explorer and DCP's NYC Population FactFinder.

As reported in **Table C-12**, the ¼-mile study area has experienced a trend toward increasing rents. As described in the *CEQR Technical Manual*, if the vast majority of the study area has already experienced a readily observable trend toward increasing rents and new market-rate development, further analysis is not warranted. Additionally, the Proposed Actions would introduce an increment of 238 permanently affordable units, which would help to preserve diverse housing opportunities in the area and is unlikely to adversely affect market conditions. Although conservatively not considered in the *CEQR Technical Manual* methodology, the incremental dwelling units will help satisfy demand for housing in the study area and New York City, thereby moderating rent increases.

Based on this preliminary assessment, the Proposed Actions would not result in significant adverse impacts due to indirect residential displacement.

9 The ¼-mile study area is represented by the following Manhattan census tracts: Tracts 194, 196, 198, 206, and 242.

Table C-12
Household Income Characteristics, ¼-Mile Study Area
(2006–2010, 2018–2022 ACS)

Area	Average Household Income[1]			Median Household Income[1]		
	2006–2010 ACS	2018–2022 ACS	Change or Direction of Change[2]	2006–2010 ACS	2018–2022 ACS	Change or Direction of Change[2]
¼-Mile Study Area	$55,501	$73,116	Increase	$33,531	$40,478	Increase
Manhattan	$165,138	$184,058	11.5%	$87,665	$99,880	13.9%
New York City	$104,908	$122,667	16.9%	$67,850	$76,607	12.9%

Notes:
[1] All dollar figures are represented in 2022 dollars.
[2] If the margin of error of the difference between 2006–2010 and 2018–2022 ACS data is greater than the difference, a change cannot be reported with confidence; if the margin of error of the difference is greater than one third of the difference, a change cannot be estimated with confidence and only the direction of the change can be reported (i.e., Increase/decrease).

Sources: U.S. Census Bureau, 2006–2010 and 2018–2022 ACS 5-Year Estimates via DCP's NYC Population FactFinder; Social Explorer.

INDIRECT BUSINESS DISPLACEMENT

The preliminary assessment of indirect business displacement focuses on whether the Proposed Actions could increase property values and commercial rents within the study area, so as to potentially make it difficult for some categories of businesses to remain in the area. The preliminary analysis uses the same ½-mile study area described above for the preliminary residential analysis and follows the step-by-step assessment guidelines of the *CEQR Technical Manual*.

1. Would the project introduce a new economic activity that could alter existing economic patterns?

As shown in **Table C-13**, under the RWCDS the Proposed Actions would introduce 799 incremental dwelling units and would result in a decrease in commercial and community facility spaces. The study area has a well-established residential market, with more than 28,000 dwelling units, and the additional residential units would not be a new use.

Table C-13
Comparison of No Action and With Action Land Uses in the ½-Mile Socioeconomic Study Area

Use	Existing	Planned No Action Development on Projected Development Sites	Planned No Action Development in Rest of Study Area	Incremental Amount Due to Proposed Actions
Residential (Dwelling Units)	28,864	1,297	2,055	799
Commercial (sf)	10,400,365	88,550	87,537	(19,234)

Notes: MapPLUTO does not offer floor area estimates for community facilities.
Sources: Existing use estimates for projected development sites and incremental use amounts introduced under the Proposed Actions' were based on 2024 MapPLUTO data (24v4). Planned No Action Development is based on data from the DCP Housing database and the Active Major Construction database.

2. Would the project add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend or to alter existing patterns?

RESIDENTIAL USES

The Proposed Actions would add new residential units to those already present in the ½-mile socioeconomic study area, including both market-rate and affordable units. The study area already contains well-established residential neighborhoods and consumer markets and is already experiencing an ongoing trend toward the development of residential uses. Recent residential developments in the study area include 201 East 125th Street (adding 404 dwelling units across East 125th Street from Project Area A in 2021), 88 East 127th Street (adding dwelling units DUs in 2023), and 212 East 125th Street (adding 113 dwelling units in 2023).

The introduction of a new residential population as a result of the Proposed Actions would increase demand for the goods and services provided by existing businesses. The affordable dwelling units included as part of he RWCDS would support a mix of household incomes, helping to preserve consumer demand for businesses offering goods and services at a range of price points. At the same time, the addition of 799 incremental dwelling units as a result of the Proposed Action, in addition to the 2,055 dwelling units that will be added to the study area irrespective of the Proposed Actions by 2036, would represent a population increase in the socioeconomic study area of approximately 2.7 percent, which would not be large enough to substantially alter or accelerate existing trends.

COMMERCIAL USES

The Proposed Actions would not add any incremental commercial space over the No Action condition, either office or retail. Therefore, the Proposed Actions would not add to the concentration of a particular sector of the local economy and would not accelerate or alter any ongoing conditions.

3. Would the project directly displace uses of any type that directly support businesses in the study area or bring people to the area that form a customer base for local businesses?

As mentioned in the screening assessment above, both the No Action and With Action condition would displace a single parking business. Since this business would be displaced absent the Proposed Actions, there is no potential for the Proposed Actions to displace a business or use that directly supports businesses in the study area or one that generates a substantial customer base for local businesses.

4. Would the project directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the study area?

The Proposed Actions would not directly displace residents or visitors. The potentially displaced parking operation does not retain employees that form a substantial customer base for existing businesses in the study area and would occur in both the No Action and With Action condition. Additionally, the introduction of a new residential population as a result of the Proposed Actions would add to the customer base of existing businesses in the study area and the affordable dwelling units included in the RWCDS would help to support preserve consumer demand for businesses offering goods and services at a variety of price points.

Based on this preliminary assessment, the Proposed Actions would not result in significant adverse impacts due to indirect business displacement. ✷

Attachment D: Community Facilities and Services

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on community facilities and services, which are defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* as public or publicly funded schools, publicly financed early childhood programs, libraries, health care facilities, and fire and police protection services. *CEQR Technical Manual* methodology focuses on assessing a project's direct effects on community facilities, such as when a facility is physically displaced or altered, and on indirect effects, which could result from increased demand for community facilities and services generated by new users, such as the new population that would result from the Future with the Proposed Actions (the With Action condition).

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New Yori City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. The Proposed Actions would facilitate the development of up to 2,097 new dwelling units, including up to 524 affordable dwelling units (with MIH Option 1), and approximately 69,300 gross square feet (gsf) of commercial retail and office space on the four sites. In comparison to the development anticipated on those sites in future absent the Proposed Actions (the No Action condition), the Proposed Actions would result in the addition of 799 incremental new dwelling units, of which up to 238 (with MIH Option 1) would be affordable, and the net reduction of approximately 58,500 gsf of commercial and community facility space. This assessment concludes that the Proposed Actions would not result in any significant adverse impacts to community facilities and services.

B. PRELIMINARY SCREENING

The analysis of community facilities has been conducted in accordance with *CEQR Technical Manual* methodologies and the latest data and guidance from the New York City Department of City Planning (DCP), the New York City Department of Education (DOE), and the New York City School Construction Authority (SCA).

The purpose of the preliminary screening is to determine whether a community facilities assessment is warranted. As recommended by the *CEQR Technical Manual*, a community facilities assessment is warranted if a project has the potential to result in either direct or indirect effects on community facilities. If a project would physically alter a community facility, whether by displacement of the facility or other physical change, this "direct" effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. New populations added to an area as a result of a project would use existing services, which may result in potential "indirect" effects on

service delivery. Depending on the size, income characteristics, and age distribution of the new population, there may be effects on public schools, libraries, or early childhood programs centers.

DIRECT EFFECTS

The Proposed Actions would not displace or otherwise directly affect any public schools, early childhood programs, libraries, health care facilities, or fire protection services. Therefore, an analysis of direct effects is not warranted.

INDIRECT EFFECTS

The *CEQR Technical Manual* provides thresholds for guidance in making a determination of whether a detailed analysis is necessary to determine potential indirect impacts on community facilities (see **Table D-1**). If a project exceeds the threshold for a specific facility type, a more detailed analysis is warranted.

Table D-1
Preliminary Screening Analysis Criteria: Manhattan

Community Facility	Threshold For Detailed Analysis
Public schools	50 or more elementary/intermediate school or 150 or more high school students. In Community School District 5 in Manhattan, where the Project Areas are located, the minimum number of dwelling units that triggers a detailed elementary/intermediate school analysis is 480 (student multiplier rates (rounded) of 0.075 students per dwelling unit for elementary schools and 0.029 students per dwelling unit for intermediate schools). The minimum number of residential units that triggers a detailed high school analysis in Manhattan is 9,550 (0.016 students per dwelling unit).
Libraries	Greater than 5 percent increase in ratio of residential units to libraries in a given borough. In Manhattan, the minimum number of residential units that triggers a detailed analysis is 1,033.
Health care facilities (outpatient)	Introduction of sizeable new neighborhood where none existed before.
Publicly Financed Early Childhood Programs	More than 20 eligible children under 6 years old, based on number of low- and low/moderate-income units by borough. In Manhattan, the minimum number of affordable units that triggers a detailed analysis is 170.
Fire protection	Introduction of sizeable new neighborhood where none existed before.
Police protection	Introduction of sizeable new neighborhood where none existed before.
Source: *CEQR Technical Manua*l, 2021.	

The With Action condition would result in an incremental increase of 799 dwelling units. Based on the screening criteria in **Table D-1**, a detailed analysis of potential indirect impacts on public elementary and intermediate schools was conducted. The threshold for analysis of public high schools was not exceeded and no further analysis of public high schools is warranted. With respect to publicly financed early childhood programs, the Proposed Actions would introduce up to approximately 238 affordable units, depending on which Mandatory Inclusionary Housing (MIH) option is selected. The MIH program prescribes affordable housing for a range of incomes. For early childhood programs analysis purposes, it is assumed that under any MIH option, no more than 20 percent of the overall residential floor area, or approximately 159 dwelling units, would be affordable to low- and low/moderate-

income households earning 80 percent or below the Area Median Income (with any MIH option) which is below the *CEQR Technical Manual* analysis threshold of 170 units in Manhattan. Therefore, no further analysis of publicly funded early childhood programs is warranted.

The *CEQR Technical Manual* requires a detailed analysis of impacts on police and fire services, hospitals, and public health clinics if a proposed action would affect the physical operation of, or access to and from, a station house or healthcare facility, or where a proposed action would create a sizeable new neighborhood where none existed before. The Proposed Actions would not directly displace a station house or health care facility, and, therefore, would not adversely affect the physical operation of, or access to and from a facility. In addition, the Proposed Actions would not create a sizeable new neighborhood.[1] Therefore, a detailed analysis of potential impacts on police and fire services, hospitals, and public health clinics is not warranted.

C. POTENTIAL INDIRECT EFFECTS ON PUBLIC ELEMENTARY AND INTERMEDIATE SCHOOLS

METHODOLOGY

This analysis assesses the potential effects of the Proposed Actions on public schools serving the Project Areas. Following the methodologies in the *CEQR Technical Manual*, the study area for the analysis of elementary and intermediate schools is the school district's "subdistrict" (also known as a "region" or "school planning zone") in which the project site is located. The subdistricts are used for capital planning purposes and do not necessarily reflect individual school zones; therefore, students are not limited to attending schools based on their subdistrict. The Project Areas are located in Subdistrict 1 of Manhattan Community School District (CSD) 5 (see **Figure D-1**).

In accordance with the *CEQR Technical Manual* methodology, the public schools analysis uses the most recent DOE data on school capacity, enrollment, and utilization rates for elementary and intermediate schools in the subdistrict study area (and district study area for intermediate schools). Specifically, the existing conditions analysis uses data provided in the DOE's *Utilization Profiles: Enrollment/Capacity/Utilization,* 2023–2024 edition. Future conditions are then predicted based on enrollment projections and data obtained from SCA's Capital Planning Division on the number of new dwelling units and students expected at the subdistrict level. The future utilization rate for school facilities is calculated by adding the estimated enrollment from proposed residential projects in the schools' study area to Statistical Forecasting's projected enrollment, and then comparing that number with projected school capacity. Charter school enrollment is not included in enrollment projections. For this analysis, Statistical Forecasting's enrollment projections for years 2023 through 2033, the most recent data currently available, were provided by DCP. These enrollment projections are based on broad demographic trends and do not explicitly account for discrete new residential projects planned for the study area. The estimated student

[1] The *CEQR Technical Manual* cites the Hunters' Point South project as an example of a project that would introduce a sizeable new neighborhood where none existed before (with approximately 5,000 new dwelling units).

3.28.25



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Community School District 5, Subdistrict 1

Public School

Public Schools Serving the Study Area

population from the other new projects expected to be completed within the study area are obtained from SCA's Capital Planning Division and added to the projected enrollment to ensure a more conservative prediction of future enrollment and utilization. In addition, new capacity from any new school projects identified in the DOE 2025–2029 Five-Year Capital Plan are included if construction has begun or if deemed appropriate to include in the analysis by the lead agency and the SCA.

The effect of the new students introduced by the Proposed Actions on the capacity of schools within the study areas is then evaluated. According to the *CEQR Technical Manual*, a significant adverse impact may occur for elementary or intermediate schools if a proposed action would result in both of the following conditions:

1. A utilization rate of the elementary and/or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the With Action condition; and
2. 100 or more new students generated from the proposed development past the 100 percent utilization point.

EXISTING CONDITIONS

ELEMENTARY SCHOOLS

As shown in **Table D-2**, 10 elementary schools serve Subdistrict 1 of CSD 5. According to DOE's 2023–2024 school year enrollment figures, elementary schools in the subdistrict have a total enrollment of 2,304 students and are currently operating at 57.7 percent utilization, with a surplus of 1,687 seats.

INTERMEDIATE SCHOOLS

As shown in **Table D-2**, seven intermediate schools serve Subdistrict 1 of CSD 5. Total enrollment at these intermediate schools is 1,120 students, or approximately 60 percent of capacity, with a surplus of 743 seats.

Table D-2
Public Schools Serving the Study Area,
Subdistrict 1 of CSD 5
Enrollment and Capacity Data, 2023–2024 School Year

Map No.	Name	Address	Enrollment	Capacity	Available Seats	Utilization
Elementary Schools						
1	P.S. 30	144-176 East 128th Street	210	486	276	43.2%
2	P.S. 36	123 Morningside Drive	279	558	279	50.0%
3	P.S. 92	222 West 134th Street	179	280	101	63.9%
4	P.S. 125	425 West 123rd Street	257	256	-1	100.4%
5	P.S. 129	425 West 130th Street	219	461	242	47.5%
6	P.S. 133	2121 Fifth Avenue	191	317	126	60.3%
7	P.S. 154	250 West 127th Street	215	711	496	30.2%
8	P.S. 161	499 West 133rd Street	307	422	115	72.8%
9	P.S. 175 Henry H Garnet	175 West 134th Street	277	330	53	83.9%
10a	Teacher's College Community School Annex	223-233 West 132nd Street	40	78	38	51.3%
10b	Teacher's College Community School	168 Morningside Avenue	130	92	-38	141.0%
Subdistrict 1 of CSD 5 Total			**2,304**	**3,991**	**1,687**	**57.7%**
Intermediate Schools						
8	P.S. 161	499 West 133rd Street	264	362	98	72.8%
11	I.S. 286	509 West 129th Street	78	374	296	20.9%
4a	I.S. 362	425 West 123rd Street	296	290	-6	102.0%
4b	School Of Earth Exploration And Discovery Harlem (Seed Harlem)	425 West 130th Street	95	170	75	55.9%
12	New Design Middle School	625 West 133rd Street	88	321	233	27.4%
10a	Teacher's College Community School	223-233 West 132nd Street	39	76	37	51.3%
10b	Teacher's College Community School	168 Morningside Avenue	128	91	-37	141.0%
13	Thurgood Marshall Academy	200-214 West 135th Street	132	178	46	74.0%
Subdistrict 1 of CSD 5 Total			**1,120**	**1,863**	**743**	**60.1%**

Note: See **Figure D-1**.
Source: DOE *Enrollment/Capacity/Utilization for the 2023-2024 School Year*.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

The latest available enrollment projections for Subdistrict 1 of CSD 5 were used to form the baseline enrollment in the future without the Proposed Actions (No Action condition), shown in **Table D-3** in the column titled "Projected Enrollment." This data includes projections of elementary and intermediate school enrollment through 2033. Since the analysis year for the Proposed Actions is 2036, the 2033 projections (the latest year available) are used as a baseline. The students projected to be introduced by other planned developments are added

to this baseline projected enrollment using the No Action condition student numbers for Subdistrict 1 of CSD 5 (derived from the SCA's *Projected New Housing Starts*), as shown in the column titled "Students Introduced by Residential Projects in the No Action condition" in **Table D-3**.

As shown in **Table D-3**, in the No Action condition, the total future study area enrollment is projected to be 2,082 elementary students and 848 intermediate students for Subdistrict 5 of CSD 1.

Table D-3
No Action Condition—Utilization in Subdistrict 1 of CSD 5

Study Area	2036 Projected Enrollment	Students Introduced by the RWCDS and Residential Projects in the No Action Condition	Total Future Enrollment	Capacity	Available Seats	Utilization
Elementary Schools						
Subdistrict 1 of CSD 5	1,592	490	2,082	3,991	1,908	52.2%
Intermediate Schools						
Subdistrict 1 of CSD 5	654	194	848	1,863	1,015	45.5%

Notes: 2033 enrollment projections were used. Elementary and intermediate school enrollment in the subdistrict study area was calculated by applying SCA supplied percentages. For Subdistrict 1of CSD 5, the district's 2033 elementary school projection of 2,440 students was multiplied by 65.25 percent. The subdistrict's intermediate school projection of 949 students was multiplied by 68.91 percent. It should be noted that the 2033 SCA enrollment projections for elementary and intermediate school students show a decrease in expected enrollment as compared with existing conditions.

Sources: Enrollment Projections 2024-2033 New York City Public Schools by Statistical Forecasting; DOE, Utilization Profiles: Enrollment/Capacity/Utilization 2023–2024 School Year; DOE 2021–2025 Proposed Five-Year Capital Plan; SCA.

According to the *CEQR Technical Manual* methodology, new capacity from new school projects identified in the DOE Five-Year Capital Plan is included if construction has begun or if deemed appropriate to include in the analysis by the lead agency and the SCA. According to DOE's *2021–2025 Proposed Five-Year Capital Plan,* there are no new schools planned or under construction Subdistrict 1 of CSD 5 and no changes in school capacity planned.

ELEMENTARY SCHOOLS

As shown in **Table D-3**, elementary schools in the subdistrict will operate under capacity (52.2 percent utilization) with a surplus of 1,908 seats in the No Action condition.

INTERMEDIATE SCHOOLS

As shown in **Table D-3**, intermediate schools in the subdistrict would operate under capacity (45.5 percent utilization) with a surplus of 1,015 seats in the No Action condition.

THE FUTURE WITH THE PROPOSED ACTIONS

According to the multipliers contained in the *CEQR Technical Manual*, with an incremental increase of 799 dwelling units in the future with the Proposed Actions (With Action condition), approximately 60 elementary school students and 24 intermediate school students would be

introduced to Subdistrict 1 of CSD 5. As noted above, a significant adverse impact may occur for elementary or intermediate schools if a project would result in both of the following conditions: (1) a utilization rate of the elementary or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the With Action condition; and (2) 100 or more new students generated from the proposed development past the 100 percent utilization rate.

Table D-4
With Action Condition—Utilization in Subdistrict 1 of CSD 5

Study Area	2036 No Action Enrollment	Students Introduced by the Proposed Actions	Total With Action Enrollment	Capacity	Available Seats	Utilization
Elementary Schools						
Subdistrict 1 of CSD 5	2,082	60	2,142	3,991	1,849	53.7%
Intermediate Schools						
Subdistrict 1 of CSD 5	848	24	872	1,863	991	46.8%

Sources:
Enrollment Projections 2024–2033 New York City Public Schools by Statistical Forecasting; DOE, Utilization Profiles: Enrollment/Capacity/Utilization 2023–2024 School Year; DOE 2021–2025 Proposed Five-Year Capital Plan; SCA.

ELEMENTARY SCHOOLS

In the With Action condition, the total elementary school enrollment of Subdistrict 1 of CSD 5 would increase to 2,142 students. Therefore, elementary schools would operate at 53.7 percent utilization with a surplus of 1,849 seats in the With Action condition (see **Table D-4**). Since the With Action condition utilization rate would remain below 100 percent, the Proposed Actions would not result in a significant adverse impact to elementary schools.

INTERMEDIATE SCHOOLS

As shown in **Table D-4**, in the With Action condition, the total intermediate school enrollment of Subdistrict 1 of CSD 5 would increase to 848 students (46.8 percent utilization) with a surplus of 991 seats. Since the With Action condition utilization rate would remain below 100 percent, the Proposed Actions would not result in a significant adverse impact to intermediate schools. ✷

Attachment E: Open Space

A. INTRODUCTION

This attachment assesses the potential impacts of the Proposed Actions on open space resources. Open space is defined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual* as publicly accessible, publicly or privately owned land that is available for leisure, play, or sport or serves to protect and enhance the natural environment. An open space assessment should be conducted if a project would have a direct effect on open space, such as eliminating or altering a publicly accessible open space, or an indirect effect, such as when an increase in population could overtax the capacity of an area's existing open spaces to serve the future population. Direct effects could also include a proposed action's effects on open spaces due to increased noise, air pollutant emissions, odor, or shadows.

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. The Proposed Actions would result in the addition of 799 incremental new dwelling units.

As discussed in more detail below, the Proposed Actions would result in the introduction of residential uses that would increase the residential population in the Project Areas by more than 200 residents. Therefore, in accordance with 2021 *CEQR Technical Manual* guidelines, an open space assessment was conducted to determine whether the Proposed Actions would result in significant adverse open space impacts. This assessment finds that the Proposed Actions would not result in significant adverse open space impact.

B. METHODOLOGY

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a project would directly affect open space conditions if it causes the loss of publicly accessible open space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of publicly accessible open space. This attachment uses information from Attachments F, "Shadows;" K, "Air Quality;" L, "Noise;" and M, "Construction," to determine whether the Proposed Actions would have the potential to directly affect any open spaces in or near the Project Areas. A project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

INDIRECT EFFECTS

Following the methodology of the *CEQR Technical Manual*, indirect open space effects may occur when a project would add enough of a population, either residents or workers, to noticeably diminish the ability of an area's open space to serve the future population.

Typically, an assessment of indirect effects is conducted when a project would introduce 200 or more residents or 500 or more non-residents to an area. As discussed in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would introduce up to 799 incremental dwelling units, which would introduce an estimated 1,830 residents to the Project Areas as compared with the future without the Proposed Actions (the No Action condition). However, the Proposed Actions would only introduce approximately 43 new workers to the Project Areas as compared to the No Action condition. Therefore, only an open space assessment for the residential population generated by the Proposed Actions is warranted.

For smaller projects, a preliminary assessment is typically provided as an initial assessment of conditions within the study area and to clarify the degree to which an action would affect open space and the need for further analysis. If the assessment indicates the need for further analysis, a detailed analysis of open space should be performed. Due to the size of the With Action condition, a detailed assessment has been provided.

The following sections describe the methodology for the analysis of indirect effects on open space, including establishing the study area, identifying open space user populations, creating an inventory of open space resources, and assessing the adequacy of open space resources.

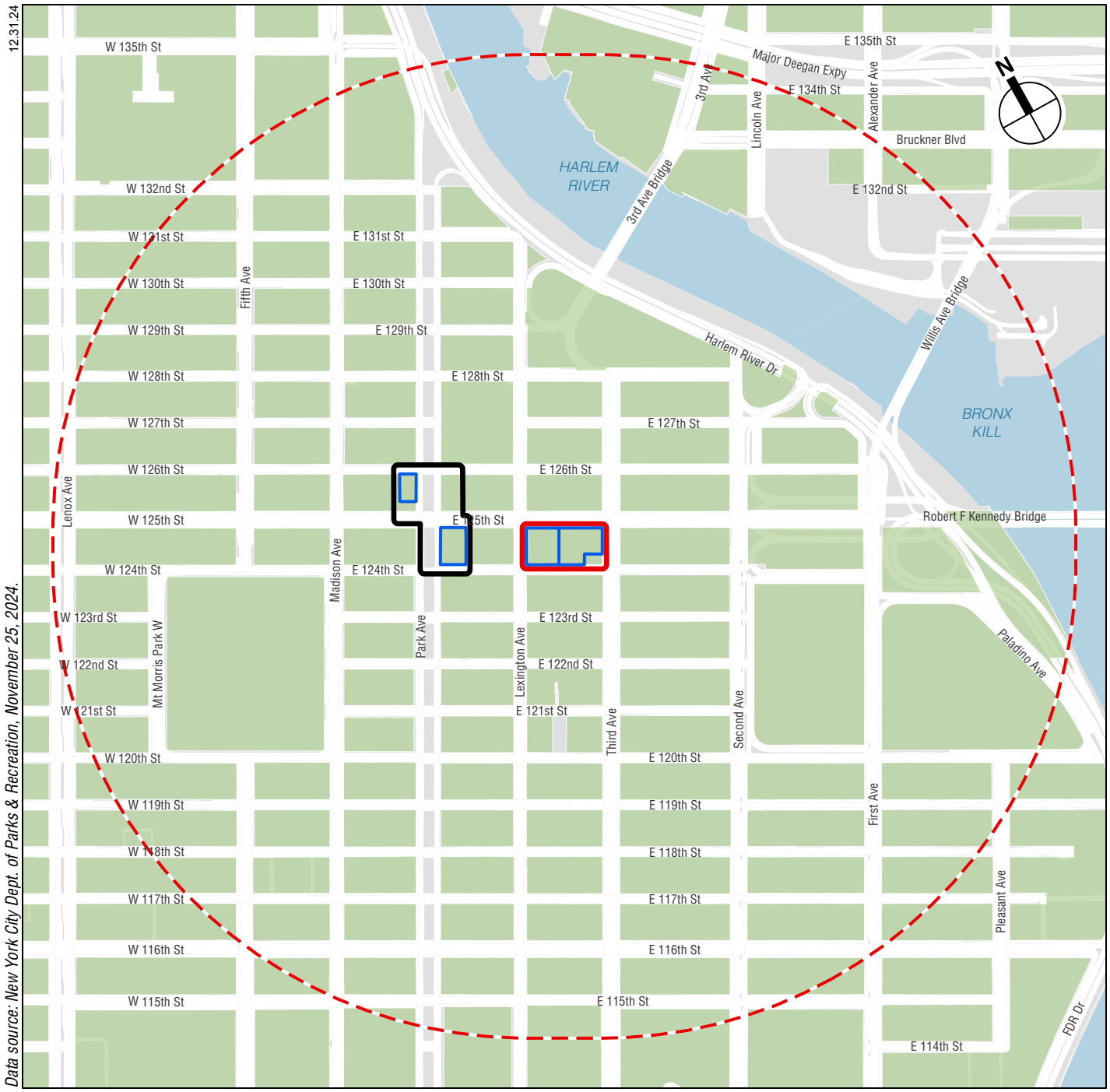
WALK TO A PARK SERVICE AREA

As part of *OneNYC 2050—Building a Strong and Fair City*, the City has put forth a goal that calls for 85 percent of New York City residents to live within walking distance of a park by 2030. To help the City reach this goal, the New York City Department of Parks and Recreation (NYC Parks) has a Walk to a Park initiative that focuses on increasing access to parks and open space in areas of the City where residents live beyond walking distance to a park. The Walk to a Park service area is shown on **Figure E-1**. Portions of the map that are not covered by a Walk to a Park service area are considered "walk gaps;" i.e., areas of the City that are not within a walking distance to a park.

According to the *CEQR Technical Manual*, as part of the preliminary assessment for open space, a project should be reviewed to determine if it is located within a Walk to a Park service area. Project sites that are located outside of a Walk to a Park service area (i.e., located in a known walk gap area) suggest that there is a need for a detailed analysis to be performed to determine if the project may further exacerbate a condition of residents living in areas of the City with inadequate park access, potentially leading to a significant impact. The Project Areas are not located within a known walk gap area; therefore, further analysis with regard to this initiative is not warranted.

STUDY AREA

The *CEQR Technical Manual* recommends establishing study area boundaries as the first step in an open space analysis. The study area is based on the distance that the respective



Walk to a Park Service Area

MTA 125TH AND LEXINGTON REZONING

Figure E-1

users—workers and residents—are likely to walk to an open space. According to the *CEQR Technical Manual*, workers are assumed to walk approximately 10 minutes, or ¼ mile, from their place of work to an open space, while residents are assumed to walk approximately 20 minutes, or ½ mile, to an open space.

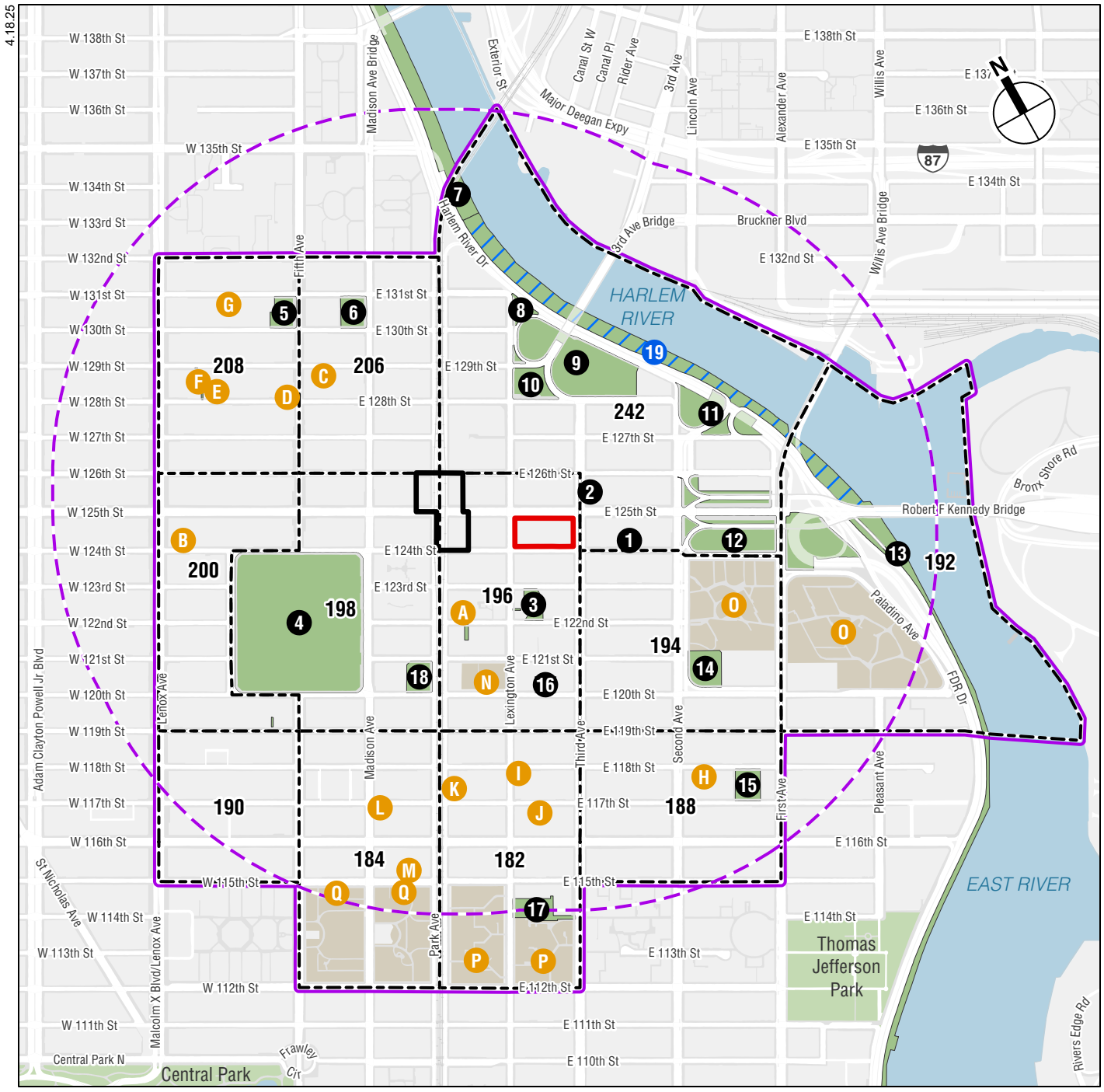
Because the Proposed Actions would only introduce new residential population above the 200-resindential population threshold and not a substantial enough population to exceed the 500-worker threshold, the adequacy of open space resources was assessed for the ½-mile (residential) study area. This study area was adjusted to include all census tracts with at least 50 percent of their area within the ½-mile boundary. In this way, the study area allows for analysis of both the open spaces in the area as well as population data. **Figure E-2** shows the open space study area and the census tracts that comprise the study area.

ANALYSIS FRAMEWORK

The *CEQR Technical Manual* methodology recommends conducting an initial quantitative assessment to determine whether a more detailed analysis is appropriate but also recognizes that for projects that introduce a large population in an area that is neither well-served nor underserved by open space, it may be clear that a full, detailed analysis should be conducted. Because the Proposed Actions would introduce a sizeable new residential population to the study area, a detailed analysis was conducted.

With an inventory of available open space resources and potential users, the adequacy of open space in the study areas can be assessed both quantitatively and qualitatively. The quantitative approach computes the ratio of open space acreage to the population within the study area and compares this ratio with open space adequacy guidelines. The qualitative assessment examines other factors that may affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population. Specifically, the assessment considers:

- To determine the number of residents in the study area, 2020 U.S. Census data was compiled for census tracts comprising the residential open space study areas and was supplemented with DCP Housing Database information for units constructed between 2020 and 2025.
- An inventory of all publicly accessible passive and active recreational facilities in the residential open space study area.
- An assessment of the quantitative ratio of open space in the study area, conducted by computing the ratio of open space acreage to the residential population in the study area and comparing the open space ratio with open space adequacy guidelines. The assessment also identifies whether a site is located in an identified walk gap of the City as defined by NYC Park's Walk to a Park program. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population. According to the *CEQR Technical Manual*, in New York City local open space ratios vary widely, and the median ratio citywide at the Community District (CD) level is 1.5 acres of open space per 1,000 residents. Typically, for the assessment of both direct and indirect effects, citywide local norms have been calculated for comparison and analysis. As a planning goal, a ratio of 2.5 acres per 1,000 residents represents an area well-served by open spaces and is consequently used as an optimal benchmark for residential



Open Space Resources

MTA 125TH AND LEXINGTON REZONING

Figure E-2

populations in large-scale proposals. Ideally, this would comprise 0.50 acres of passive space and 2.0 acres of active open space per 1,000 residents. According to the *CEQR Technical Manual*, for large-scale projects (and for planning purposes), the City also seeks to attain a planning goal of a balance of 80 percent active open space and 20 percent passive open space.

- An assessment of expected changes in future levels of open space supply and demand in the 2036 build year in the No Action and With Action conditions. Open space adequacy in the No Action condition is based on planned development projects within the open space study areas. To estimate the residential population expected in the study area in the No Action condition, an average household size of 2.29 persons (based on Census 2020 data for Manhattan Community District 11) was applied to the number of new Dwelling units expected. Any new open space or recreational facilities that are anticipated to be operational by the analysis year are also accounted for. Open space ratios are calculated for No Action and With Action conditions and compared to determine changes in future levels of adequacy.
- An evaluation of qualitative factors affecting open space use, including utilization and the condition of facility equipment.
- A determination of the adequacy of open spaces within the open space study areas in the existing, No Action, and With Action conditions.

IMPACT ASSESSMENT

The assessment of the potential for significant adverse impacts on open space is both quantitative and qualitative. According to the *CEQR Technical Manual*, a total open space ratio decrease approaching or exceeding 5 percent suggests that a potential for a significant adverse open space impact may exist and warrants further consideration. If a study area exhibits a low open space ratio, indicating a shortfall of open space, smaller decreases in that ratio as a result of the action may constitute significant adverse impacts. In addition to the quantitative factors cited above, the *CEQR Technical Manual* also recommends consideration of qualitative factors in assessing the potential for open space impacts, including the availability of nearby destination open space, the beneficial effects of new open space resources provided by a project, or other factors. It is recognized that the open space ratios of the City guidelines presented are not feasible for many areas of the City, and they are not considered impact thresholds on their own. Rather, these are benchmarks that indicate how well an area is served by open space.

When assessing the effects of a change in the open space ratio, the assessment should consider the balance of passive and active open space resources appropriate to support the affected population and the condition of existing open spaces within the study area. Determinations as to what constitutes a significant adverse open space impact are not based solely on the results of the quantitative assessment. Qualitative considerations such as the distribution of open space, whether an area is in a Walk to a Park Service Area or not, the distance to regional parks, and the connectivity of open space should be considered in a determination of significance.

C. EXISTING CONDITIONS

STUDY AREA POPULATIONS

As presented in **Table E-1**, based on the 2020 Census population plus population from the housing units constructed since 2020, the study area has a total population of 61,054 residents.

Table E-1
Residential Population within the Study Area

Census Tract	Residential Population
182	7,675
184	7,820
188	5,697
190	3,679
192	3,971
194	6,978
196	4,031
198	2,370
200	2,855
206	3,628
208	5,255
242	4,448
2020 Census Subtotal	58,407
Residential Population Growth Since 2020	2,647
Total	**61,054**
Sources: 2020 Census, U.S. Census Bureau; DCP Housing Database (2020-2025).	

Table E-2 summarizes the age distribution of the residential population in the study area and compares this distribution to the age distributions in Manhattan and New York City as a whole. As shown in **Table E-2**, the study area's age distribution is generally similar to that of Manhattan and New York City. Its working adult population (residents 20 to 64 years old) comprises 64 percent of its population compared to 67 percent for Manhattan and 63 percent for New York City. Older residents make up the next largest population group with 14 percent in the study area (compared to 17 percent in Manhattan and 14 percent in New York City) while younger residents in the 5 to 9, 10 to 14, and 15 to 19 years old age groups make up 5 to 6 percent each (as compared to 4 percent each for Manhattan and 5 to 6 percent each for New York City).

Table E-2
Study Area Population Age Distribution

Age Category	Study Area		Manhattan		New York City	
	Persons	Percent	Persons	Percent	Persons	Percent
Under 5 Years	2,887	5%	68,849	4%	475,637	5%
5 to 9 Years	3,205	5%	63,039	4%	479,017	5%
10 to 14 Years	3,495	6%	63,419	4%	491,325	6%
15 to 19 Years	3,483	6%	74,917	4%	505,700	6%
20 to 64 Years	37,429	64%	1,140,844	67%	5,542,287	63%
65 Years and Over	7,908	14%	283,183	17%	1,310,224	15%
Total	**58,407**	**100%**	**1,694,251**	**100%**	**8,804,190**	**100%**
Sources: 2020 Census, U.S. Census Bureau						

Within a given area, the age distribution of a population affects the way open spaces are used and the need for various types of recreational facilities. Typically, children five years old or younger use playgrounds that have play equipment for toddlers and preschool children. Children ages five through nine typically use playgrounds as well as grassy and hard-surfaced open spaces, which are important for activities such as ball playing, running, and skipping rope. Children ages 10 through 14 typically use playground equipment, court spaces, and ball fields. Teenagers and young adults tend toward court game facilities such as basketball and field sports. Adults (ages 20 to 64) use court game facilities and sports fields, along with more individualized recreation such as rollerblading, biking, and jogging, which require bike paths and vehicle-free roadways. Adults also gather with families for picnicking, active informal sports such as frisbee, and recreational activities in which all ages can participate. Senior citizens (65 years and older) engage in active recreation such as handball, tennis, and swimming, as well as recreational activities (such as gardening, fishing, walking,) that require passive facilities. The range of age groups present in the study area indicates a need for active and passive recreation facilities, flexible facilities, and open space areas that can be used for both active and passive recreation, like paths or promenades for running, open areas for informal sports, and benches for seating.

OPEN SPACE INVENTORY

There are 18 publicly accessible open space resources located within the study area providing a total of 42.57 acres of publicly accessible open space, including 20.82 acres providing passive recreation and 21.76 acres providing active recreation (see **Figure E-2** and **Table E-3**).

In addition to the resources included in the quantitative assessment, and consistent with *CEQR Technical Manual* guidance, there are several open space resources that have not been included. These resources, discussed further below, are expected to provide additional open space amenities to study area residents.

Table E-3
Study Area Quantified Open Space Resources

Map No.[1]	Name	Location	Owner/ Agency	Acreage	Active		Passive		Condition	Utilization	Amenities
					%	Acres	%	Acres			
1	Detective Omar Edwards Park	227 E. 124 St	NYC Parks	0.25	0%	0.00	100%	0.01	Good	Low	Benches, picnic tables, art, lawn
2	One East Harlem POPS	203 E. 125th St	East Harlem MECC/ HDFC	0.22	0%	0.00	100%	0.22	Excellent	Low	Seating, trees and landscaping
3	Dr. Ronald E. McNair Playground	167 E. 122 St	NYC Park	0.60	55%	0.33	45%	0.27	Excellent	Low	Playground
4	Marcus Garvey Park	18 Mt Morris Park West	NYC Parks	20.17	15%	3.03	85%	17.14	Excellent	Moderate	Dog park, basketball courts, ball field, playgrounds, amphitheater, pool, rec center
5	Courtney Callender Playground	2122 Fifth Ave	NYC Parks	0.65	60%	0.39	40%	0.26	Excellent	High	Basketball courts, playground
6	Moore Playground	2058 Madison Ave	NYC Parks/DOE	0.77	75%	0.57	25%	0.19	Excellent	Low	Hockey rink, basketball courts, playground
7	Harlem River Park Bikeway	E. 128th St, Second–Third Aves	NYC Parks	0.82[2]	100%	0.82	0%	0.00	Good	Low	Benches, walking/running/biking trail
8	Each One Teach One Playground	Lexington Ave, E. 128th–129th Sts	NYC Parks	1.43	90%	1.29	10%	0.14	Excellent	Low	Basketball courts, benches
9	Harlem River Park Athletic Field	175 E. 128 St	NYC Parks	4.33	90%	3.90	10%	0.43	Excellent	High	Ballfields
10	Alice Kornegay Triangle	145 E. 128 St	NYC Parks	0.88	50%	0.44	50%	0.44	Excellent	Low	Playground, benches
11	Crack Is Wack Playground	E. 127th St, Second Ave – Harlem River Dr	NYC Parks	1.37	50%	0.68	50%	0.68	Excellent	Low	Basketball courts, benches, handball courts
12	Wagner Houses Pool/Othmar Ammann Playground	2435 First Ave	NYC Parks/ NYCHA	1.64	100%	1.64	0%	0.00	Good	Low	Outdoor swimming pool, playground, benches
13	Bobby Wagner Walk/East River Esplanade	Harlem River Dr, E. 90th St–RFK Bridge	NYC Parks/ NYCDOT/ TBTA	5.15[2]	90%	4.64	10%	0.52	Good	Low	Walking path, biking/running trail, benches
14	Wagner Playground	2350 Second Ave	NYC Parks/DOE	1.27	85%	1.08	15%	0.19	Excellent	Low	Soccer field
15	P.S. 155 Playground	305 E. 117 St	NYC Parks/ DOE	0.83	85%	0.71	15%	0.13	Excellent	Moderate	Basketball courts, playground, swings
16	Harlem Art Park	East 120th St and Sylvan Pl	NYC Parks	0.35	0%	0.00	100%	0.35	Good	Low	Benches, sculpture/public art
17	James Weldon Johnson Playground	176 E. 115 St	NYC Parks/ DOE	1.05	60%	0.63	40%	0.42	Excellent	High	playground, basketball courts
18	Eugene McCabe Field	1839 Madison Ave	NYC Parks/ DOE	0.79	85%	0.67	15%	0.12	Good	Low	Ball fields
Study Area Totals				**42.57**	**49%**	**20.82**	**51%**	**21.76**			

Sources: AKRF field survey March 2025; NYC Parks Open Space Database.
Notes:
1. As depicted in **Figure E-2.**
2. The area that is within the study area.
There may be a small discrepancy within the number values above due to rounding.

Marcus Garvey Park is the largest open space in the study area (20.17 acres) and has extensive active and passive amenities including baseball fields, basketball courts, fitness equipment, outdoor pools, an indoor recreation center, BBQ areas, bathrooms, dog-friendly areas, benches, playgrounds, lawn areas, and landscaping. This park in large part provides for the open space needs of the residents in this area of Harlem and is within a reasonable range of the Project Areas. Marcus Garvey Park was observed to be in excellent condition with moderate usage.

Harlem River Park Athletic Field is a 4.33-acre active recreation facility- bounded by East 128th Street to the south, Harlem River Drive to the northeast, and the curving access road connecting East 128th Street to the Bronx-bound Third Avenue Bridge roadway to the northwest. This facility comprises a large multi-use synthetic turf field, with areas containing trees and lawn/landscaping and seating areas surrounding it on the periphery. The field is mostly for active recreational use.

The Harlem River Bikeway is a section of the Manhattan Waterfront Greenway between approximately East 135th Street and East 145th Street, north of the study area. It features a paved multi-use bicycle and pedestrian facility as well as lawns and seating areas providing waterfront views.

Bobby Wagner Walk, between East 90th and East 125th Streets, is part of the longer East River Esplanade/Manhattan Waterfront Greenway. It is an active recreation facility that provides space for walking, running and bicycling along the Harlem River waterfront. The New York City Economic Development Corporation (EDC) in partnership with NYC Parks is rehabilitating portions of this walkway. At the time of the observations, Bobby Wagner Walk was accessible from East 120th Street but was temporarily closed south of East 117th Street, and low utilization was observed. Approximately 5.15 acres of this park is within the study area and is in good condition.

Wagner Houses Pool/ Othmar Ammann Playground is a 1.64-acre open space that contains the Wagner Houses public outdoor pool and the Othmar Ammann Playground. This open space is on the north side of East 124th Street between Second and First Avenues, directly across the street from the Wagner Houses NYCHA housing complex open space resources. In addition to a public pool and playground, the park also provides basketball courts with trees and benches along the perimeter.

The remaining open space resources in the study area are smaller, ranging between approximately 0.22 acres and 1.45 acres in size. These resources are primarily programmed with active recreational uses such as playgrounds, ballfields, basketball and handball courts, and spray showers. There are also passive recreational uses such as benches, tables and chairs, and other seating areas; walking paths; and landscaped areas.

ASSESSMENT OF OPEN SPACE ADEQUACY

QUANTITATIVE ASSESSMENT

The study area has an overall open space ratio of 0.697 acres per 1,000 residents (see **Table E-4**). This is lower than the City's planning guideline of 2.5 acres per 1,000 residents. Approximately 49 percent of the open space in the study area is dedicated to active recreation and approximately 51 percent is dedicated to passive recreation. Overall, the

study area's active and passive open space ratios are 0.341 and 0.356 acres per 1,000 residents, respectively, which is below the City's planning guideline of 2.0 acres of active open space and 0.5 acres of passive open space per 1,000 residents.

Table E-4
Adequacy of Open Space Resources in the 1/2 -Mile Study Area: Existing Conditions

Residential Population	Open Space Acreage			Open Space Ratios Acres per 1,000 Persons			City Open Space Guidelines		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
61,054	42.57	20.82	21.76	0.697	0.341	0.356	2.5	2.0	0.5
Note: There may be a small discrepancy within the number values above due to rounding.									

QUALITATIVE ASSESSMENT

As noted above, the *CEQR Technical Manual* also recommends consideration of qualitative factors in assessing the potential for open space impacts, when warranted. These include the capacity and utilization of open space resources, the connectivity of open space, the distance to regional parks or other parks just outside the study area, and the beneficial effects of new open space provided by the Proposed Actions.

As discussed above under the quantitative assessment, approximately 49 percent of the open space in the study area is dedicated to active recreation and approximately 51 percent is dedicated to passive recreation. Although the study area contains a mix of recreational facilities. As shown in **Table E-3**, the study area open spaces include a wide variety of actively programmed spaces appropriate for all age groups, including children, teenagers, adults, and seniors. All 18 open spaces are in excellent or good condition, and several are newly restored or planned for renovation. Overall, 13 open spaces were observed to have low utilization, most of which are active open space resources such as ball fields and playgrounds.

As shown in **Table E-2**, approximately 22 percent of the study area's population consists of children below the age of 20. As noted in the *CEQR Technical Manual,* children require a variety of active recreational amenities including playgrounds and sports facilities, such as basketball and handball courts, similar to the adult population. The study area's open spaces serving this population include 8 parks with playground/jungle gym equipment, and 13 parks with basketball courts or other age-appropriate recreational amenities, such as handball courts, baseball fields, running tracks, and tennis courts.

In addition to the quantified open space resources within the study area, there are 13 community gardens, as shown in **Table E-5** and in **Figure E-2**, which are accessible to the public during specified hours. There are also several large New York City Housing Authority (NYCHA) housing campuses (Upper Park Avenue Community Association (UPACA) Houses, Wagner Houses, Johnson Houses, and Taft Houses) with active and passive open spaces serving their residents in addition to any publicly accessible open spaces.

Table E-5
Qualitative Assessment Open Space Resources

Map ID No.*	Name	Location	Type
A	Jackie Robinson Community Garden	103 East 122th St	Community Garden
B	W 124th Street Community Garden	77 West 124th St	Community Garden
C	Harlem Rose Garden	6 East 129th St	Community Garden
D	Collyer Brothers Park	1 West 128th Street	Community Garden
E	Unity Gardens	53 West 128th St	Community Garden
F	Rev. Linnette C Williamson Memorial Park	52 West 129th St	Community Garden
G	United Block Association Garden	34 West 131st St	Community Garden
H	Diamante Garden	306 East 118th St	Community Garden
I	El Gallo Garden	1895 Lexington Ave	Community Garden
J	117th St Community Garden	172 East 117th St	Community Garden
K	Magic Garden	1665 Park Ave	Community Garden
L	Peaceful Valley Garden	1781 Madison Ave	Community Garden
M	La Cuevita Garden	71 East 115 St	Community Garden
N	UPACA Houses Sites 5 and 6	1080-1982 Lexington Ave	NYCHA
O	Wagner Houses	East 124th St to East 121st/East 120th St, Second Ave to Paladino Ave	NYCHA
P	Johnson Houses	Park Ave to Third Av, East 115th to East 112th St	NYCHA
Q	Taft Houses	Fifth Ave to Park Ave, East 115th to East 112th St	NYCHA

Notes:
* As depicted in **Figure E-2.**
Sources: NYC Parks Open Space Database; and GreenThumb Database.

There are also several additional open space resources just outside the study area that are readily accessible by residents of the study area. These open spaces include Central Park, Randalls Island Park, and Thomas Jefferson Park. Central Park and Randalls Island Park are both major regional parks with 853 acres and 254 acres of open space, respectively. Central Park is located south of the study area at 110th Street and provides a wide array of active and passive open spaces. Randalls Island Park is located east of the study area on Island and can be accessed from the study area by foot, bicycle, or vehicle via the RFK Bridge; it is one of the City's main sports and active recreation hubs.

Thomas Jefferson Park is a large, 15.52-acre neighborhood park to the southeast of the study area. It provides amenities for various active and passive recreation uses including an outdoor pool; baseball and basketball fields; basketball, volleyball, and handball courts; a playground; barbecuing areas; and lawn and seating areas.

Also, the waterfront greenway and esplanade facilities within the study area extend beyond the study area (and will be interconnected in the future) providing access to additional active open space north and south of the study area.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

STUDY AREA POPULATION

In the No Action condition, it is expected that current land use trends and general development patterns in the study area will continue. These trends and patterns are characterized by the development of primarily mixed-use residential and commercial development. As detailed in Attachment A, "Project Description and Screening Analyses," it is anticipated that in the No Action condition, the projected development sites will be developed with 1,298 dwelling units, which will introduce approximately 2,973 residents. Additional residential growth anticipated to be added from known residential development in the study area by the 2036 analysis year, which will introduce an additional estimated 2,055 dwelling units and 4,705 residents to the study area. Therefore, the residential population within the study area is anticipated to increase by 7,678 residents in the No Action condition. In total, the total residential population of the study area in the No Action condition is anticipated to be 68,733 residents.

STUDY AREA OPEN SPACE RESOURCES

In the No Action condition, one new open space resource, the Harlem River Greenway extension, is expected to be added to the study area. The Harlem River Greenway is a section of the Manhattan Greenway that will extend north from East 125th Street to Dykman Street. This new segment will span from East 125th Street to East 132nd Street, thereby connecting facilities to its north and south. This new segment will provide approximately 8.82 acres of mostly active recreation space along the Harlem River waterfront. It will include walking and biking paths, lawns, native plantings, art, and will provide seating areas with views of the Harlem River, Randall's Island, and the Bronx. The Harlem River Greenway extension is anticipated to be completed by 2026.

ASSESSMENT OF OPEN SPACE ADEQUACY

QUANTITATIVE ASSESSMENT

The total open space available for study area residents will increase from 42.57 acres in existing conditions to 51.29 acres in the No Action condition. The active open space will increase from 20.82 acres in existing conditions to 28.66 acres in the No Action condition. The passive open space will increase slightly from 21.76 acres in existing conditions to 22.63 acres in the No Action condition.

The total residential population of the study area is anticipated to increase as a result of additional residential development. In total, the study area population is anticipated to increase from 61,054 residents in the existing condition to 68,733 residents in the No Action condition by the 2036 analysis year.

As a result, the total open space ratio is anticipated to increase to 0.746 acres per 1,000 residents in the No Action condition, as compared to 0.697 acres per 1,000 residents under existing conditions (see **Table E-6**). The active open space ratio is anticipated to increase from 0.341 acres per 1,000 residents under existing conditions to 0.417 acres per 1,000 residents in the No Action condition. The passive open space ratio is anticipated to decrease from 0.356 acres per 1,000 residents to 0.329 acres per 1,000 residents in the No Action condition. Similar to existing conditions, residents these open space ratios will be well below the *CEQR Technical Manual* open space guidelines of 2.5 acres of total open space per 1,000 residents, 0.5 acres of passive open space per 1,000 residents, and 2.0 acres of active open space per 1,000 residents.

Table E-6
Adequacy of Open Space Resources in the ½-Mile Study Area: No Action Condition

Residential Population	Open Space Acreage			Open Space Ratios per 1,000 Persons			*CEQR Technical Manual* Open Space Guidelines		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
68,733	51.29	28.66	22.63	0.746	0.417	0.329	2.5	2.0	0.5
Note: There may be a small discrepancy within the number values above due to rounding.									

QUALITATIVE ASSESSMENT

In the No Action condition, approximately 56 percent of the open space in the study area will be dedicated to active recreation and approximately 44 percent will be dedicated to passive recreation. Although the study area contains a mix of recreational facilities. As in the existing condition, study area open spaces include a wide variety of actively programmed spaces appropriate for all age groups within the study area, including children, teenagers, adults, and seniors. While utilization of public open space in the study area is anticipated to increase in the No Action condition due to the projected population growth, there will also be increase in the amount of active and passive open space in the study area. The following open space resources are slated for capital improvements, all of which are expected to be completed by the 2036 analysis year and will improve the quality of open space in the study area:

- Marcus Garvey Park (path and ramp reconstruction, Pelham Fritz Recreation Center roof reconstruction);
- Eugene McCabe Field (reconstruct field with new turf, fencing and sidewalks); and
- Harlem River Park Athletic Field (new public restroom).

E. THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

STUDY AREA POPULATION

The Proposed Actions would result in an incremental development of 799 dwelling units, which would introduce approximately 1,830 new residents to the study area compared with the No Action condition. As indicated in **Table E-7**, the study area's residential population would increase to 70,562 in the With Action condition.

STUDY AREA OPEN SPACE RESOURCES

In the With Action condition, study area open space resources would remain the same as in the No Action condition.

QUANTITATIVE ASSESSMENT

As shown in **Table E-7**, in the With Action condition, the total open space ratio is projected to decrease from 0.746 acres per 1,000 residents in the No Action condition to 0.727 acres per 1,000 residents in the With Action condition. The active open space ratio is anticipated to decrease from 0.417 acres per 1,000 residents in the No Action condition to 0.406 acres per 1,000 residents in the With Action condition. The passive open space ratio is anticipated to decrease from 0.329 acres per 1,000 residents in the No Action condition to 0.321 acres per 1,000 residents in the With Action condition. As in the existing and No Action conditions, in the With Action condition the open space ratios in the study area would be well below the *CEQR Technical Manual* open space guidelines.

Table E-7
Adequacy of Open Space Resources in the ½-Mile Study Area: With Action Condition

Residential Population	Open Space Acreage			Open Space Ratios per 1,000 Persons			*CEQR Technical Manual* Open Space Guidelines		
	Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
70,562	51.29	28.66	22.63	0.727	0.406	0.321	2.5	2.0	0.5
Note: There may be a small discrepancy within the number values above due to rounding.									

QUALITATIVE ASSESSMENT

As noted above, under the existing and No Action conditions, the open space study area does not meet the *CEQR Technical Manual* planning goal of 2.5 acres per 1,000 residents, and this is expected to remain irrespective of the Proposed Actions. The profile of the population generated by the Proposed Actions would be similar to the existing population and is not expected to have any unique characteristics, such as a disproportionately younger or older population, that would place heavy demand on facilities that cater to a specific user group. As also noted above, the entire study area is located in Walk to a Park service area, indicating the entire study area within walking distance to nearby walks, and is well served in that regard.

As noted above, several additional open space resources, in particular Central Park, Randalls Island Park, and Thomas Jefferson Park, were not analyzed in the quantitative assessment as they are located near the study area boundaries. These parks are utilized by study area residents and provide extensive active and passive recreational amenities to support the area's needs.

Furthermore, as mentioned above, private open spaces within the four NYCHA campuses and the 13 community gardens located in the study area would continue to provide additional open space for some study area residents. While these areas were not included in the open space inventory and quantitative analysis, the open spaces would address the recreational

needs of some residents in the study area with the provision of gardening space, playgrounds, ball courts, and passive seating areas.

Lastly, the projected developments would be required by zoning to provide on-site recreational space. While this is not considered public open space, it would provide new open space for the new population that would be added as a result of the Proposed Actions.

DETERMINING IMPACT SIGNIFICANCE

DIRECT EFFECTS

The Proposed Actions would not result in any significant adverse impacts to shadows, air quality, or noise that would affect an open space resource (see Attachment F, "Shadows;" Attachment K, "Air Quality;" and Attachment L, "Noise"). Therefore, the Proposed Actions would not directly impact any open space resources in the study area.

INDIRECT EFFECTS

According to the *CEQR Technical Manual*, the significance of a project's effects on open space is assessed taking into consideration qualitative and quantitative factors. **Table E-8** expresses the percentage change from the No Action condition to the With Action condition for the study area.

Table E-8
Open Space Ratio Summary

Ratio	*CEQR Technical Manual* Open Space Guideline	Open Space Ratios per 1,000			Percent Change (No Action to With Action)
		Existing	No Action	With Action	
Total	2.5	0.697	0.746	0.727	-2.55%
Active	2.0	0.341	0.417	0.406	-2.64%
Passive	0.5	0.356	0.329	0.321	-2.43%

In the With Action condition the total, active, and passive open space ratios would remain below the City's guideline ratios of 2.5 acres, 2.0 acres, and 0.5 acres per 1,000 residents, respectively. As shown in **Table E-8**, the total open space ratio in the study area would decrease by 2.55 percent (to 0.746 acres per 1,000 residents); the active open space ratio would decrease by approximately 2.64 percent (to 0.406 acres per 1,000 residents); and the passive open space ratio would decrease by approximately 2.43 percent (to 0.321 acres per 1,000 residents).

Typically, a reduction in the open space ratio exceeding 5 percent is considered to be significant. However, if an area has a very low open space ratio, a reduction as small as 1 percent may be considered significant. According to Table 7-5 of the *CEQR Technical Manual*, a decrease in total open space ratio of 2 percent or more where the total open space ratio is between 0.501 and 1.0 signifies a possible adverse impact; a decrease in active open space ratio of 2 percent where the active open space ratio is between 0.401 and 0.80 signifies a possible adverse impact; and a decrease in passive open space ratio of 3 percent or more signifies a possible adverse impact where the passive open space ratio is between 0.201 and 0.30. Since the total and active open space ratio decreases exceed these thresholds in the

With Action condition, further qualitative considerations are warranted to determine if the change in open space ratio would result in a significant adverse impact and are discussed below.

Determinations as to what constitutes a significant adverse open space impact are not based solely on the results of the quantitative assessment. Qualitative considerations such as the distribution of open space, whether an area is in a Walk to a Park service area or not, the distance to regional parks, and the connectivity of open space should be considered in a determination of significance.

The small reduction in open space ratios for active and total open space in the With Action condition caused by the population increase resulting from the Proposed Actions would most directly affect the study area's child, teenage, and adult populations (under 5 to 64 years old), which comprise approximately 86 percent of the total study area population. These groups use playgrounds, court facilities (e.g., basketball courts) and sports fields. They may also use facilities that provide more individualized recreation, such as bicycle/pedestrian paths and other separated paths. The majority of the open space resources in the study area that feature active open space facilities are in good to excellent condition and experience low to moderate utilization, allowing them to further absorb projected population increases. Some of these facilities, including the Harlem River Greenway, will be renovated and/or expanded to further accommodate increased usage.

As noted, the decrease in passive open space ratio is below the relevant threshold (3 percent) warranted further qualitative considerations.

Overall, the study area is entirely within Walk to a Park service area indicating that all residents are within walking distance to a park and are served by 18 public open spaces, some of which will be renovated by the analysis year. The residents of the study area and new residents in the Project Areas would have access to several additional open space resources, just beyond the study area boundaries such as Central Park, Randalls Island Park, and Thomas Jefferson Park, which are in reasonable walking distance to many study area residents. Additionally, the many community gardens and NYCHA housing campuses provided additional open space resources to study area residents, and the projected developments would be required by zoning to provide on-site recreational space for building residents. Based on these factors, the projected reduction of open space ratios in the study area would not be considered a significant adverse indirect open space impact. Therefore, the Proposed Actions would not result in significant adverse impacts on open space resources. ✷

Attachment F: Shadows

A. INTRODUCTION

This attachment examines the potential for the Proposed Actions to result in new shadows on sunlight-sensitive resources, which include publicly accessible parks and other open spaces, sunlight-sensitive features of historic resources, and natural resources that depend on sunlight. Following the guidelines of the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, a shadow study is required if a proposed project would result in structures 50 feet or more in height, or of any height if the project site is located adjacent to, or across the street from, a sunlight-sensitive resource. As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would facilitate the development of new mixed-use (primarily residential) buildings in Project Area A (the rezoning area) with a permitted zoning envelope that could reach a maximum height of 550 feet, approximately 390 feet taller than what could be built absent the Proposed Actions. Consequently, a shadow study was conducted for the Reasonable Worst-Case Development Scenario (RWCDS) that may occur as a result of the Proposed Actions in Project Area A. No new development greater than 50 feet in incremental height would occur in Project Area B with the Proposed Actions.[1]

The shadows analysis concluded that the Proposed Actions would result in new shadows on a number of sunlight-sensitive resources in the vicinity of the Project Areas. However, for reasons described in detail below, the analysis concluded that the new shadows would not cause significant adverse impacts to the recreational use or the vegetation in any of the open space resources, or in the case of historic resource, to its architectural significance.

B. DEFINITIONS AND METHODOLOGY

This analysis has been prepared in accordance with New York City CEQR procedures and follows the guidelines of the 2021 *CEQR Technical Manual*.

DEFINITIONS

Incremental shadow is the additional, or new, shadow that a structure resulting from a proposed project would cast on a sunlight-sensitive resource.

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[1] As described in **Attachment A, "Project Description and Screening Analyses,"** the base height (before setback) of projected development on Projected Development Site 3 in Project Area B would be 125 feet in height with the Proposed Actions, compared to 85 feet absent the Proposed Actions, a 40-foot height increase. As noted below, this difference was included in the detailed shadow analysis, for informational purposes. The maximum height of the projected development on Projected Development Site 3 would be the same in both scenarios. There would be no change to the building form for Projected Development Site 4 with the Proposed Actions.

Sunlight-sensitive resources are those that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. Such resources generally include the following:

- *Public open space* such as parks, beaches, playgrounds, plazas, schoolyards (if open to the public during non-school hours), greenways, and landscaped medians with seating. Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources.
- *Features of architectural resources that depend on sunlight for their enjoyment by the public.* Only the sunlight-sensitive features need be considered, as opposed to the entire resource. Such sunlight-sensitive features might include: design elements that depend on the contrast between light and dark (e.g., recessed balconies, arcades, deep window reveals); elaborate, highly carved ornamentation; stained glass windows; historic landscapes and scenic landmarks; and features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as a historic landmark.
- *Natural resources* where the introduction of shadows could alter the resource's condition or microclimate. Such resources could include community gardens, surface water bodies, wetlands, and designated resources such as coastal fish and wildlife habitats.

Non-sunlight-sensitive resources include, for the purposes of the *CEQR Technical Manual* analysis:

- *City streets and sidewalks* (except Greenstreets);
- *Private open space* (e.g., front and back yards, stoops, vacant lots, and any private, non-publicly accessible open space); and
- *Project-generated open space,* which cannot experience a significant adverse shadow impact from the project, according to the *CEQR Technical Manual*, because without the project the open space would not exist. However, a discussion of how shadows would affect the new space may be warranted.

A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or completely eliminates direct sunlight, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources. Each case must be considered on its own merits based on the extent and duration of new shadow and an analysis of the resource's sensitivity to reduced sunlight.

METHODOLOGY

Following the guidelines of the *CEQR Technical Manual*, a preliminary screening assessment is first be conducted to ascertain whether a project's shadow could reach any sunlight-sensitive resources at any time of year. The preliminary screening assessment consists of three tiers of analysis. The first tier of analysis determines a simple radius around the building(s) anticipated with the proposed action representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which refines the area that could be affected by project shadow. This refinement accounts for the fact that shadows can never be cast between a certain range of angles south of the development site due to the path of the sun through the sky at the latitude of New York City.

If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by project shadow by looking at specific representative days in each season and using three-dimensional (3D) computer modeling to determine the maximum extent of shadow over the course of each representative day.

If a third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is required to determine the extent and duration of the incremental shadow resulting from the project. The detailed analysis provides the data needed to assess the shadow impacts. The effects of the new shadows on the sunlight-sensitive resources are described, and their degree of significance compared to shadows anticipated under No Action development is considered. The results of the analysis and assessment are documented with graphics, a table of incremental shadow durations, and narrative text.

C. PRELIMINARY SCREENING ASSESSMENT

A base map was developed using Geographic Information Systems (GIS)[2] showing the location of Project Area A and the surrounding street layout and topography (see **Figure F-1**). Mapped databases of parks and other public open spaces; historic resources; and natural resources were added to the map.[3] In coordination with the open space and historic and cultural resources assessments presented in other attachments of this EAF, potential sunlight-sensitive resources were identified and shown on the map. Open space resources include publicly accessible parks, community gardens, Greenstreets traffic medians, pedestrian plazas, and privately owned public spaces (POPS),[4] courtyards, and other spaces available to the public. Sunlight-sensitive features of historic buildings and sites include stained-glass windows, design elements that rely on the contrast of light and shadow, vegetation in historic landscapes, and features for which direct sunlight is described as playing an important role in the resource's significance.

TIER 1 SCREENING ASSESSMENT

For the Tier 1 assessment, the longest shadow that a proposed development could cast is calculated. Then, using this length as the radius, a perimeter is drawn around the project site. Anything outside this perimeter representing the longest possible shadow cannot not be affected by project-generated shadow, while anything inside the perimeter needs additional assessment.

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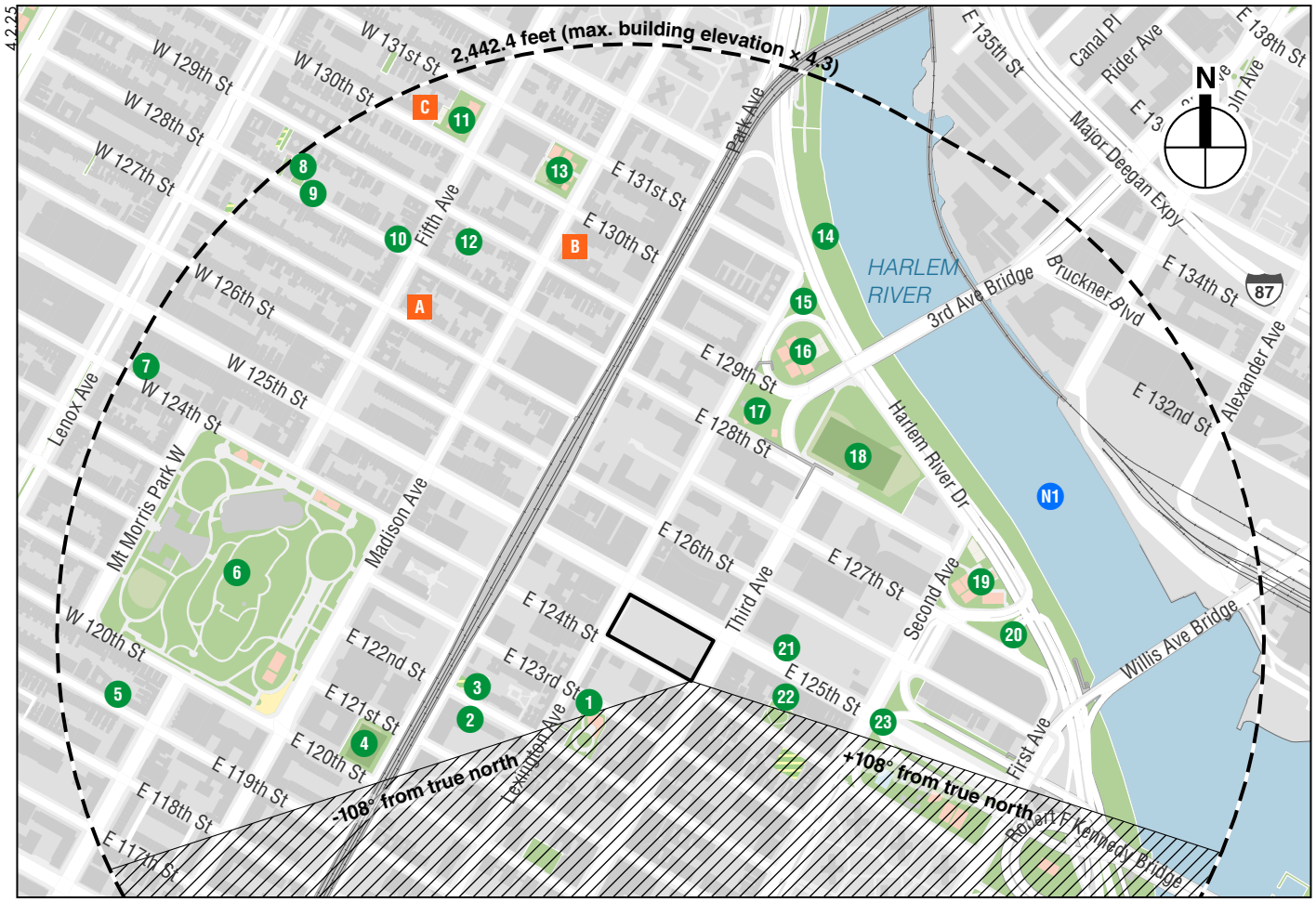
[2] Software: Esri ArcGIS Pro 3.3

[3] Data: City, State, and Federal agencies including New York City Department of Parks & Recreation; New York City Office of Technology & Innovation; New York City Department of City Planning; New York City Landmarks Preservation Commission; New York City Department of Transportation; New York State Office of Parks, Recreation and Historic Preservation; New York State Department of Environmental Conservation; U.S. Fish and Wildlife Service; and others; supplemented by Nearmap hi-resolution imagery, and AKRF site visits in January, February, and March 2025.

[4] New York City's Privately Owned Public Spaces (POPS) are outdoor and indoor spaces provided for public enjoyment by private owners in exchange for bonus floor area or waivers, an incentive provided in the New York City Zoning Resolution.



Project Area A (Rezoning Area)

Tier 1 Shadow Study Area Perimeter

Tier 2: Area South of Site That Could Never Be Shaded by Proposed Project

Publicly Accessible Open Space

Historic Resource with Sunlight-Sensitive Features

Natural Resource

Notes: Potential maximum building envelope = 550'. Potential maximum building elevation = 568' (referencing North American Vertical Datum of 1988 [NAVD88]). The Tier 1 elevation-based longest shadow study area represents a highly conservative preliminary study area because it assumes the maximum elevation of the new buildings casting their longest shadow (occurring 90 minutes after sunrise on December 21) onto a surrounding flat surface at 0' NAVD88, which is approximately mean sea level in the vicinity of New York City. Shadows falling on upland areas would be shorter. See Attachment F, "Shadows," Section C "Tier 1 Screening Assessment" for details.

Map Key	Open Space Resource
1	Dr. Ronald E. McNair Playground
2	El Barrio Garden of Angels
3	Jackie Robinson Community Garden
4	Eugene McCabe Field
5	Walter Miller III Memorial Garden (La Casa Frela)
6	Marcus Garvey Park
7	West 124th Street Community Garden
8	Christ Community Church Garden
9	Unity Park
10	Collyer Brothers Park
11	Courtney Callender Playground
12	Harlem Rose Garden

Map Key	Open Space Resource
13	Moore Playground
14	Harlem River Greenway
15	Harlem River Park - E 130th St/E 131st St
16	Harlem River Park - Each One Teach One Playground
17	Harlem River Park - Alice Kornegay Triangle
18	Harlem River Park - Athletic Field
19	Harlem River Park - Crack is Wack Playground
20	Harlem River Park - E 127th St medians
21	One East Harlem POPS
22	Detective Omar Edwards Park
23	Triboro Plaza

Map Key	Historic Resource
A	St. Andrew's Church
B	Church of All Saints
C	St. Ambrose Episcopal Church

Map Key	Natural Resource
N1	Harlem River

Tier 1 and Tier 2 Assessments

According to the *CEQR Technical Manual*, the longest shadow that a structure can cast at the latitude of New York City occurs on December 21, the winter solstice, at the start of the analysis day (90 minutes after sunrise[5]) and is equal to 4.3 times the height of the structure.

It must also be noted and accounted for that shadows cast from a location at a higher elevation toward a location at a lower elevation (i.e., "downhill") are longer in horizontal distance than they would be on a flat plane, and vice versa (shadows cast from lower to higher ground would be shorter than they would be on a flat plane). By the same token, shadows cast from upland areas onto the surface of water bodies, such as the Harlem River, which is at a lower elevation (approximately 0 feet NAVD88[6]), would be longer than they would be on a flat plane.

Therefore, the assessment conservatively used the potential development's maximum elevation above sea level (0 feet NAVD88) rather than maximum height above ground level at Project Area A to calculate the longest possible shadow. The ground elevation at Project Area A is approximately 18' NAVD88, which means that the permitted zoning envelope's maximum elevation would be +568 feet NAVD88. Therefore, the RWCDS's longest shadow would be approximately 2,442.4 feet in length (568 × 4.3). Using this length as a radius, a perimeter was drawn around the Project Area A (see **Figure F-1**).

The Tier 1 assessment showed that a number of sunlight-sensitive resources are located in the longest shadow study area. Therefore, the potential for new shadows on sunlight-sensitive resources could not be eliminated, and the next tier of assessment was warranted.

TIER 2 SCREENING ASSESSMENT

Because of the path that the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given development site. In New York City this area lies between -108 and +108 degrees from true north. **Figure F-1** illustrates this triangular excluded area south of Project Area A. The complementary portion of the longest shadow study area west, north, and east of Project Area A represents the remaining study area that could potentially experience new project-generated shadow.

The Tier 2 assessment concluded that a total 23 publicly accessible open spaces, two historic resources with sunlight-sensitive features, and one natural resource (the Harlem River) are located in the remaining longest-shadow study area and require further assessment. These resources are listed in **Table F-1** below, along with the Tier 3 assessment results.

TIER 3 SCREENING ASSESSMENT

The direction and length of shadows vary throughout the course of the day and also differ depending on the season. To determine whether project-generated shadow could fall on sunlight-sensitive resources, 3D computer modeling software[7] was used to calculate and

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[5] As explained in more detail in the "Tier 3 Screening Assessment" section, shadows occurring within 90 minutes of sunrise or sunset are not considered significant using the *CEQR Technical Manual* methodology.

[6] North American Vertical Datum of 1988. Zero feet NAVD88 is approximately mean sea level in the vicinity of New York City.

[7] Bentley MicroStation.

display the shadows on individual representative days of the year. A computer model was developed containing 3D representations of the elements in the base map used in the preceding assessments, the topographic information of the study area, and a reasonable worst-case 3D representation of the potential development on the development sites in Project Area A. The previous Tier 1 and Tier 2 assessments assumed the maximum building height would cover the entire footprint of the development. However, the Tier 3 assessment accounts for the specific massing and setbacks of the permitted zoning envelope.

This analysis assumes a buildout of the maximum zoning envelope at the projected development sites in Project Area A to identify worst-case shadows that could occur within the permitted zoning envelope. It should be noted, however, that a full buildout of that shape and scale cannot occur as a result of the Proposed Actions, because it would amount to more floor area that would be allowed by the new zoning on Project Area A.

REPRESENTATIVE DAYS FOR ANALYSIS

Following the guidance of the *CEQR Technical Manual*, shadows on the summer solstice (June 21), winter solstice (December 21) and spring and fall equinoxes (March 21 and September 21, which are approximately the same in terms of shadow patterns) are modeled in a shadow analysis to represent the range of shadows over the course of the year. An additional representative day during the growing season is also modeled, generally the day halfway between the summer solstice and the equinoxes, i.e., May 6 or August 6, which have approximately the same shadow patterns.

TIMEFRAME WINDOW OF ANALYSIS

The shadow assessment considers shadows occurring during the period beginning 1½ hours after sunrise and ending 1½ hours before sunset. At times earlier or later than this timeframe window of analysis, the sun is down near the horizon and the sun's rays reach the Earth at very tangential angles, diminishing the amount of solar energy and producing shadows that are very long, move fast, and generally blend with shadows from existing structures. Consequently, shadows occurring outside the timeframe window of analysis are not considered significant under the *CEQR Technical Manual* methodology and their assessment is not required.

TIER 3 SCREENING ASSESSMENT RESULTS

Figures F-2 to F-5 illustrate the range of shadows that would occur, in the absence of intervening buildings, from the RWCDS on the four representative days for analysis. As they move clockwise and generally west to east over the landscape, shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). **Table F-1** summarizes which analysis day or days each resource could potentially receive project-generated shadow.

The Tier 3 assessment concluded that 14 of the 23 publicly accessible open spaces and 1 of the 3 historic resources could potentially receive incremental shadow on one or more of the representative analysis days, and these resources (indicated in **Table F-1**) required a detailed analysis. The other resources were too far away and could not receive project-generated shadow on any representative day and do not require further assessment. A

4.3.25



Reasonable Worst-Case Development Scenario

Publicly Accessible Open Space

Historic Resource with Sunlight-Sensitive Features

Natural Resource

This figure illustrates the range of shadows that would occur from the Reasonable Worst-Case Development Scenario on the analysis day representing the winter. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment does not account for future No Action shadows, and the shadows shown in this figure do not represent incremental shadows. The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Map Key Open Space Resource
1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
12. Harlem Rose Garden
13. Moore Playground

Map Key Open Space Resource
14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Historic Resource
- A. St. Andrew's Church
- B. Church of All Saints
- C. St. Ambrose Episcopal Church

Map Key Natural Resource
N1. Harlem River

Tier 3 Assessment:
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-2

4.3.25



Reasonable Worst-Case Development Scenario

Publicly Accessible Open Space

Historic Resource with Sunlight-Sensitive Features

Natural Resource

This figure illustrates the range of shadows that would occur from the Reasonable Worst-Case Development Scenario on the analysis day representing the early spring and the fall. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment does not account for future No Action shadows, and the shadows shown in this figure do not represent incremental shadows. The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
12. Harlem Rose Garden
13. Moore Playground

Map Key Open Space Resource

14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Historic Resource

A. St. Andrew's Church
B. Church of All Saints
C. St. Ambrose Episcopal Church

Map Key Natural Resource

N1. Harlem River

Tier 3 Assessment:
March 21 / September 21

MTA 125TH AND LEXINGTON REZONING

Figure F-3

4.3.25



Reasonable Worst-Case Development Scenario

Publicly Accessible Open Space

A Historic Resource with Sunlight-Sensitive Features

N# Natural Resource

This figure illustrates the range of shadows that would occur from the Reasonable Worst-Case Development Scenario on the analysis day representing the growing season. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment does not account for future No Action shadows, and the shadows shown in this figure do not represent incremental shadows. The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
12. Harlem Rose Garden
13. Moore Playground

Map Key Open Space Resource

14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Historic Resource

A. St. Andrew's Church
B. Church of All Saints
C. St. Ambrose Episcopal Church

Map Key Natural Resource

N1. Harlem River

Tier 3 Assessment:
May 6 / August 6

MTA 125TH AND LEXINGTON REZONING

Figure F-4



Reasonable Worst-Case Development Scenario

Publicly Accessible Open Space

Historic Resource with Sunlight-Sensitive Features

Natural Resource

This figure illustrates the range of shadows that would occur from the Reasonable Worst-Case Development Scenario on the analysis day representing the summer. The shadows are shown occurring approximately every 60 minutes from the start of the analysis day (90 minutes after sunrise) to the end of the analysis day (90 minutes before sunset). The Tier 3 assessment does not account for future No Action shadows, and the shadows shown in this figure do not represent incremental shadows. The Tier 3 assessment serves to illustrate the daily path or "sweep" of the proposed building's shadows across the landscape, indicating which resources could potentially be affected on that analysis day, absent intervening buildings, by project-generated shadow. Daylight Saving Time was not used, per *CEQR Technical Manual* guidelines.

Map Key Open Space Resource
1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
12. Harlem Rose Garden
13. Moore Playground

Map Key Open Space Resource
14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Historic Resource
- A. St. Andrew's Church
- B. Church of All Saints
- C. St. Ambrose Episcopal Church

Map Key Natural Resource
N1. Harlem River

Tier 3 Assessment:
June 21

portion of the Harlem River could also potentially receive incremental shadow and required additional assessment.

Table F-1
Tier 3 Assessment

Map Reference	Resource Name	December 21	March 21 / September 21	May 6 / August 6	June 21
Publicly Accessible Open Spaces					
1	Dr. Ronald E. McNair Playground	No	No	No	No
2	El Barrio Garden of Angels	No	No	No	Potential
3	Jackie Robinson Community Garden	No	No	Potential	Potential
4	Eugene McCabe Field	No	No	No	Potential
5	Walter Miller III Memorial Garden (La Casa Frela)	No	No	No	No
6	Marcus Garvey Park	No	Potential	Potential	Potential
7	West 124th Street Community Garden	No	No	No	No
8	Christ Community Church Garden	No	No	No	No
9	Unity Park	No	No	No	No
10	Collyer Brothers Park	No	No	No	No
11	Courtney Callender Playground	No	No	No	No
12	Harlem Rose Garden	No	No	No	No
13	Moore Playground	No	No	No	No
14	Harlem River Greenway	Potential	Potential	Potential	Potential
15	Harlem River Park - E 130th St / E 131st St	Potential	No	No	No
16	Harlem River Park - Each One Teach One Playground	Potential	No	No	No
17	Harlem River Park - Alice Kornegay Triangle	Potential	No	No	No
18	Harlem River Park - Athletic Field	Potential	Potential	No	No
19	Harlem River Park - Crack is Wack Playground	No	Potential	No	No
20	Harlem River Park - E 127th St medians	No	Potential	Potential	No
21	One East Harlem POPS	No	Potential	Potential	Potential
22	Detective Omar Edwards Park	No	No	No	Potential
23	Triboro Plaza	No	No	Potential	Potential
Historic Resources with Sunlight-Sensitive Features					
A	St. Andrew's Church	Potential	No	No	No
B	Church of All Saints	No	No	No	No
C	St. Ambrose Episcopal Church	No	No	No	No
Natural Resources					
N1	Harlem River	Potential	Potential	Potential	Potential

Notes:

See **Figures F-2 to F-5** for corresponding resource locations and shadow sweeps.

In the columns providing information on the representative analysis dates, “No” means project-generated shadow could not reach the resource on that date, even without accounting for intervening buildings. “Potential” means project-generated shadows could potentially reach the resource on this date and require further assessment.

D. DETAILED SHADOW ANALYSIS

A detailed analysis is warranted when the screening analysis does not rule out the possibility that project-generated shadows would reach sunlight-sensitive resources. The detailed analysis establishes a baseline condition, the future without the Proposed Actions (the No Action condition) to illustrate the shadows cast by existing buildings (and other future planned buildings). This baseline is then compared to the future condition with the Proposed Actions (the With Action condition) to identify the additional (incremental) shadow cast by the projected and potential developments that would result from the Proposed Actions. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadow that would be cast on a sunlight-sensitive resource as a result of the Proposed Actions. Because buildings in the existing No Action condition may already cast shadows on a sunlight-sensitive resource, the Proposed Actions may not result in additional, or incremental, shadows on that resource.

Following the analysis framework described in Attachment A, "Project Description and Screening Analyses," the detailed analysis was performed for the analysis year of 2036. In the No Action condition, absent the Proposed Actions, it was assumed that the two projected development sites in Project Area A would be redeveloped in accordance with the underlying zoning provisions, in the form of mixed-use buildings reaching a maximum height of 160 feet. In addition, future planned developments in the study area were added to the No Action baseline using best-available information from publicly available filings with the New York City Department of Buildings and other sources.

Shadows are in constant movement. The computer simulation software utilized for the analysis produces a minute-by-minute animation showing the movement of shadows over the course of each analysis period. The analysis determines the time when incremental shadow would enter each resource, and the time it would exit. Shadows analyses were performed for each of the representative days and analysis periods indicated in the Tier 3 assessment.

DETERMINATION OF IMPACT SIGNIFICANCE

The determination of significance of shadow impacts on a sunlight-sensitive resource is based on (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. The goal of the assessment is to determine whether the effects of incremental shadows on a sunlight-sensitive resource are significant under the *CEQR Technical Manual* methodology.

A shadow impact occurs when the incremental shadow from a proposed project falls on a sunlight-sensitive resource or feature and reduces its direct sunlight exposure. Determining whether this impact is significant or not depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

According to the *CEQR Technical Manual*, a significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- **Vegetation:**
  - A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there would be sufficient sunlight in the No Action condition). In the growing season, four to six hours a day of sunlight is a minimum requirement.
  - A reduction in direct sunlight exposure where the sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- **Historic and Cultural Resources:**
  - A substantial reduction in sunlight available for the enjoyment or appreciation of the sunlight-sensitive features of a historic or cultural resource.
- **Open Space Utilization:**
  - A substantial reduction in the usability of open space as a result of increased shadows, accounting for anticipated new users and the open space's utilization rates throughout the affected time periods.
- **For Any Sunlight-Sensitive Feature of a Resource:**
  - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

SUMMARY OF ANALYSIS RESULTS

Table F-2 summarizes the entry and exit times and total duration of incremental shadows resulting from the RWCDS on each affected sun-sensitive resource. **Figures F-6 to F-41** document the results of the analysis by providing graphic representations from the computer animation of times when incremental shadow would fall on a sun-sensitive resource. The figures illustrate the extent of additional, incremental shadow at that moment in time (highlighted in red), and also show existing shadow and remaining areas of sunlight. The figures showing open spaces in plan view are presented first, in chronological order starting with the winter solstice, followed by the figures showing the historic resource in oblique aerial view.

4.2.25



12:30 PM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
12. Harlem Rose Garden
13. Moore Playground
14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

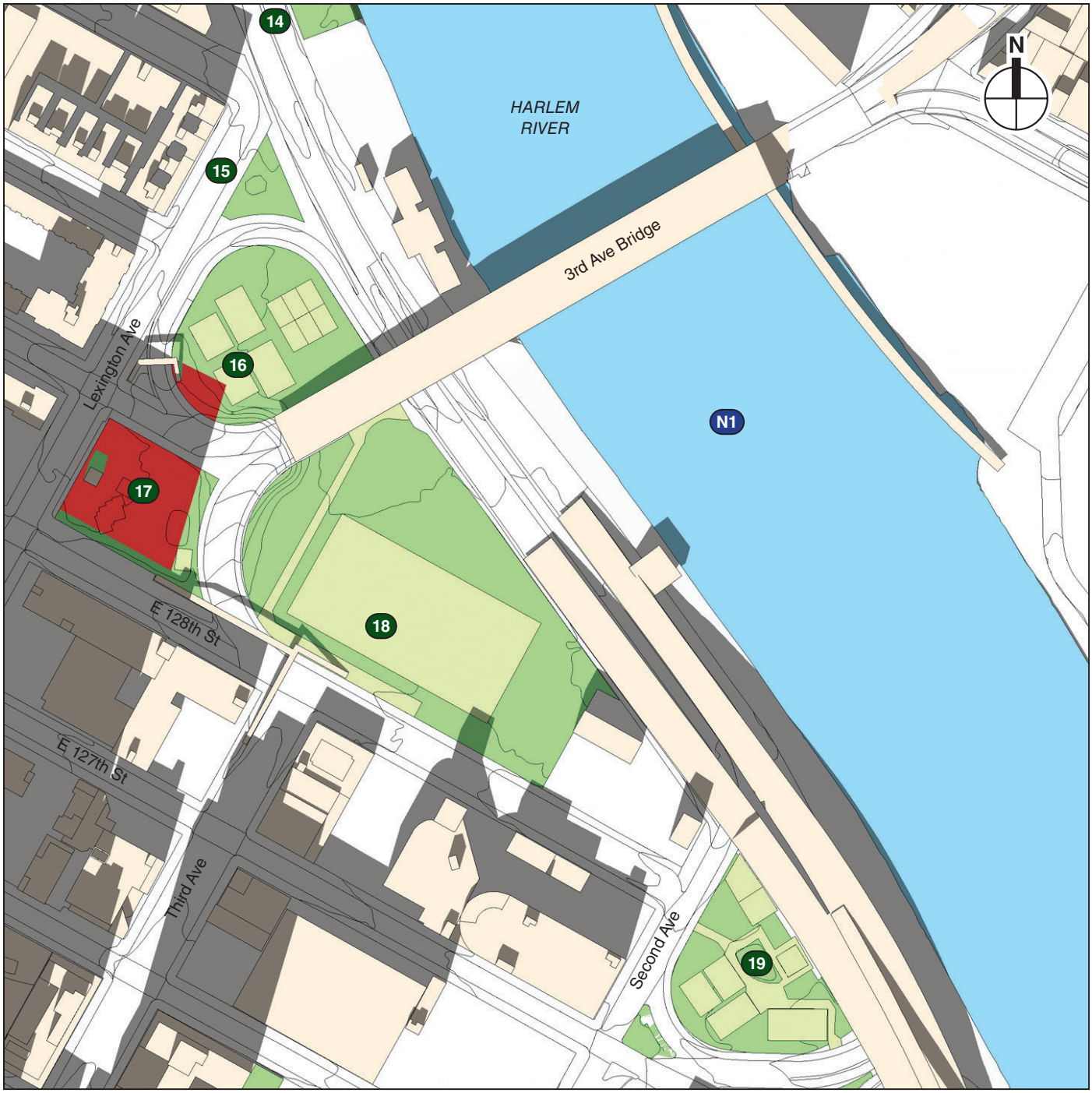
24. N1. Harlem River

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-6

4.2.25



1:00 PM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

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19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

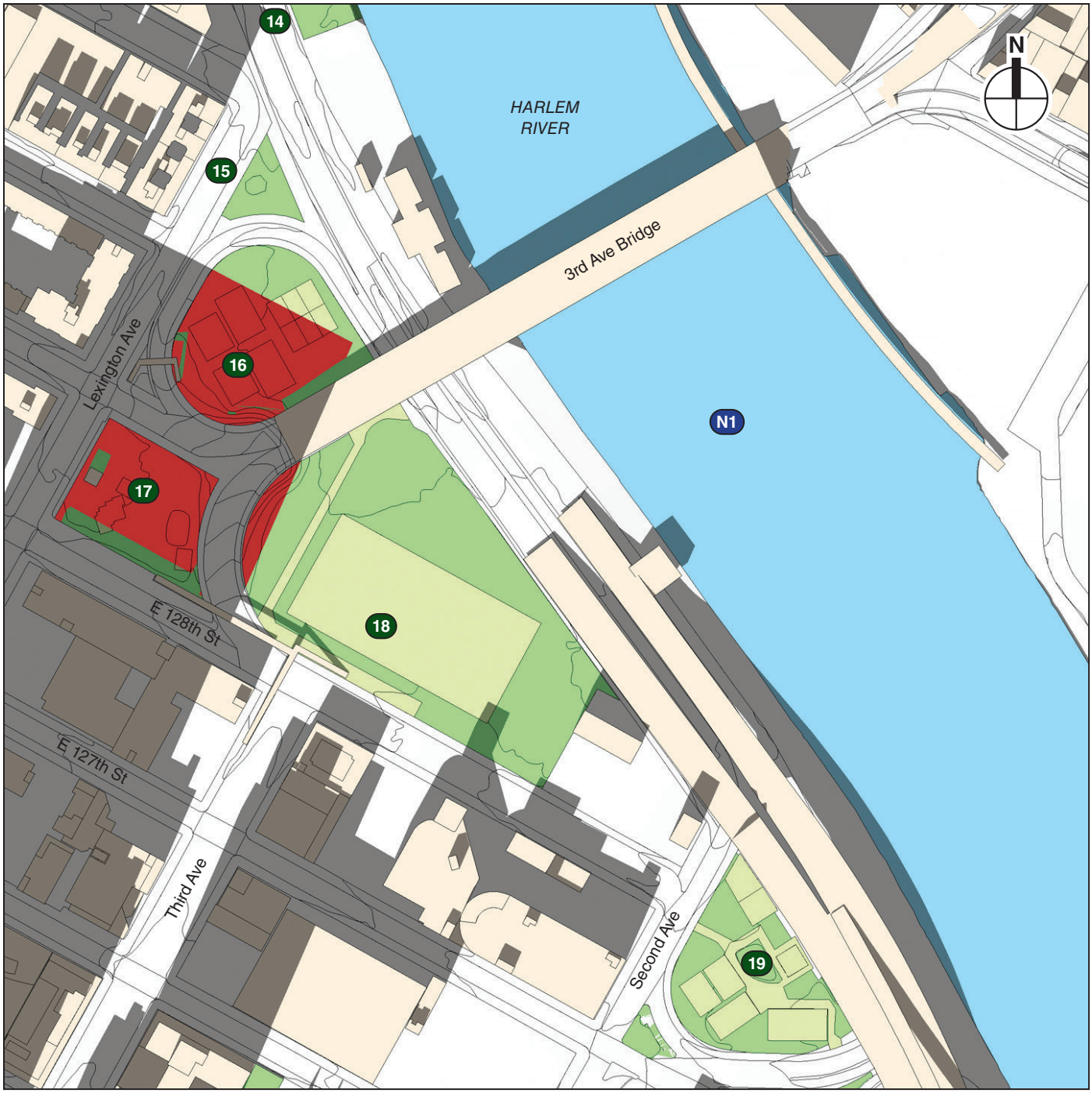
24. N1. Harlem River

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-7

4.2.25



1:30 PM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Map Key Open Space Resource

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17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

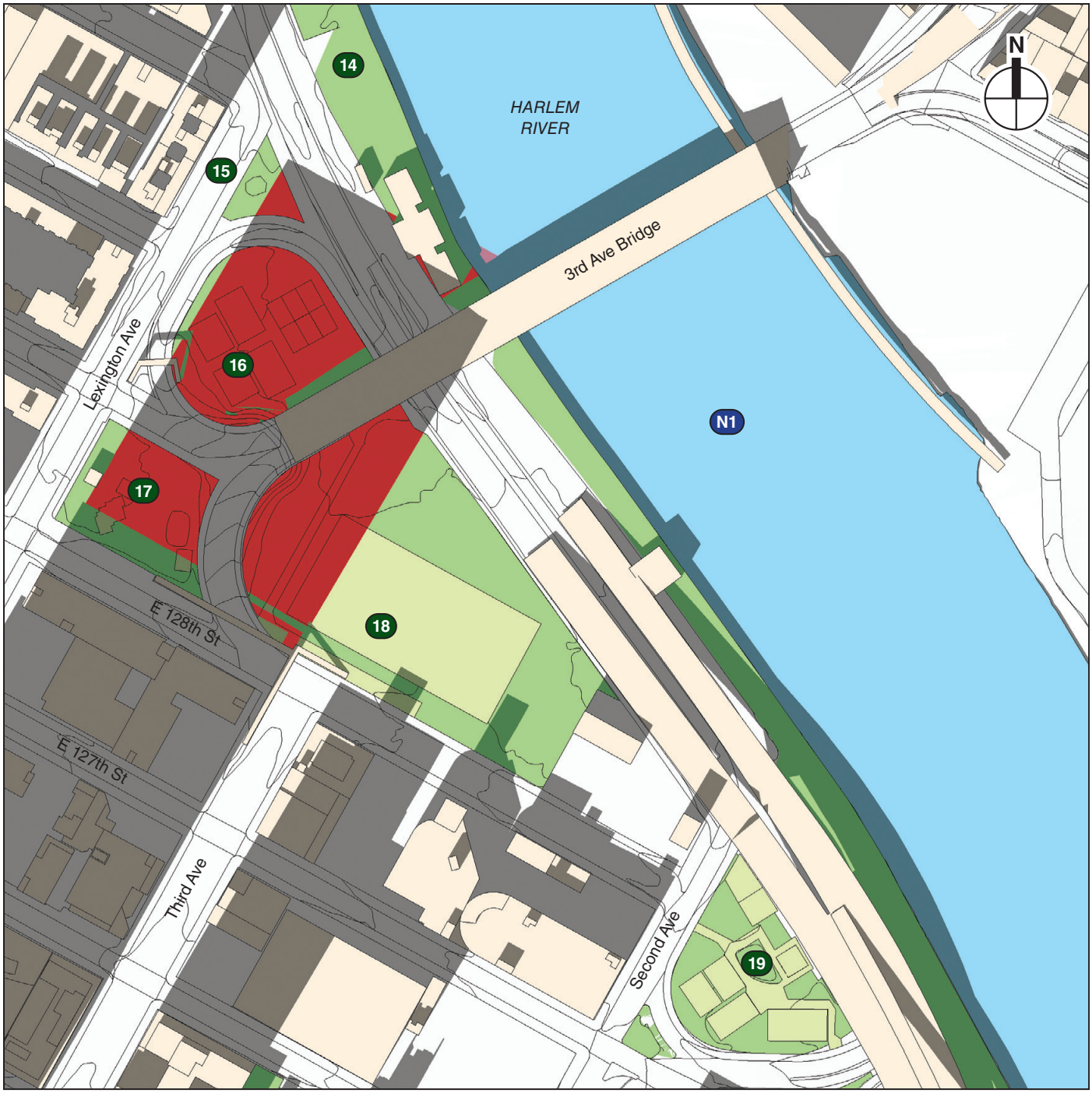
24. N1. Harlem River

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-8

4.2.25



2:00 PM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Map Key Open Space Resource

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18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

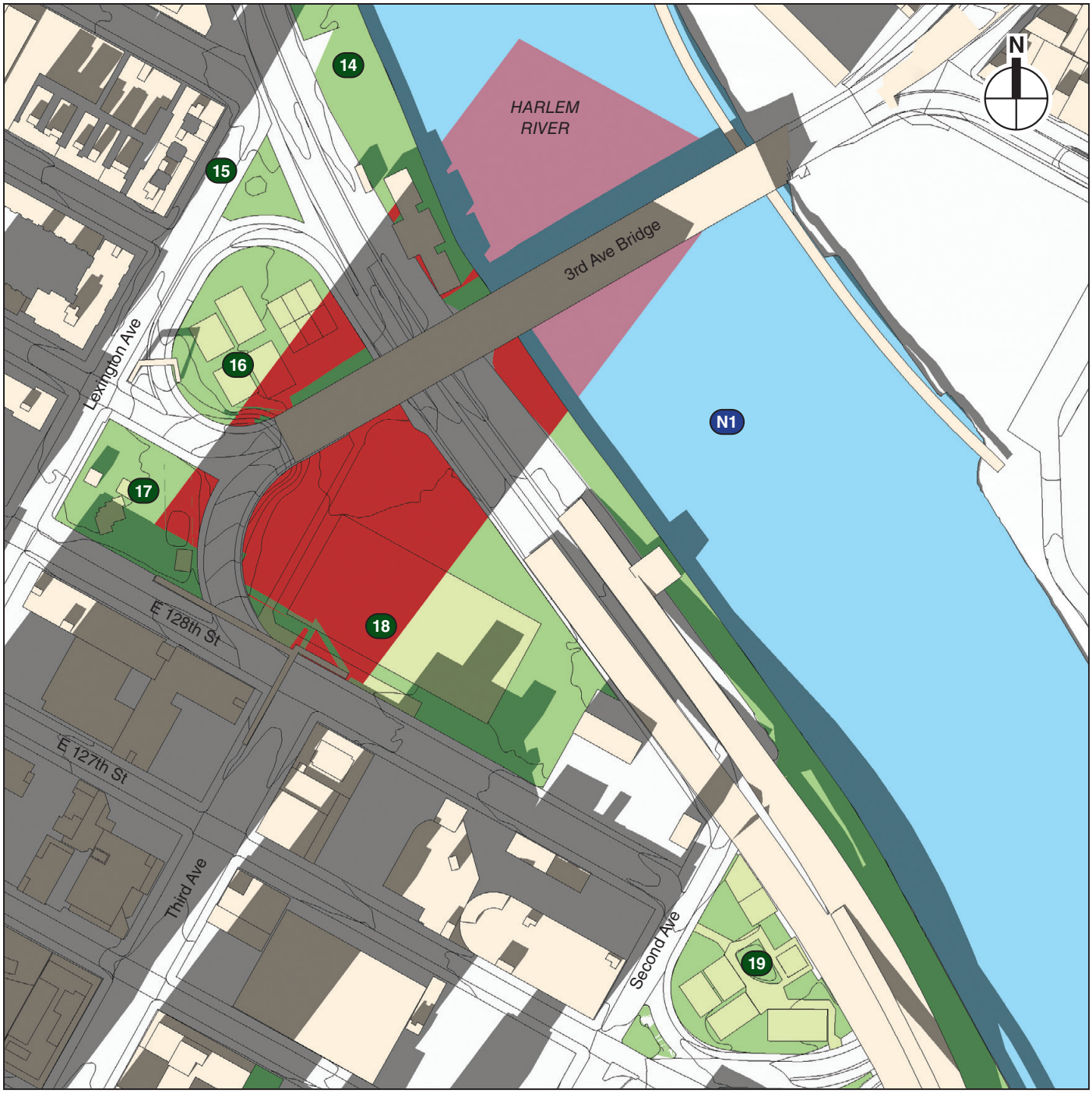
24. N1. Harlem River

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-9

4.2.25



2:30 PM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Map Key Open Space Resource

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18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

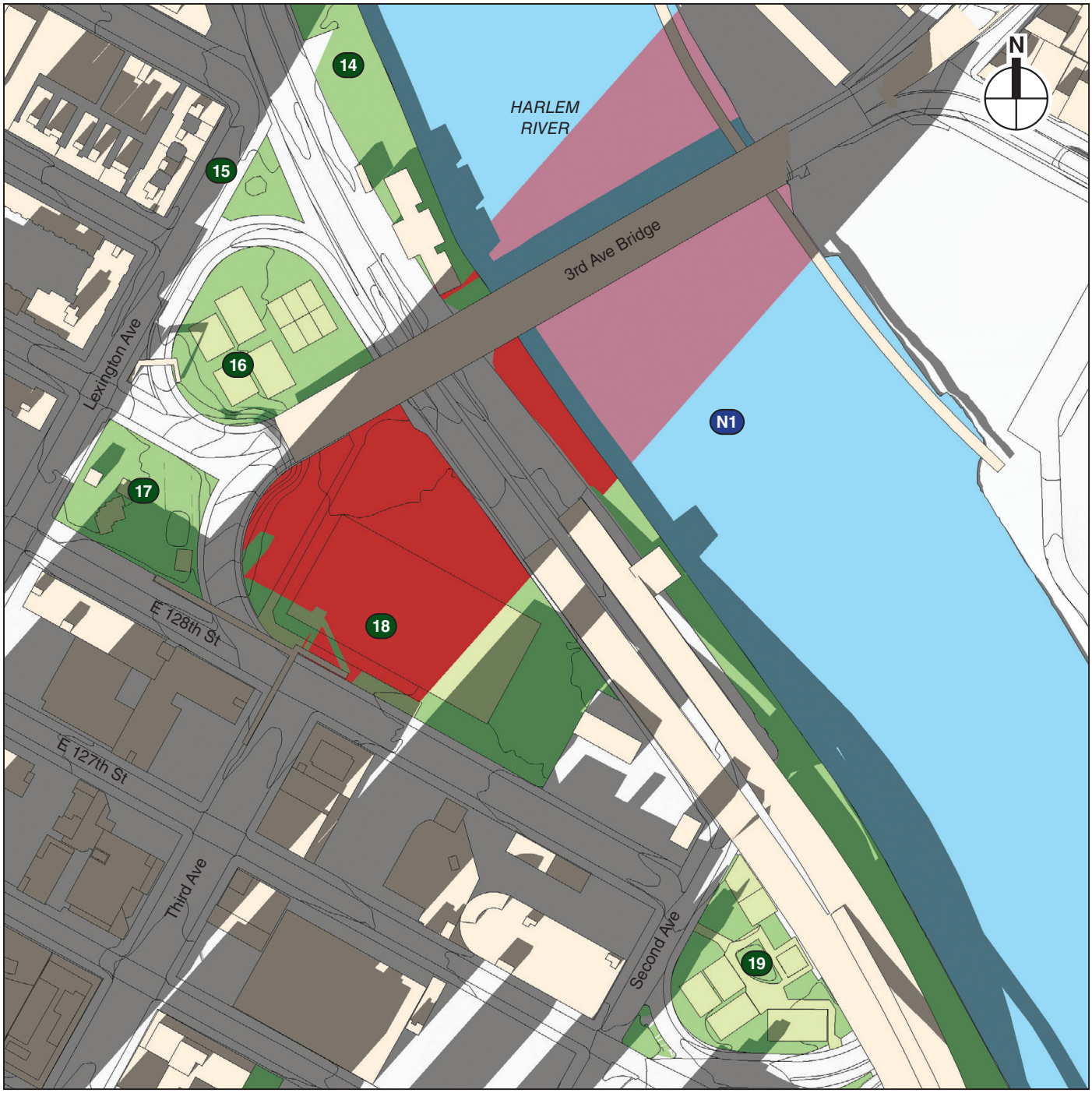
24. N1. Harlem River

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-10

4.2.25



2:53 PM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
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18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-11

4.2.25



7:36 AM EST (8:36 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
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17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
March 21 / September 21

4.2.25



7:45 AM EST (8:45 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
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18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
March 21 / September 21

4.2.25



8:00 AM EST (9:00 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
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19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
March 21 / September 21

4.2.25



3:50 PM EST (4:50 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
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17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
March 21 / September 21

4.2.25



4:00 PM EST (5:00 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
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19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
March 21 / September 21

4.2.25



4:15 PM EST (5:15 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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13. Moore Playground
14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

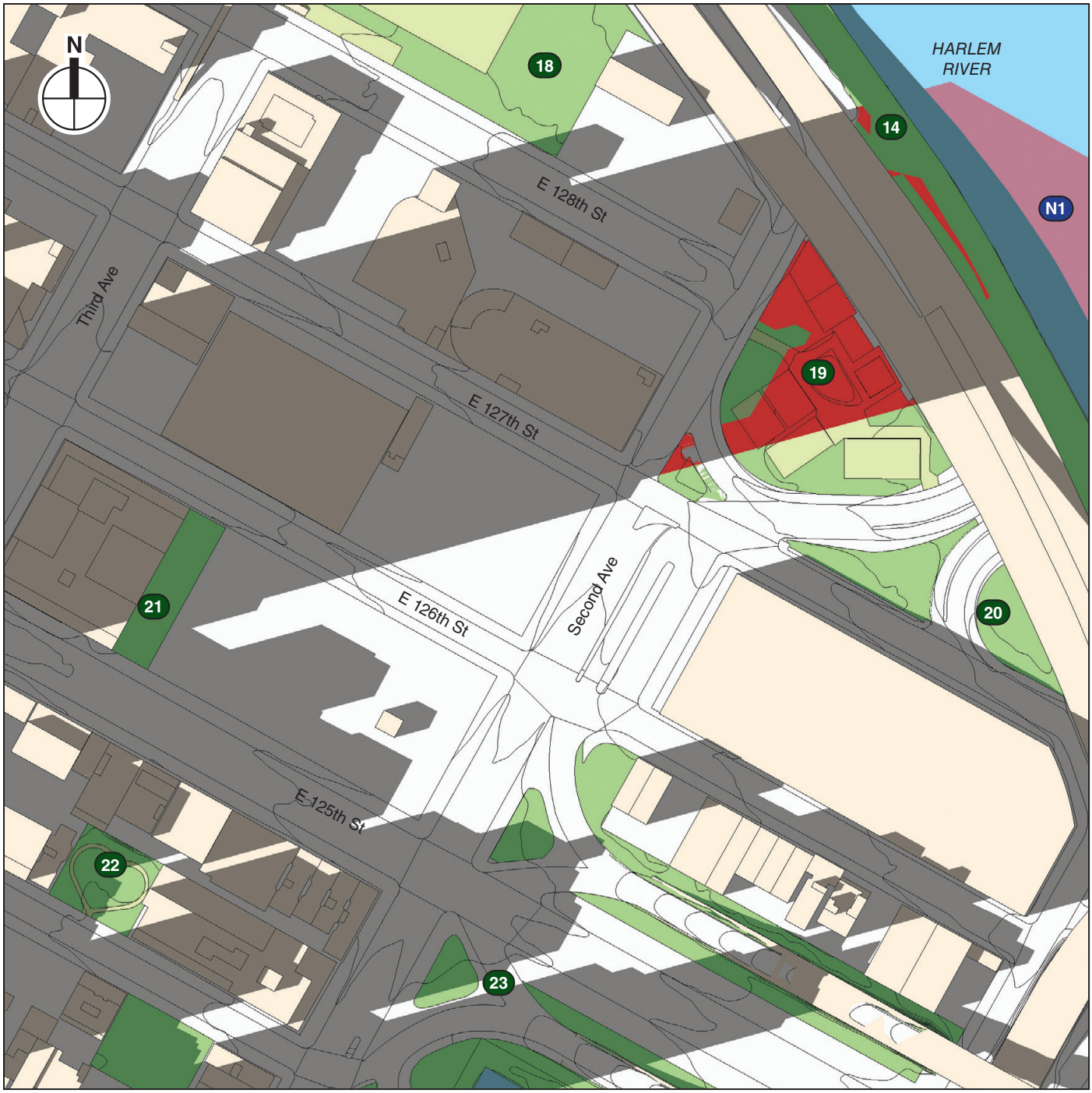
24. N1. Harlem River

Detailed Analysis
March 21 / September 21

MTA 125TH AND LEXINGTON REZONING

Figure F-17

4.2.25



4:29 PM EST (5:29 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
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20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
March 21 / September 21

MTA 125TH AND LEXINGTON REZONING

Figure F-18

4.2.25



6:27 AM EST (7:27 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

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19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
May 6 / August 6

4.2.25



6:40 AM EST (7:40 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
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21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
May 6 / August 6

4.2.25



6:50 AM EST (7:50 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

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20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

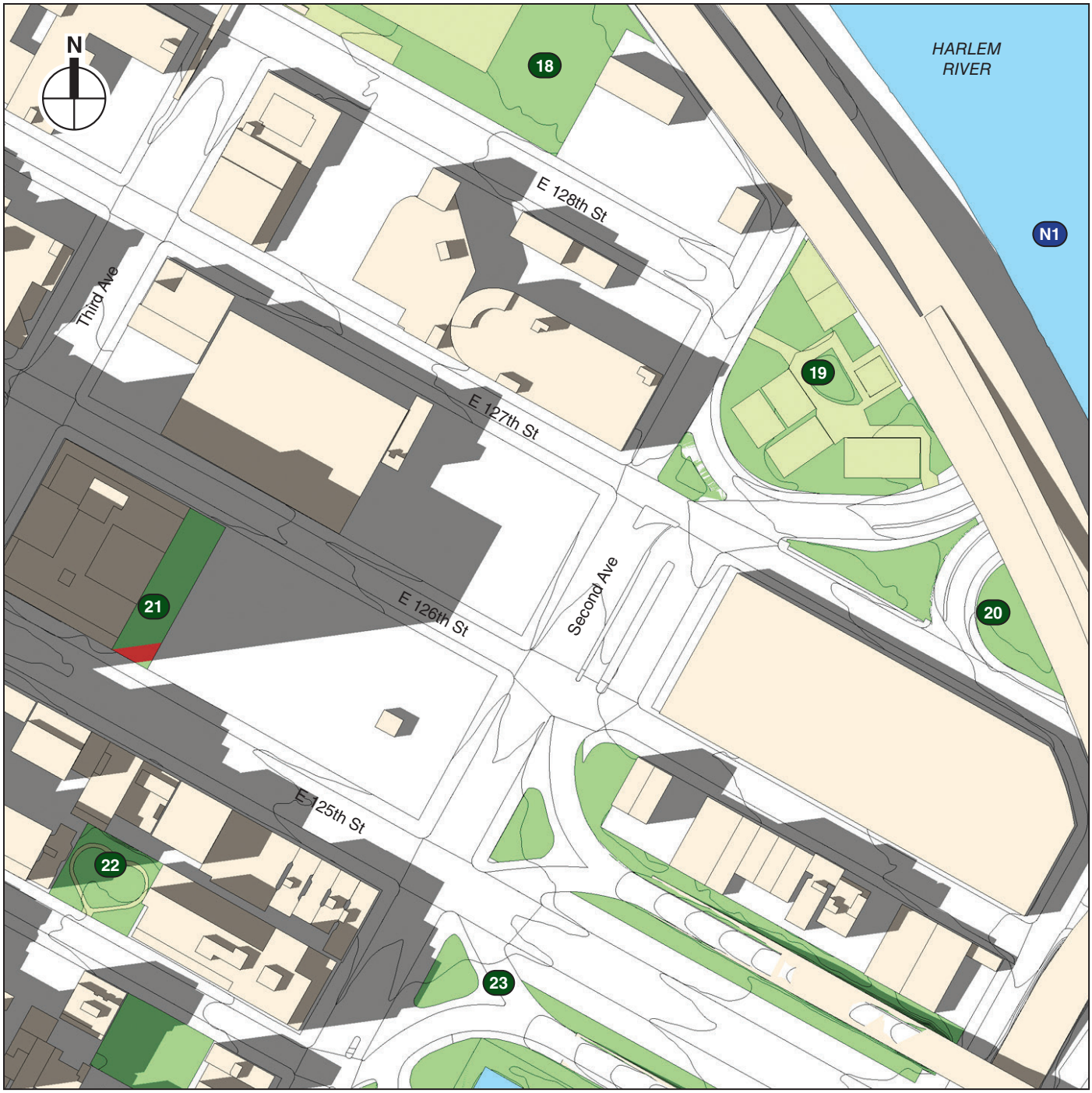
24. N1. Harlem River

Detailed Analysis
May 6 / August 6

MTA 125TH AND LEXINGTON REZONING

Figure F-21

4.2.25



3:45 PM EST (4:45 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

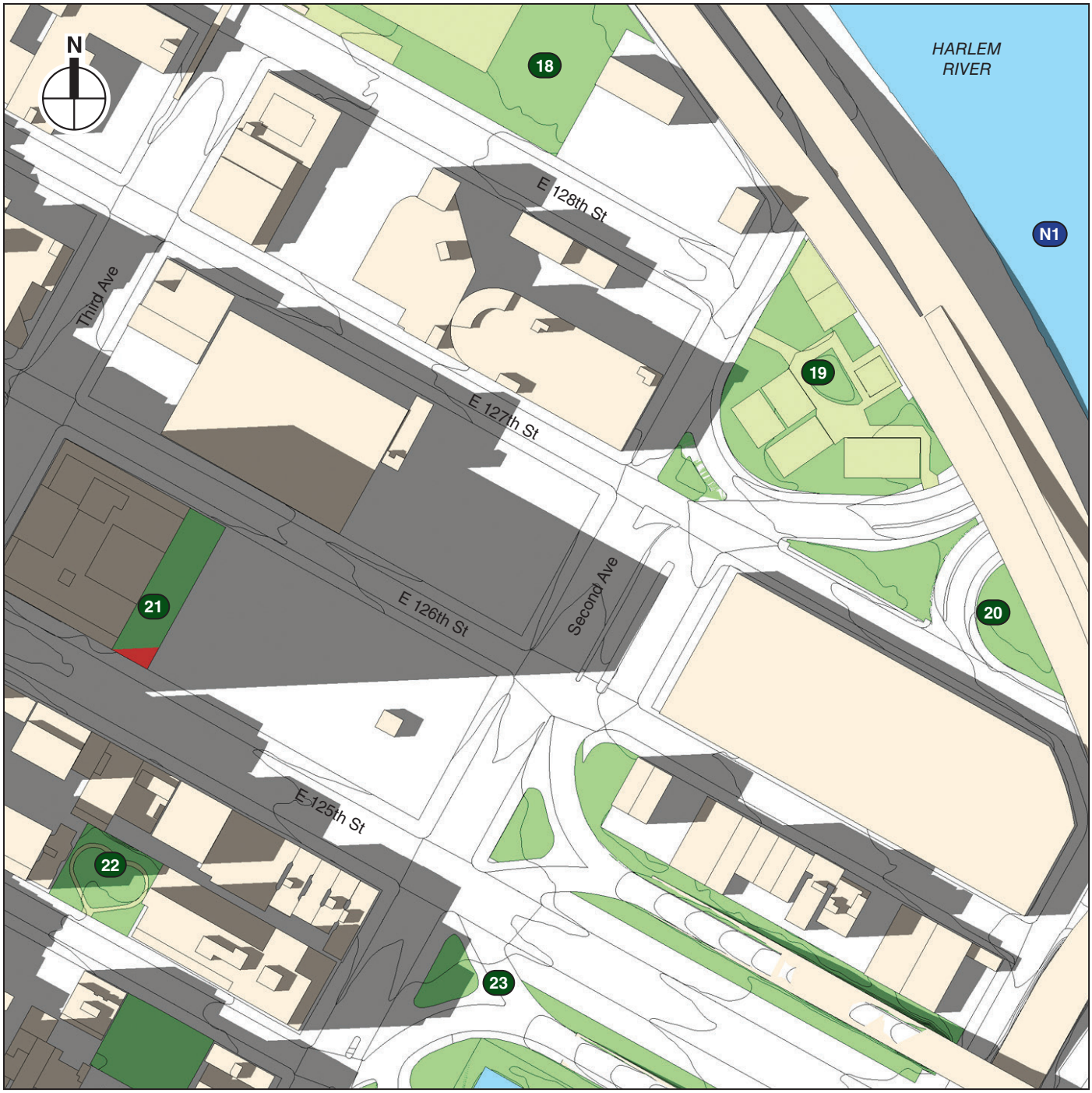
24. N1. Harlem River

Detailed Analysis
May 6 / August 6

MTA 125TH AND LEXINGTON REZONING

Figure F-22

4.2.25



4:15 PM EST (5:15 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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Map Key Open Space Resource

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21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
May 6 / August 6

MTA 125TH AND LEXINGTON REZONING

Figure F-23

4.2.25



4:45 PM EST (5:45 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
May 6 / August 6

MTA 125TH AND LEXINGTON REZONING

Figure F-24

4.2.25



5:15 PM EST (6:15 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

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21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

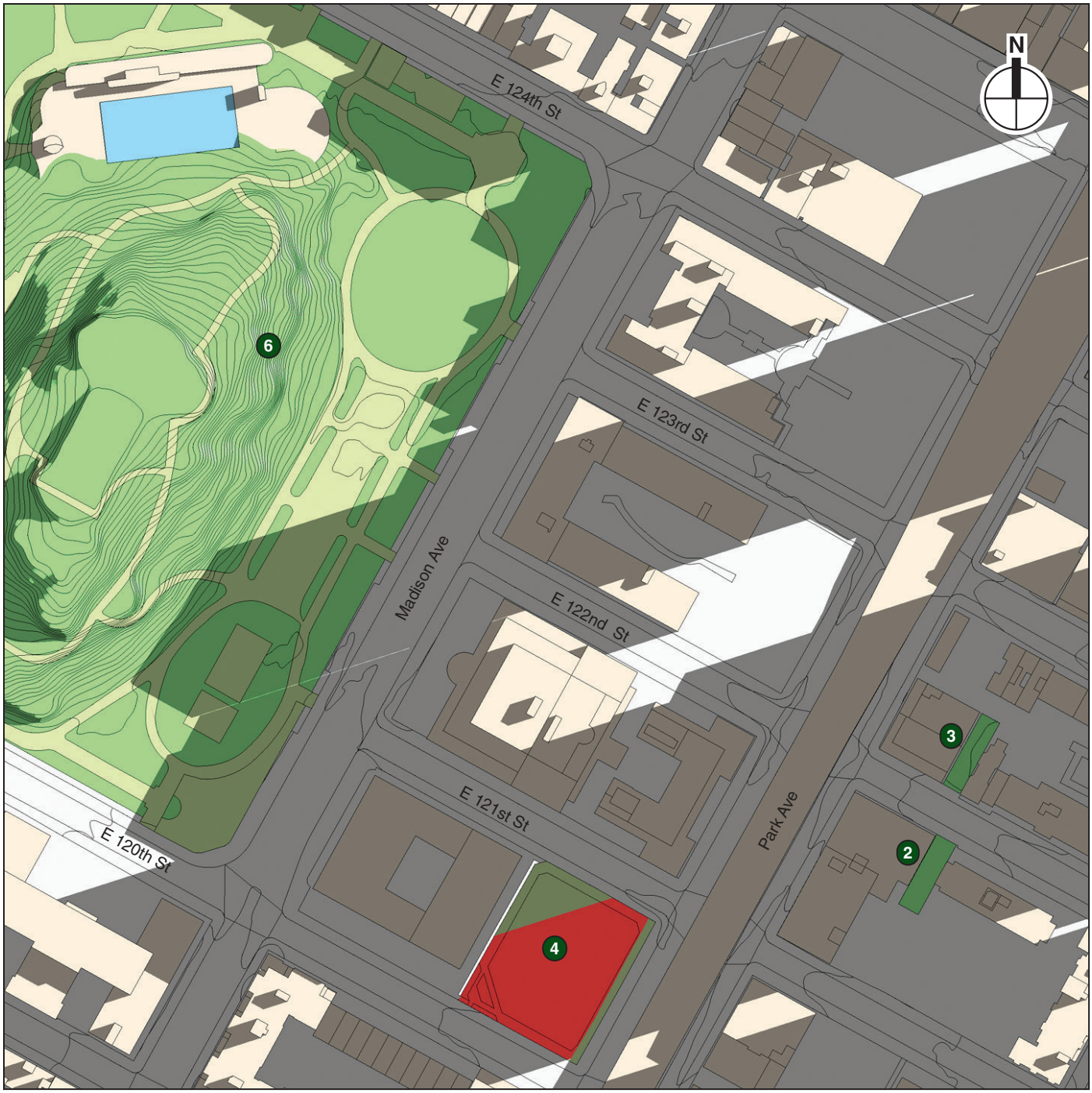
Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
May 6 / August 6

MTA 125TH AND LEXINGTON REZONING

Figure F-25



6:00 AM EST (7:00 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

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20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



6:15 AM EST (7:15 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



6:30 AM EST (7:30 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



6:45 AM EST (7:45 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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21. One East Harlem POPS
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Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



7:00 AM EST (8:00 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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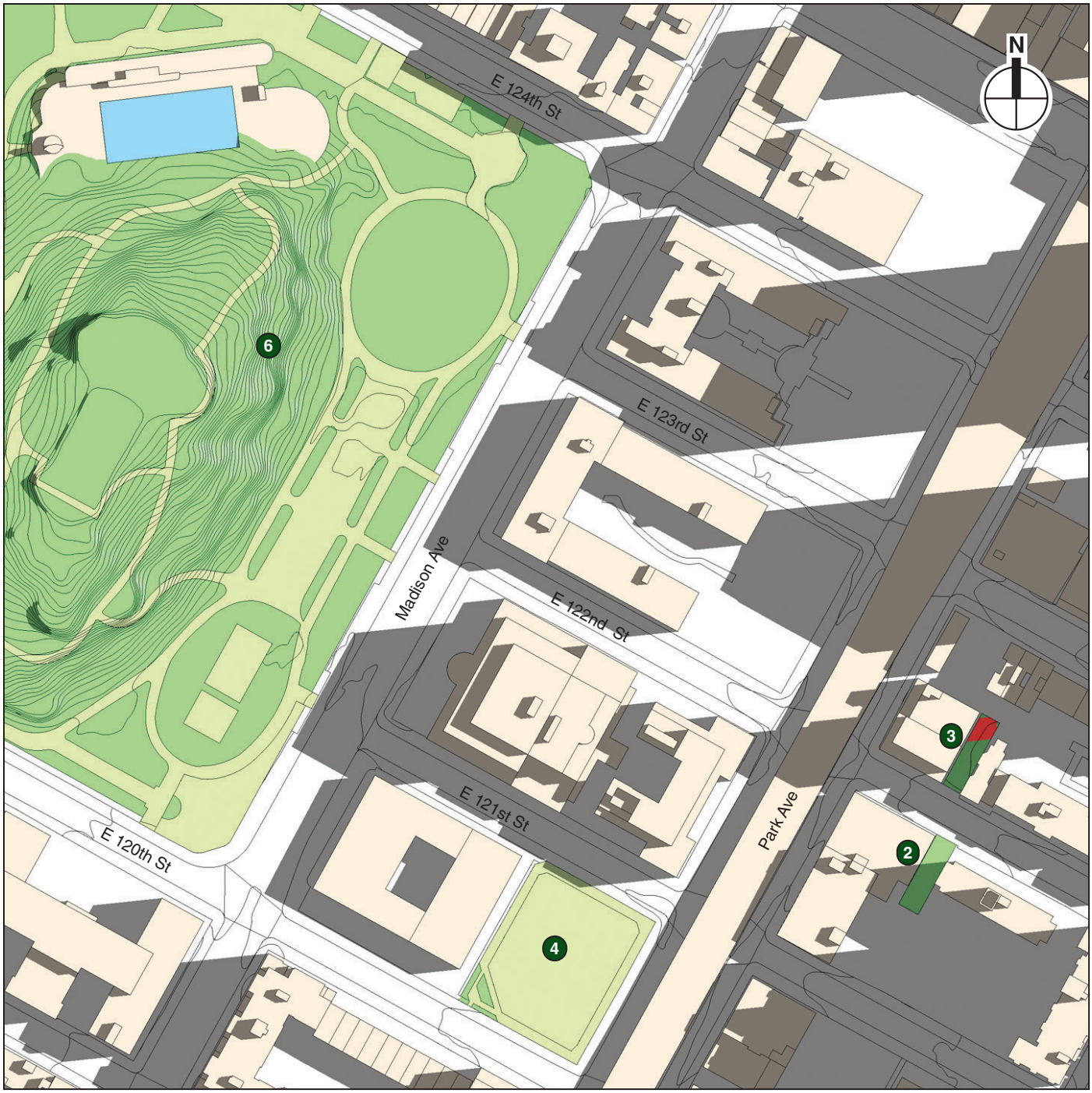
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21



7:20 AM EST (8:20 AM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



3:00 PM EST (4:00 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

MTA 125TH AND LEXINGTON REZONING

Figure F-32



3:30 PM EST (4:30 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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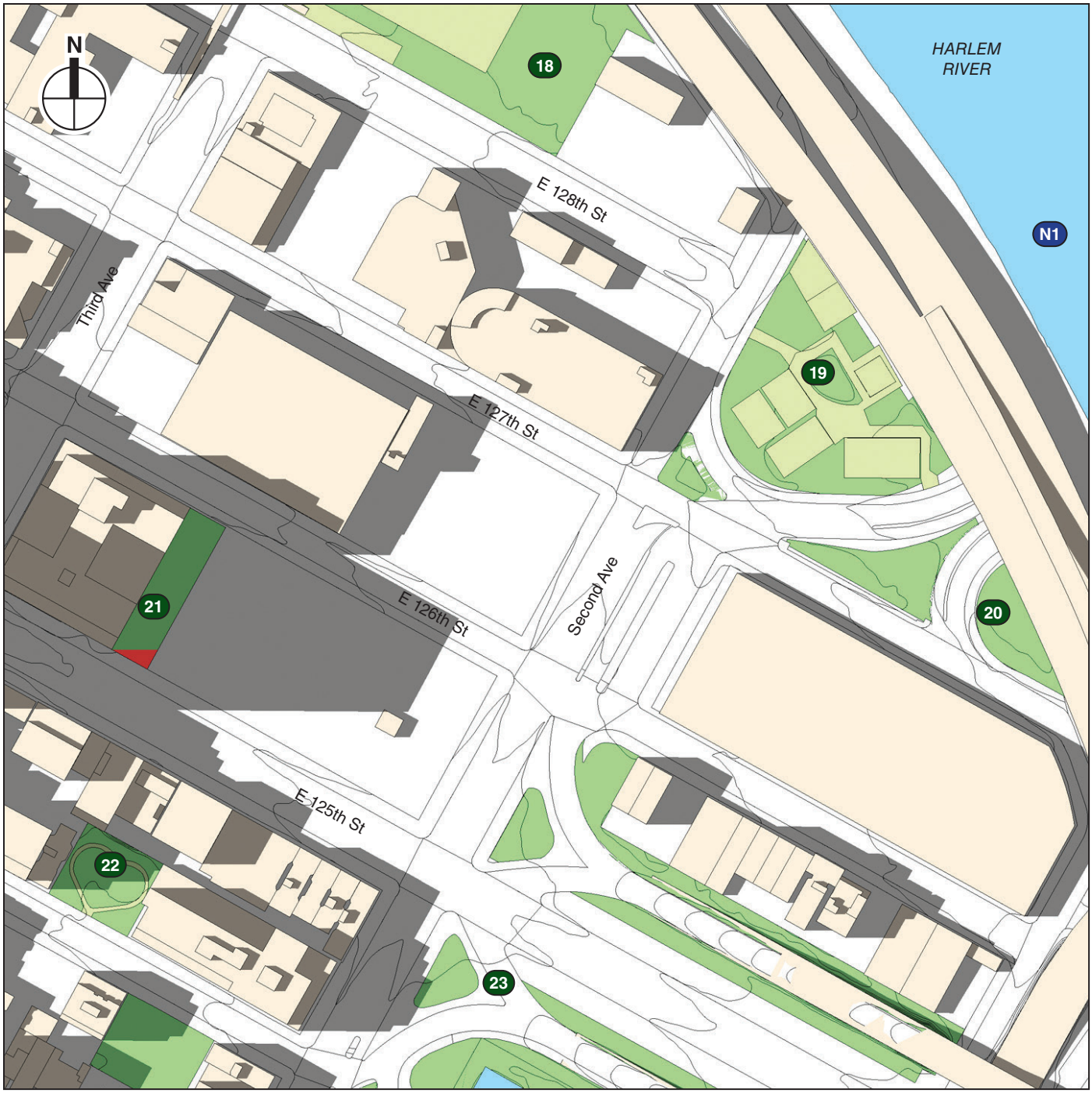
Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21



4:00 PM EST (5:00 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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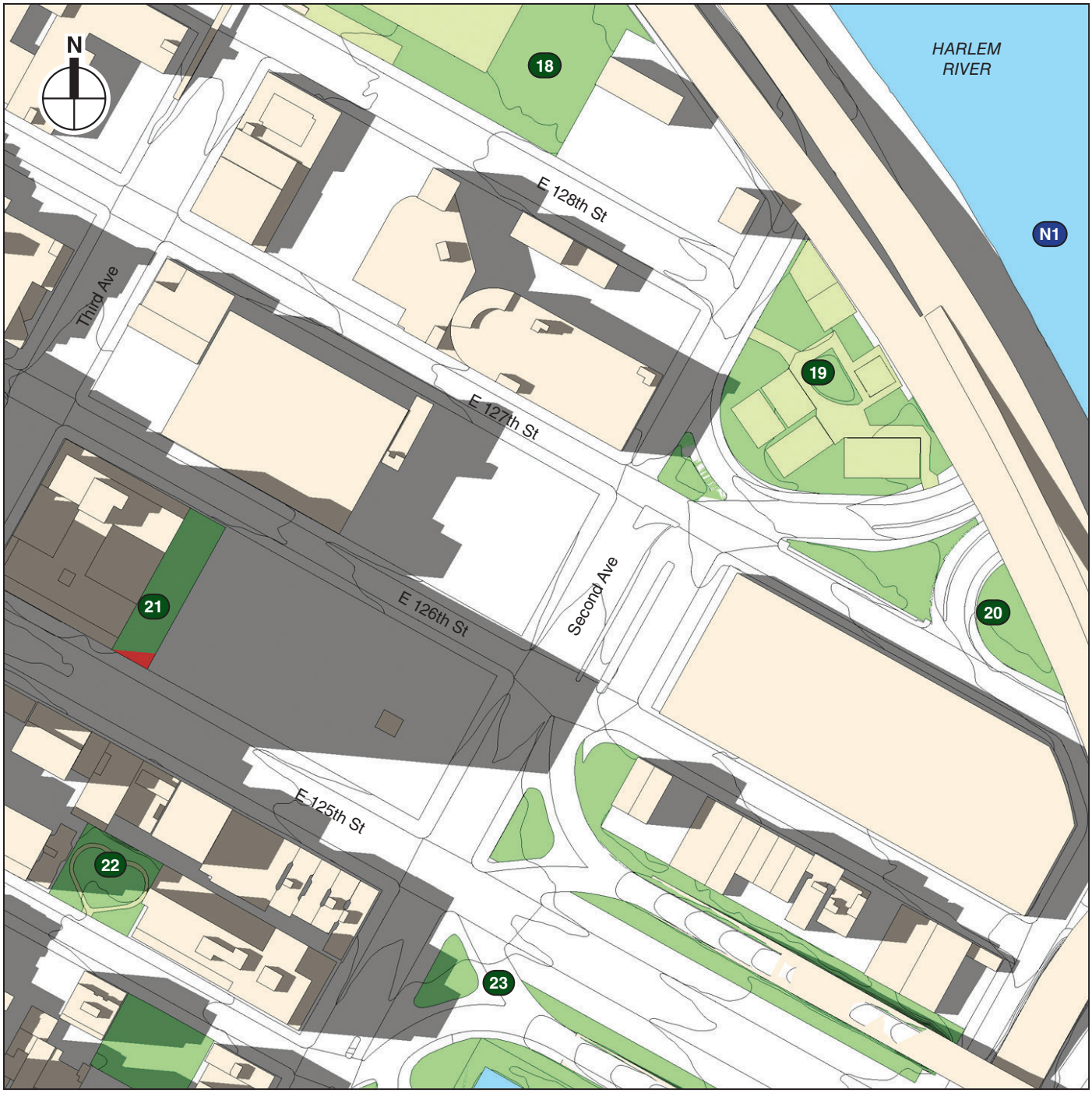
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



4:30 PM EST (5:30 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

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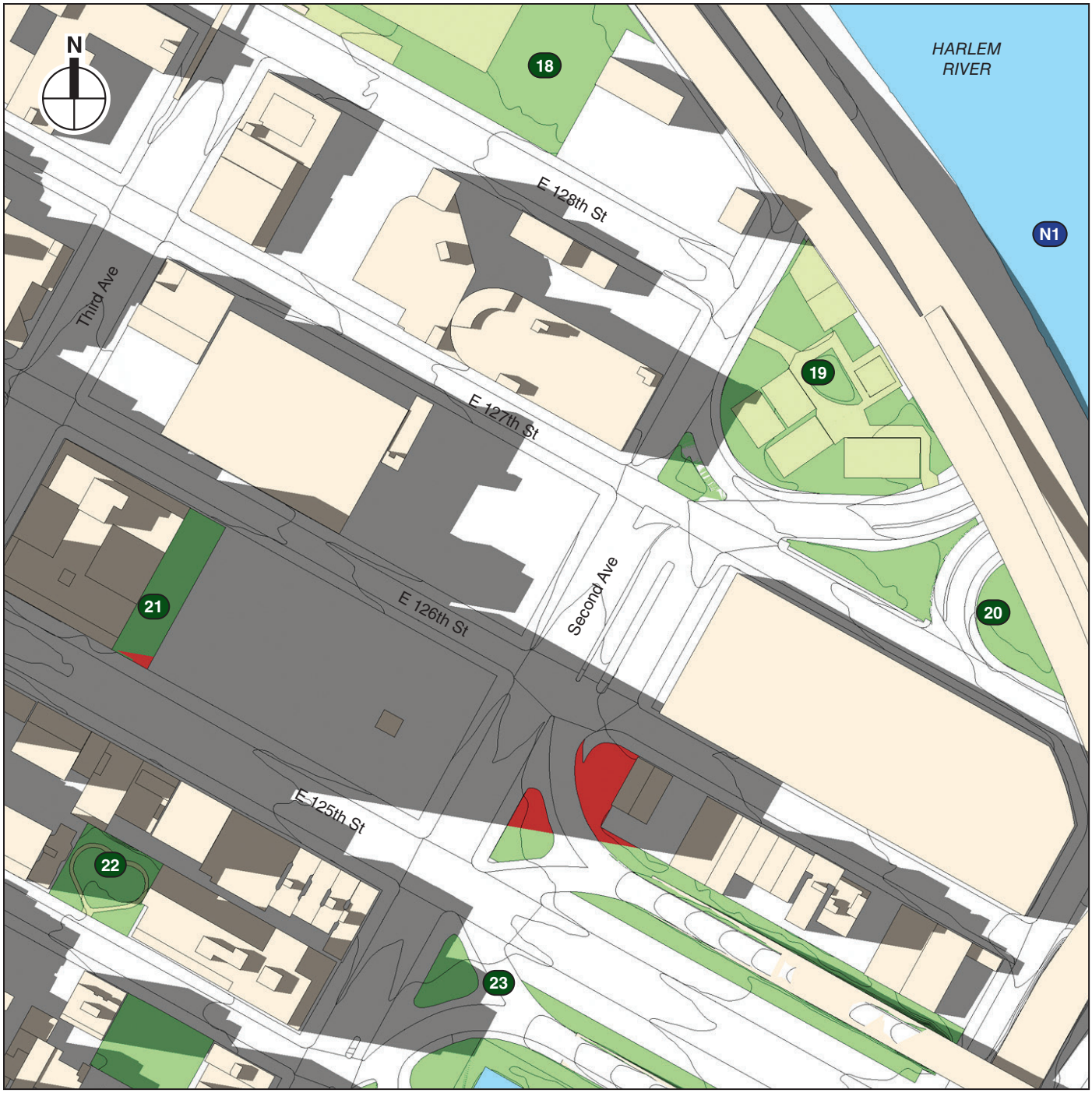
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



5:00 PM EST (6:00 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

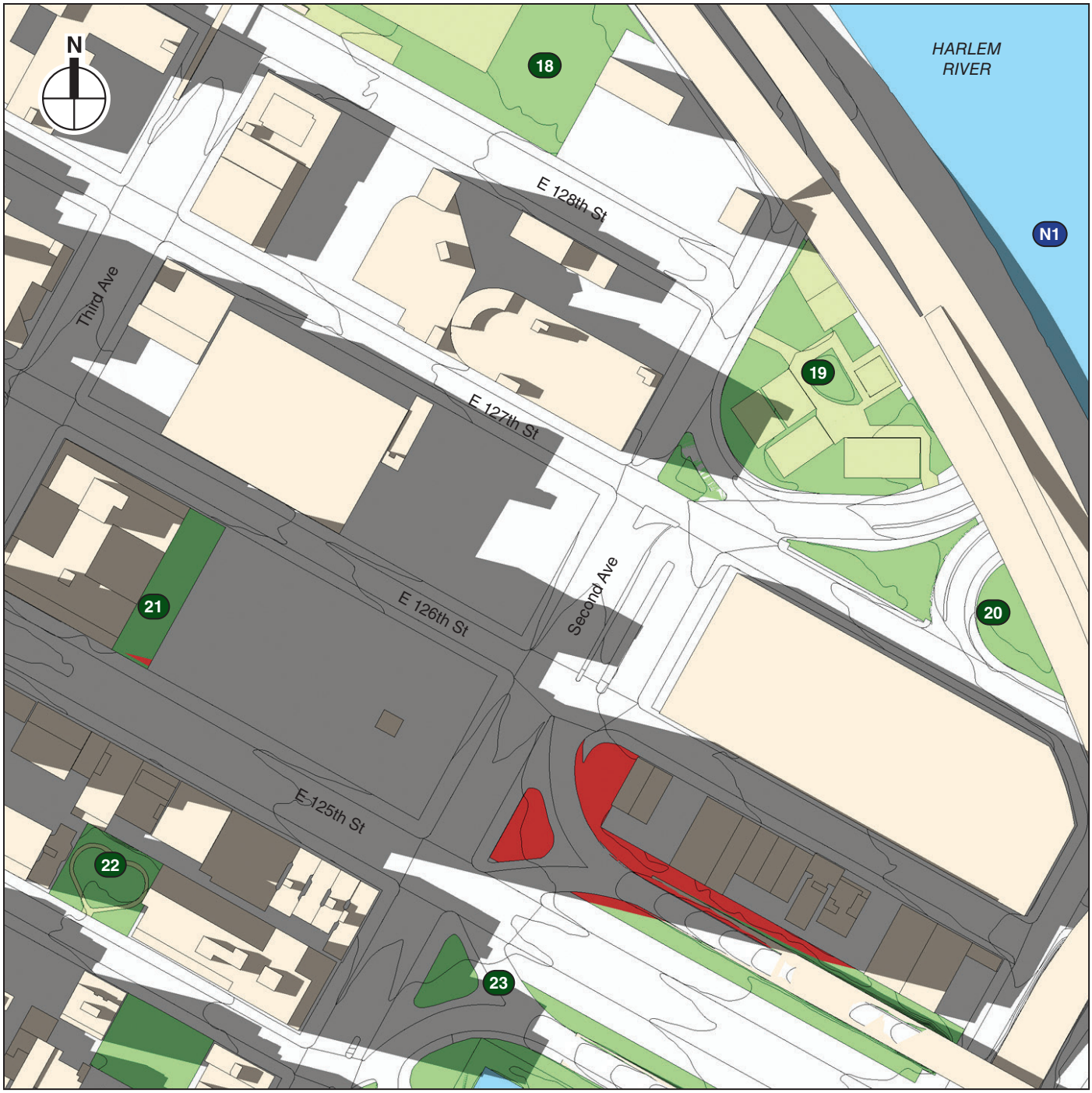
1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
12. Harlem Rose Garden
13. Moore Playground
14. Harlem River Greenway
15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



5:30 PM EST (6:30 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
8. Christ Community Church Garden
9. Unity Park
10. Collyer Brothers Park
11. Courtney Callender Playground
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15. Harlem River Park - E 130th St/E 131st St
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

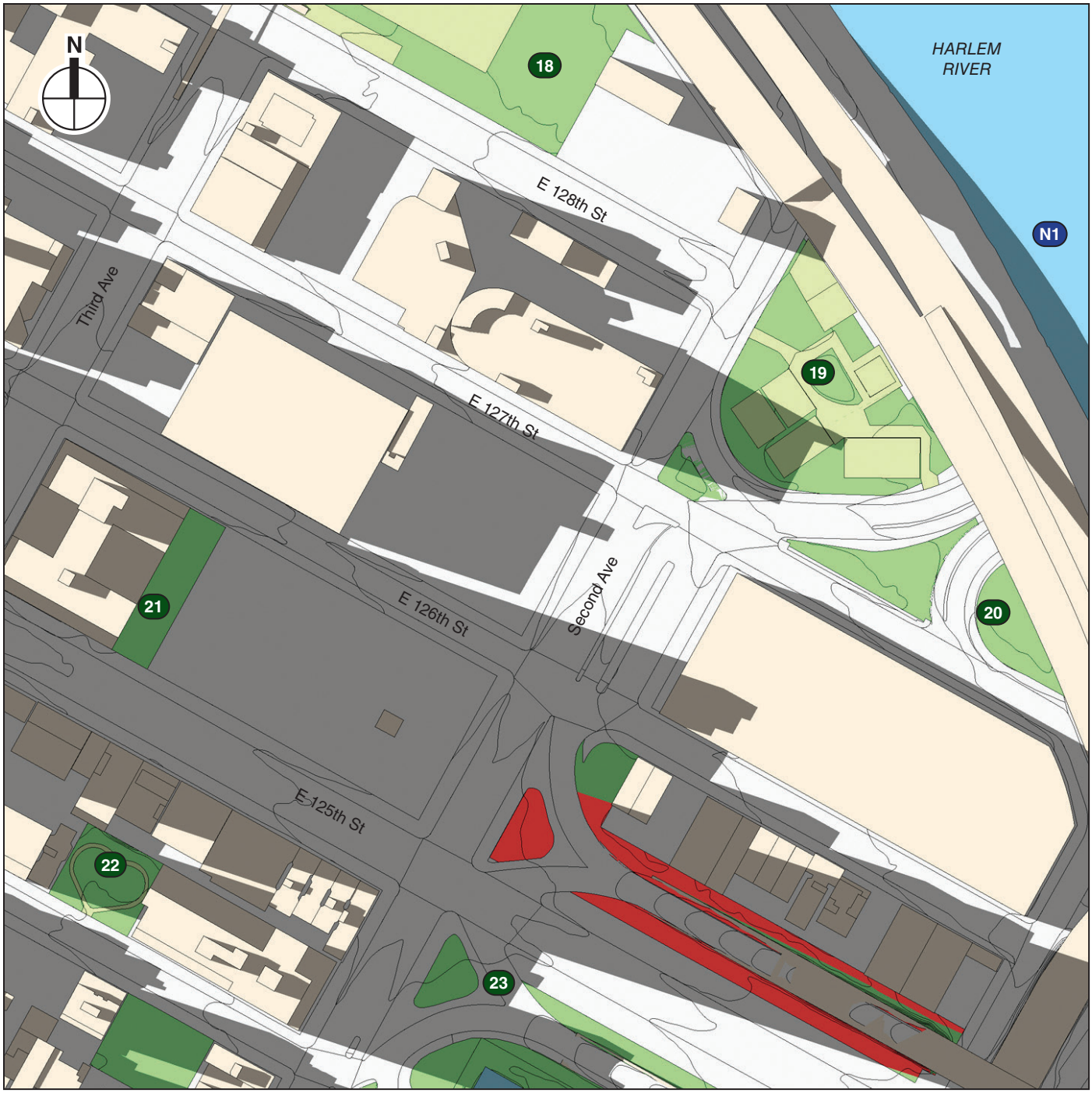
24. N1. Harlem River

Detailed Analysis
June 21

MTA 125TH AND LEXINGTON REZONING

Figure F-37

4.2.25



6:00 PM EST (7:00 PM EDT)

Reasonable Worst-Case Development Scenario

Incremental Shadow

Publicly Accessible Open Space

NOTES: Only the areas of shadow highlighted in red represent incremental shadow resulting from the Reasonable Worst-Case Development Scenario. All other shadow is future No Action shadow, i.e. baseline shadow from existing and future No Action buildings. EST = Eastern Standard Time. EDT = Eastern Daylight Time.

Map Key Open Space Resource

1. Dr. Ronald E. McNair Playground
2. El Barrio Garden of Angels
3. Jackie Robinson Community Garden
4. Eugene McCabe Field
5. Walter Miller III Memorial Garden (La Casa Frela)
6. Marcus Garvey Park
7. West 124th Street Community Garden
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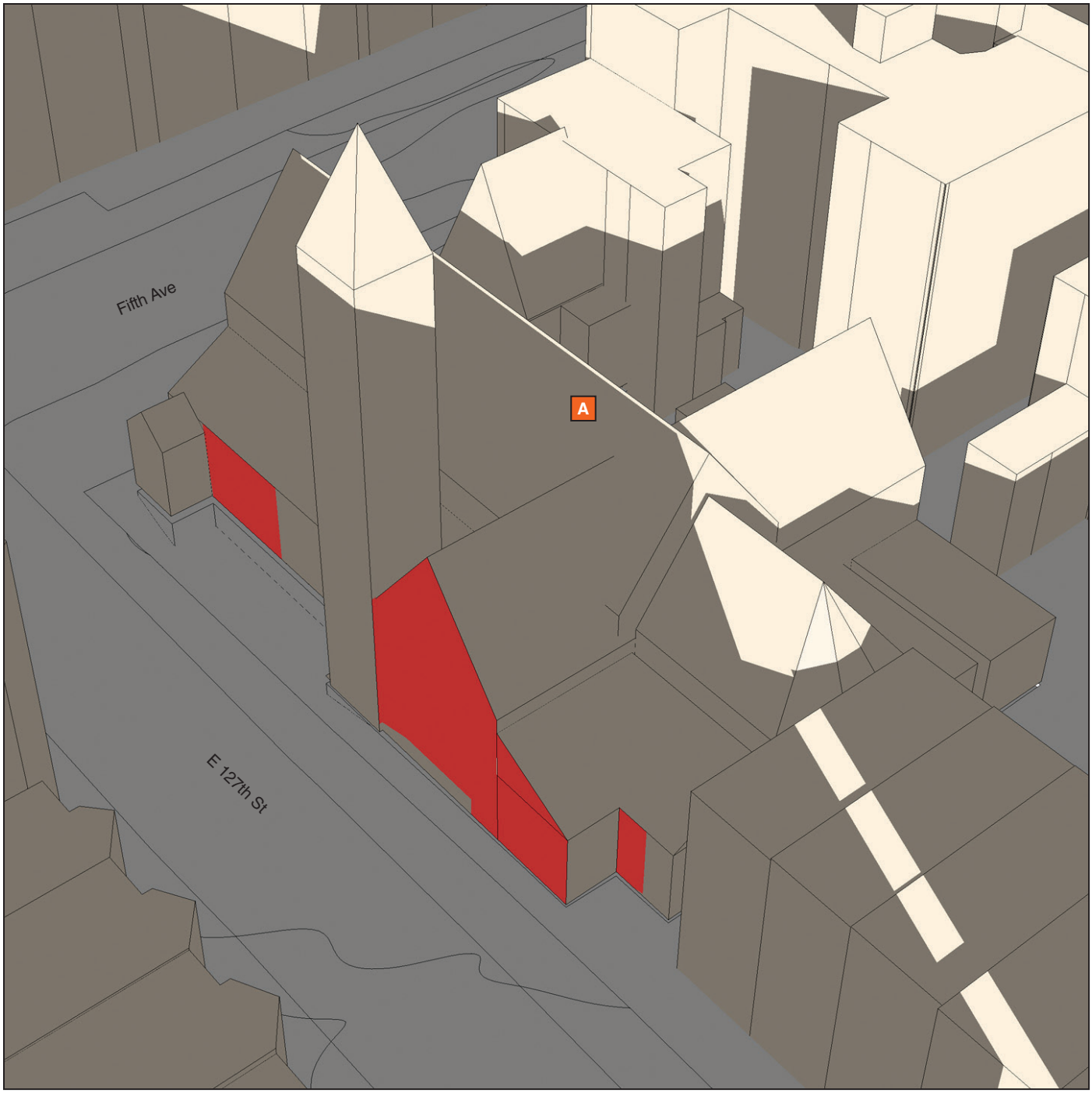
16. Harlem River Park - Each One Teach One Playground
17. Harlem River Park - Alice Kornegay Triangle
18. Harlem River Park - Athletic Field
19. Harlem River Park - Crack is Wack Playground
20. Harlem River Park - E 127th St medians
21. One East Harlem POPS
22. Detective Omar Edwards Park
23. Triboro Plaza

Map Key Natural Resource

24. N1. Harlem River

Detailed Analysis
June 21

4.2.25



9:00 AM

Reasonable Worst-Case Development Scenario

Incremental Shadow

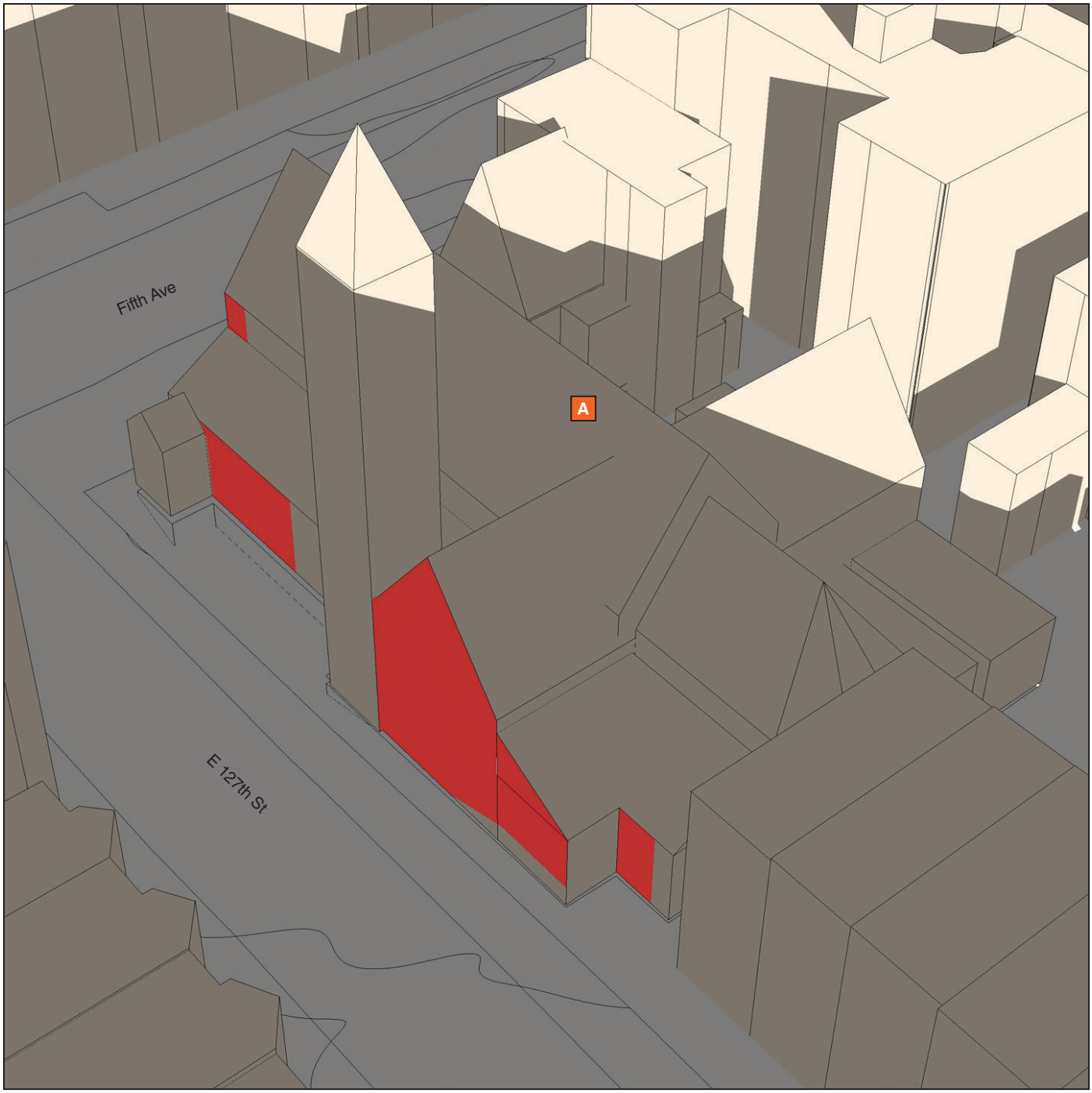
Map Key Open Space Resource
A. St. Andrew's Church

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-39

4.2.25



9:15 AM

Reasonable Worst-Case Development Scenario

Incremental Shadow

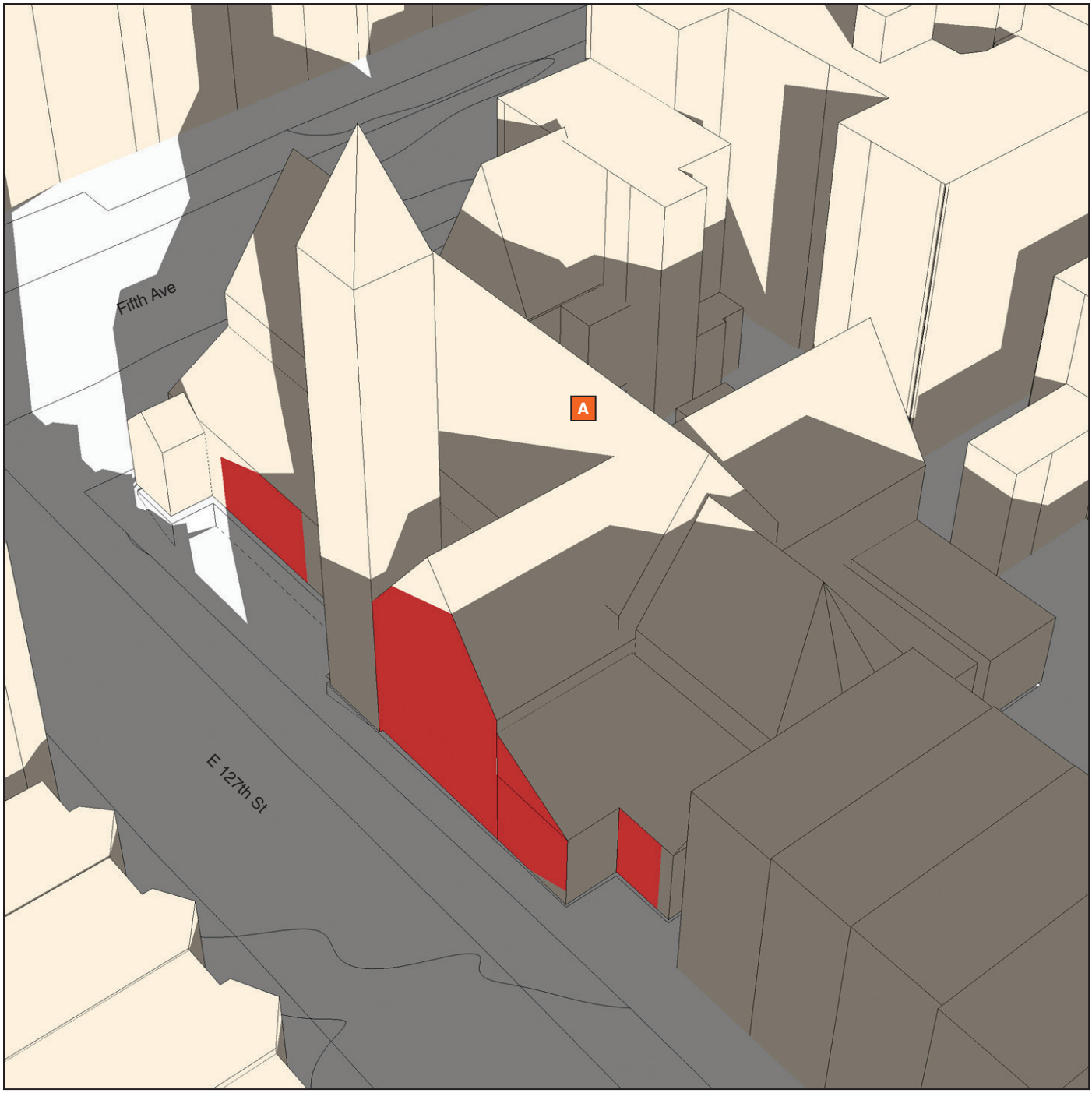
Map Key Open Space Resource
A. St. Andrew's Church

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-40

4.2.25



9:30 AM

Reasonable Worst-Case Development Scenario

Incremental Shadow

Map Key Open Space Resource
A. St. Andrew's Church

Detailed Analysis
December 21

MTA 125TH AND LEXINGTON REZONING

Figure F-41

Table F-2
Incremental Shadow Durations

Map Reference	Resource Name	December 21	March 21 / September 21	May 6 / August 6	June 21
Publicly Accessible Open Spaces					
2	El Barrio Garden of Angels	—	—	—	6:25am–6:40am Total: 15 min
3	Jackie Robinson Community Garden	—	—	6:40am–6:50am Total: 10 min	6:35am–7:25am Total: 50 min
4	Eugene McCabe Field	—	—	—	5:57am–6:33am Total: 36 min
6	Marcus Garvey Park	—	7:36am–8:05am Total: 29 min	6:27am–6:50am Total: 23 min	6:05am–6:15am Total: 10 min
14	Harlem River Greenway	2:00pm–2:53pm Total: 53 min	4:10pm–4:29pm Total: 19 min	5:15pm–5:18pm Total: 3 min	5:45pm–6:01 pm Total: 16 min
15	Harlem River Park - E 130th St / E 131st St	1:45pm–2:10pm Total: 25 min	—	—	—
16	Harlem River Park - Each One Teach One Playground	12:50pm–2:45pm Total: 1 hr 55 min	—	—	—
17	Harlem River Park - Alice Kornegay Triangle	12:15pm–2:45pm Total: 2 hr 30 min	—	—	—
18	Harlem River Park - Athletic Field	1:25pm–2:53pm Total: 1 hr 28 min	3:45pm–4:15pm Total: 30 min	—	—
19	Harlem River Park - Crack is Wack Playground	—	4:00pm–4:29pm Total: 29 min	—	—
20	Harlem River Park - E 127th St medians	—	4:20pm–4:29pm Total: 9 min	5:10pm–5:18pm Total: 8 min	—
21	One East Harlem POPS	—	—	3:30pm–4:45pm Total: 1 hr 15 min	2:50pm–5:45 pm Total: 2 hr 55 min
22	Detective Omar Edwards Park	—	—	—	—
23	Triboro Plaza	—	—	4:50pm–5:18pm Total: 28 min	4:35pm–6:01 pm Total: 1 hr 26 min
Historic Resources with Sunlight-Sensitive Features					
A	St. Andrew's Church	8:55am–9:30am Total: 35 min	—	—	—
Natural Resources					
N1	Harlem River	2:00pm–2:53pm Total: 53 min	4:15pm–4:29pm Total: 14 min	5:15pm–5:18pm Total: 3 min	5:55pm–6:01 pm Total: 6 min

Notes:

Table indicates entry and exit times and total duration of incremental shadow for each sunlight-sensitive resource.

Daylight saving time is not used; times are Eastern Standard Time, per *CEQR Technical Manual* guidelines. However, as Eastern Daylight Time is in effect for the March 21/September 21, May 6/August 6, and June 21 analysis periods, add one hour to the given times to determine the actual clock time.

ASSESSMENT OF SHADOW IMPACTS BY RESOURCE

The following section briefly describes each affected resource that would receive more than 10 minutes of incremental shadow;[8] its sunlight sensitivity; and the extent, duration, and potential effects of incremental shadow. Descriptions of resource condition and utilization rates are provided in coordination with Attachment E, "Open Space." Map reference numbers are included with the name, for convenience.

Times are given in Eastern Standard Time (EST) in all seasons, consistent with the guidance of the *CEQR Technical Manual*, but Eastern Daylight Time (EDT) is in effect for all representative analysis days except for December 21, and times are also provided parenthetically in EDT when relevant, for informational purposes.

OPEN SPACE RESOURCES

El Barrio Garden of Angels (2)

This community garden, formerly known as Carolina Community Garden, is southwest of the Project Site at 121 East 122nd Street. It occupies a single 25-foot-by-100-foot tax lot. It reopened in 2024 after being closed for several years. Shadow diagrams for this community garden are provided in **Figures F-12 to F-14, F-19 to F-21, and F-26 to F-31**.

The garden would receive new shadow for a total of 15 minutes early in the morning (6:25 AM to 6:40 AM [7:25 AM to 7:40 AM EDT]) of the June 21 representative date (see **Figure F-28**). The incremental shadow would cover only approximately 5 percent of the total area of the garden at its greatest extent at 6:35 AM. Project-generated shadow would not reach this garden at other times during the growing season, represented by the March 21/ September 21 and May 6/August 6 analysis dates. Given the brief duration, small coverage area, and limited occurrence over the course of the year, the new shadow would not cause significant adverse impacts to the vegetation in this garden (or to any activities if the garden is open at this early time of day).

Jackie Robinson Community Garden (3)

This garden, located southwest of the Project Site at 103 East 122nd Street, occupies a single 25-foot-by-100-foot tax lot.[9] Shadow diagrams for this community garden are provided in **Figures F-12 to F-14, F-19 to F-21, and F-26 to F-31**.

On the May 6/August 6 representative date, the garden would receive a sliver of new shadow for 10 minutes early in the morning (6:40 AM to 6:50 AM [7:40 AM to 7:50 AM EDT]), only covering about 2 percent of the garden area. This extent and duration of new shadow would be too minimal to significantly impact the garden on this date. Early on the June 21 representative date, incremental shadow would fall on a portion of the garden, generally in the rear half, for a total of 50 minutes (6:35 AM to 7:25 AM [7:35 AM to 8:25 AM EDT]), briefly

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[8] Per *CEQR Technical Manual* guidelines, incremental shadow is not considered significant when its duration is no more than 10 minutes and the resource otherwise continues to receive substantial sunlight. 2021 *CEQR Technical Manual*, page 8-28.

[9] The adjacent corner lot was previously part of the garden but is now being developed with a new 13-story mixed-use building.

covering at its greatest extent, at 7:20 AM (8:20 AM EDT), approximately 29 percent of the garden (see **Figures F-29 to F-31**). Given that the garden would not receive incremental shadow for the remainder of the June 21 day after 7:25 AM (8:25 AM EDT), and would receive minimal or no new shadow on the other dates representing the growing season (March 21/ September 21 and May 6/August 6), the early morning shadow increment would be too limited to significantly impact the vegetation in this garden (or any activities if the garden is open at this early time of day).

Eugene McCabe Field (4)

Located southwest of Project Area A, Eugene McCabe Field is adjacent to P.S. 79 on its west, and bounded by Park Avenue on the east and East 120th and East 121st Streets to the south and north. It is an athletic field with synthetic turf and a backstop, allowing for soccer games and softball. There is a small landscaped area in the southwest corner, and the field is ringed by a paved walk and enclosed by a chain link fence separating it from the surrounding sidewalks and the schoolyard to the west. There is a bench in the southeast corner and two more in the "dugout" areas adjacent to the backstop in the northwest corner. Shadow diagrams for this field are provided in **Figures F-12 to F-14, F-19 to F-21, and F-26 to F-31**.

Incremental shadow would reach the field early in the morning of the June 21 representative date, and not on any of the other representative dates. Beginning 90 minutes after sunrise at 5:57 AM (6:57 AM EDT), incremental shadow from the RWCDS would cover all or most of the field, but only for about 15 minutes (see **Figures F-26 and F-27**). The shadow increment would then quickly recede toward the northeast, and by 6:25 AM (7:25 AM EDT) more than half the field would be in sun, and the shadow increment would exit approximately eight minutes after that, at 7:33 AM EDT (see **Figure F-28**). The field would then be mostly or entirely in sun for the remainder of the day. Given the limited duration of the new shadow, the early-morning time of day when it would occur, when usage would likely be light,[10] and the limited seasonal occurrence (only on one of the representative dates), the brief incremental shadow resulting from the Proposed Actions would not cause a significant adverse impact to this field.

Marcus Garvey Park (6)

Bounded by East 120th Street and East 124th Streets, Madison Avenue, and Mount Morris Park West, this large (20-acre) park contains a number of facilities including two playgrounds, the Pelham Fritz Recreation Center, the Richard Rodgers Amphitheater, the Marcus Garvey Pool, a dog park, basketball courts, an athletic field, elevated overlooks, paths, benches, trees, lawns, and planted areas. Utilization was moderate on a weekday mid- to late-afternoon site visit.

Incremental shadow from the Proposed Actions would reach limited portions of the park briefly in the early mornings of the dates representing spring, summer and fall. Different areas of the park would be affected in different months. Shadow diagrams for this park are provided in **Figures F-12 to F-14, F-19 to F-21, and F-26 to F-31**.

[10] A mid-March weekday site visit recorded very light utilization in the mid- to late afternoon, so early morning usage would likely be equal or lighter.

On March 21 and September 21, incremental shadow would fall in the northeast section of the park, mostly overlapping with existing shadows. It would reach the eastern side of the Marcus Garvey Pool for the first four minutes of the analysis period (7:36 AM to 7:40 AM [8:36 AM to 8:40 AM EDT]) and then, as shown in **Figures F-12 to F-14**, recede toward the northeast corner of the park, covering small areas around the edges of existing shadow, and would exit completely after a total of 29 minutes at 8:05 AM (9:05 AM EDT). All areas affected by incremental shadow would be in sun for the entire rest of the day, and therefore, given all these factors, the new shadow would not significantly impact the park on this date.

On May 6 and August 6 the shadow increment would be smaller and of shorter duration, and would affect a different area of the park. Similar to March 21 and September 21, the incremental shadow resulting from the RWCDS would mostly overlap with existing shadows, but would move through areas in the southeastern part of the park as shown in **Figures F-19 to F-21** during the first 24 minutes of the analysis day (6:27 AM to 6:50 AM [7:27 AM to 7:50 AM EDT]). All areas affected by incremental shadow would be in sun for the rest of the day, and therefore, given the limited extent and duration and early time of occurrence when park use would likely be light, the new shadow would not significantly impact the park on this date.

On June 21, incremental shadow would fall on a portion of the dog park in the southeast corner of the park (see **Figure F-27**) for 10 minutes, from 6:05 AM to 6:15 AM (7:05 AM to 7:15 AM EDT) and this minimal duration and coverage area would not significantly impact the park.

In summary, for reasons detailed above, the project-generated incremental shadow would not cause significant adverse impacts to Marcus Garvey Park.

Harlem River Greenway (14)

Anticipated to be completed by 2036, this section of the Manhattan Greenway will extend north from East 125th Street to East 132nd Street, and then beyond. The waterfront greenway will contain walking and biking paths, lawns, native plantings, art, views of Randall's Island and the Bronx, and playground, picnic, and barbecue areas.

Incremental shadow would fall on a section of the greenway for 53 minutes on the December 21 analysis date (see **Figures F-9 to F-11**), and between three and 19 minutes in the spring, summer, and fall, depending on the date (see **Figures F-17 and F-18** showing March 21/September 21). In all months, the shadow increment would fall on a limited portion of this linear park, while adjacent and/or nearby sections of the park would be in sun for any users seeking it. The waterfront space would continue to receive direct sun throughout the morning and early afternoon due to the lack of structures to the east and south. Given these factors, the incremental shadow would not cause significant adverse impacts to either the use or the vegetation of this future resource.

Harlem River Park – East 130th Street/East 131st Street (15)

This triangular section of Harlem River Park is bounded by Lexington Avenue between East 130th and 131st Streets on the west, Harlem River Drive to the east, and, to the south, the curving roadway connecting the (Manhattan-bound) Third Avenue Bridge to the southbound Harlem River Drive. It is accessible from Lexington Avenue and contains benches, mature trees, and lawns/landscaping. Shadow diagrams for this park are provided in **Figures F-6 to F-11**.

On the December 21 analysis date, incremental shadow from the RWCDS would pass across a portion of this space for 25 minutes, from 1:45 PM to 2:10 PM. The increment would cover about half the space at its greatest extent around 1:55 PM, with the other half remaining in sun (see **Figure F-9** showing 2:00 PM). The space would be entirely in sun for virtually the entire day outside this period and therefore, given the limited extent and duration, and remaining available sunlight, the incremental shadow would not significantly impact this space. The space would not receive incremental shadow in the other seasons.

Harlem River Park – Each One Teach One Playground (16)

This section of Harlem River Park is located south–adjacent to the triangular space described in the section immediately above. It is encircled by the descending Third Avenue Bridge and the curving access road leading from the bridge to the southbound Harlem River Drive. It is accessible via a pedestrian bridge over the curving access road, connecting the northeast corner of Lexington Avenue and East 129th Street to the space. The Each One Teach One Playground contains basketball courts, handball courts, benches, picnic tables, mature trees, and lawn/landscaped areas. On a mid-March weekday mid- to late-afternoon site visit, the space was very lightly used.

Incremental shadow would fall on the playground on the winter (December 21) representative date only. The increment would enter the otherwise sunny space at 12:50 PM at the southern edge and would spread northward, increasing in size until nearly an hour later, when the entire playground would be in incremental shadow. However this complete coverage would only last for 10 minutes as the shadow would continue to move eastward and off the space. By 2:20 PM, the western half of the space would be in sun, and more and more of the space would be in sun until the end of the analysis period at 2:53 PM, when nearly the entire space would be in sun. See **Figures F-6 to F-11**.

The Each One Teach One Playground is a large space with multiple basketball courts, multiple handball courts, and two separate passive–recreational areas with seating and landscaping. With the exception of a 10-minute period, there would continue to be areas of the playground in sun throughout the nearly two-hour total duration of incremental shadow. In addition, adjacent and nearby areas of Harlem River Park (described above and below) would be in sun during this two-hour period for both passive and active users seeking sun. Furthermore, Each One Teach One Playground would be in sun for the entire December 21 analysis day before and after the period of incremental shadow (with the exception of a limited area adjacent to the Third Avenue Bridge, in the early morning), and incremental shadow would not reach the playground at all in spring, summer, and fall. Given all these factors, and the very light usage observed on the mid-March afternoon site visit, the incremental shadow would not significantly impact the recreational use of Each One Teach One Playground. The incremental shadow would also not affect the playground's vegetation, because the incremental shadow would occur outside the city's growing season (March to October).

Harlem River Park – Alice Kornegay Triangle (17)

This playground, part of the larger Harlem River Park complex, is south–adjacent to Each One Teach One Playground (see above) and west–adjacent to the athletic field (see below). It is a paved area with play equipment for children and toddlers, seating, and mature shade trees. Shadow diagrams for this playground are provided in **Figures F-6 to F-11**.

On a mid-March weekday mid- to late-afternoon site visit, the space was unused.

This playground would receive a total of 2½ hours of incremental shadow in the afternoon on the winter representative date (December 21), but no incremental shadow in the spring, summer, or fall. On the winter date, the shadow increment would enter the west side of the space at 12:15 PM, and gradually spread eastward so that by 12:45 PM half the space would be in incremental shadow and half in sun, and by 1:00 PM most of the space would be in incremental shadow. The increment would cover the entire space for 35 minutes, from 1:15 PM to 1:50 PM (except for a small area in the southern part that would be in pre-existing shadow). After 2:00 PM, the increment, continuing to move east, would decrease in size, with more and more sunlight on the space, albeit with an increasing area in the southern part in existing shadow. The shadow increment would exit at 2:45 PM and by the end of the analysis day at 2:53 PM half the space (the western and northern part) would be in sun, and the rest in existing shadow. See **Figures F-6 to F-11**.

Despite the long duration of incremental shadow over a portion of this open space resource and the 35 minutes of shadow over the entire open space resource on the December 21 analysis day, the incremental shadow would not significantly impact the use or vegetation of the space, for the following reasons:

- Shadows occurring during winter generally do not affect the growing season of outdoor vegetation;[11]
- The space would be wholly in sun for the entire day prior to the affected period and partially in sun after;
- The utilization rates of the space were observed to be extremely low in early spring, so presumably the same would be true for winter, and thus the incremental shadow would not impact a meaningful number of users;
- During the affected period, 12:15 PM to 2:45 PM, there would continue to be sunlit active and passive recreational areas either within the space (before 1:15 PM and after 1:50 PM) or in adjacent and nearby sections of Harlem River Park, as described above and below; and
- The space would not be affected throughout the spring, summer, and fall months, when recreational utilization would be expected to be higher and the vegetation is photosynthesizing sunlight.

Therefore, the Proposed Actions would not significantly impact the Alice Kornegay Triangle.

Harlem River Park – Athletic Field (18)

This section of Harlem River Park is bounded by East 128th Street to the south, Harlem River Drive to the northeast, and the curving access road connecting East 128th Street to the Bronx-bound Third Avenue Bridge roadway to the northwest. Alice Kornegay Triangle and Each One Teach One Playground are on the other side of the access road and the Third Avenue Bridge respectively, accessible via pedestrian bridges. This space comprises a large multi-use synthetic turf field, with areas containing trees and lawn/landscaping surrounding

[11] 2021 *CEQR Technical Manual*, page 8-23.

it on the periphery. The field is entirely for active recreational use. Shadow diagrams for this field are provided in **Figures F-6 to F-11, F-15 to F-18, F-22 to F-25, and F-32 to F-38**.

On the December 21 analysis date, the athletic field would be almost entirely in sun through the morning and midday periods, and then incremental shadow would move onto the western end of the space, containing lawn and trees, at 1:25 PM and gradually spread eastward, onto the western edge of the field itself at 1:50 PM, while more than half the space would remain in sun. The shadow increment would continue to spread eastward and would cover about half the field at 2:30 PM, with most of the eastern half in sun and some in pre-existing shadow. By 2:53 PM, the end of the analysis period (i.e. 90 minutes before sunset), about two-thirds of the field would be in incremental shadow and most of the rest would be in existing shadow. See **Figures F-6 to F-11**.

The field would be entirely or mostly in sun throughout the day up until approximately 30 minutes before the end of the analysis period, and smaller areas of sun would remain during the final 30 minutes, and therefore the new shadow would not significantly alter the active recreational use of the field on the winter analysis date.

On the March 21/September 21 analysis date, virtually the entire field would be in sun throughout the morning and afternoon, until a small incremental shadow from the top of the new building in the RWCDS would move across the southeastern corner (containing trees and lawn) for about 30 minutes, from 3:45 PM to 4:15 PM (4:45 PM to 5:15 PM EDT), as shown in **Figures F-15 and F-16**. The rest of the field, more than 95 percent of its area, would remain in sun during this period. Given the very limited extent and duration of the incremental shadow, the new shadow would not significantly impact the field on this date.

Harlem River Park – Crack is Wack Playground (19)

This playground is named for a mural painted by artist Keith Haring (1958–1990) in 1986 on the playground's handball court walls, which is still present and now restored. The playground also contains basketball courts, benches, and trees and other plantings. It is roughly semicircular in shape and bounded by Harlem River Drive, Second Avenue, and East 127th Street. Shadow diagrams for this park are provided in **Figures F-6 to F-11, F-15 to F-18, F-22 to F-25, and F-32 to F-38**.

Incremental shadow from the RWCDS would reach the playground at the end of the March 21/September 21 analysis date but not on the other dates. The increment would enter the western side of the space at 4:00 PM (5:00 PM EDT) and spread eastward, covering approximately the northwestern half the space at 4:15 PM (5:15 PM) EDT and two thirds at 4:29 PM (5:29 PM EDT), the end of the analysis period (see **Figures F-16 to F-18**). The playground would be virtually entirely in sun for the rest of the day up until this final 30-minute period, and the southeastern section would continue to be in sun even during the affected period. Given these factors, the incremental shadow would not significantly impact the playground.

Harlem River Park – East 127th Street Medians (20)

There are three vegetated Greenstreets medians north of East 127th Street and south of Crack Is Wack Playground and Harlem River Drive. These would receive less than 10 minutes of incremental shadow on the March 21/September 21 and May 6/August 6 analysis dates, and would otherwise be in sun for nearly the entire day. This minimal new shadow

(less than 10 minutes) would not significantly affect the vegetation on the medians.[12] Shadow diagrams for the Greenstreets medians are provided in **Figures F-15 to F-18, F-22 to F-25, and F-32 to F-38**.

One East Harlem POPS (21)

This new (constructed in 2021) privately owned, publicly accessible open space is 50 feet wide and extends from East 125th to East 126th Street midblock between Second and Third Avenues, adjacent to the One East Harlem mixed-use building. It contains benches and planted areas. In the existing and No Action condition it is fully in sun in the mornings and mostly in shadow in the afternoons from the One East Harlem building (and, in the winter, buildings to the south). Shadow diagrams for this plaza are provided in **Figures F-15 to F-18, F-22 to F-25, and F-32 to F-38**.

No new project-generated incremental shadow would reach the space on the December 21 and March 21/September 21 analysis dates.

On the late spring and summer analysis dates, in the late afternoons incremental shadow from the RWCDS would first reduce and then eliminate the small wedge of remaining sun at the East 125th Street frontage of this plaza for about an hour and 15 minutes on the May 6/ August 6 date (see **Figures F-22 to F-24**) and for nearly three hours on the June 21 analysis date (see **Figures F-32 to F-37**). At its greatest extent, the wedge of incremental shadow would be just under 9 percent of the total area of the plaza. The rest of the plaza would be in shadow from One East Harlem throughout this late afternoon period and the look and feel of the plaza would not be meaningfully different with the small new incremental shadow. In addition, the plantings affected by incremental shadow would be in sun from sunrise until late afternoon, and their health would not be substantially affected. Therefore, the limited extent of new shadow would not significantly impact this open space.

Triboro Plaza (23)

Triboro Plaza comprises a series of landscaped areas beside the Manhattan approach ramps to the Robert F. Kennedy (formerly Triborough) Bridge, at locations between First and Second Avenues and East 124th to East 126th Street. Shadow diagrams for the these areas are provided in **Figures F-15 to F-18, F-22 to F-25, and F-32 to F-38**.

On May 6/August 6, incremental shadow would fall on portions of this plaza for the final 28 minutes of the analysis period. The specific areas affected would be a fenced, publicly inaccessible area with grass and several trees on the northeast corner of Second Avenue and East 126th Street, and, for several minutes, a second island between Second Avenue, East 125th and 126th Streets, and the bridge approach, with grass and several mature trees (see **Figure F-25**). These areas have no usable amenities and are essentially visual resources. Their vegetation would be in sun from midday through the afternoon, and in some cases (depending on the location) in the morning as well, and therefore would continue to have ample direct sunlight, and would not be significantly impacted by the brief late afternoon incremental shadow.

[12] Per *CEQR Technical Manual* guidelines, incremental shadow is not considered significant when its duration is no more than 10 minutes and the resource otherwise continues to receive substantial sunlight. 2021 *CEQR Technical Manual*, page 8-28.

On the June 21 analysis date, incremental shadows would be similar. Incremental shadow would move onto the same portions of Triboro Plaza as on May 6/August 6, but 15 minutes earlier, and would stay on them longer due to the longer length of the day, for a total of nearly 1½ hour on some sections (see **Figures F-36 to F-38**). During the final hour, 5:00 PM to 6:01 PM (6:00 PM to 7:01 PM EDT), the incremental shadow would gradually extend farther east, moving onto sections of the plaza that run parallel with, and adjacent to, the westbound bridge roadway descending between First and Second Avenues. However, the stretch along the north side of the bridge is fenced, inaccessible to the public, and overgrown with vegetation, and the stretch between the descending bridge and East 125th Street is also currently vacant, fenced, and inaccessible to the public (in the past it has contained mature trees and grass). None of these areas of the plaza have usable amenities, and the sections nearest to Second Avenue that contain vegetation would be in sun from midday until late afternoon, and in the case of some areas in the morning as well. Consequently, the vegetation would continue to receive ample sunlight and would not be significantly affected by the up to 90 minutes of incremental shadow.

HISTORIC RESOURCES

St. Andrew's Church (A)

This church building, located at 2067 Fifth Avenue at East 127th Street, is listed on the State and National Registers of Historic Places and is also a New York City Landmark. The stained-glass windows on all facades are sunlight-sensitive architectural features. The windows on the east façade, where the apse is located, face most directly toward Project Area A, but the building east–adjacent to the church is taller than the church and obscures these windows, blocking any sun (or new shadow) from reaching them. the church's south façade faces (albeit somewhat obliquely) toward Project Area A, and contains upper (clerestory) and lower level rows of stained-glass windows and a large rose window, all visible from the sanctuary interior.

On the December 21 analysis date, incremental shadow would eliminate direct (albeit oblique) sunlight from the south façade windows for 35 minutes, 8:55 AM to 9:30 AM (see **Figures F-39 to F-41**). After this period of new shadow, all the windows of the south façade would be in sun until 11:00 AM, after which shadows from existing buildings south of the church would fall on some of the windows, while other windows including the rose window would remain in sun until later in the day, when existing shadows cover all the windows.

Incremental shadow from the RWCDS would not reach this church on the spring, summer, and fall analysis dates. On the winter analysis date, the church's south façade windows would continue to be in direct sun (and all the windows would be in ambient daylight) for most of the morning into midday, and the relatively brief 35-minute duration of new shadow would therefore not significantly impact the public appreciation or significance of this architectural resource.

NATURAL RESOURCES

Harlem River (N1)

The Harlem River is a tidally influenced water body supporting a diverse and productive aquatic community of primary producers (phytoplankton, zooplankton, submerged aquatic

vegetation, benthic algae, and invertebrates) and fish. Sunlight penetration is an important factor in the health of the primary producers.

An area of incremental shadow would fall on a portion of the Harlem River at the end of the analysis day in all seasons, with durations ranging from just 3 to 6 minutes in the late spring and summer months and up to 53 minutes in winter. The affected area of the river would receive direct sun for most of the day before this period on all analysis days.

The tidal currents flow swiftly in the Harlem River, which connects the Hudson River and the East River, and would move phytoplankton and other natural elements quickly through the shaded areas. Therefore, these project-generated shadows of limited duration (less than an hour) would not be expected to affect primary productivity. Incremental shadows would therefore not be expected to significantly affect aquatic resources (plankton or fish) in the Harlem River. Consequently, given these factors and the short duration and limited extent, project-generated shadows would not cause significant adverse impacts to the Harlem River.

E. CONCLUSIONS

The Proposed Actions would result in new shadows on a number of sunlight-sensitive resources in the vicinity of the Project Areas. However, given the generally limited extent and duration of the new shadows, their transient nature as they move across the landscape (particularly in winter), the public usage levels and patterns, and in the case of the Harlem River Park spaces, the availability of similar recreational amenities in adjacent or nearby parks and playgrounds that would be in sun during periods affected by the new shadow, the analysis concluded that the new incremental shadows resulting from the Proposed Actions would not cause significant adverse impacts to the recreational use or the vegetation in any of the open space resources, or in the case of historic resource, to its architectural significance. ✷

Attachment G: Historic and Cultural Resources

A. INTRODUCTION

In accordance with the *CEQR Technical Manual*, this attachment considers the potential for the Proposed Actions to affect historic and cultural resources. Historic and cultural resources include both architectural and archaeological resources. Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Archaeological resources are physical remnants, usually buried, of past human activities on a site.

This analysis considers the effects of the proposed zoning map and zoning text amendments (the "Proposed Actions"), which would affect two areas in the East Harlem neighborhood of Manhattan: Project Area A, the rezoning area; and Project Area B, the Park Avenue Hub Subdistrict of the Special 125th Street District established in the New York City Zoning Resolution. Collectively, these are the project areas. The Proposed Actions would facilitate the redevelopment of four projected development sites with new mixed-use buildings in combination with planned elements of the new Second Avenue Subway Phase 2 project, including station entrances and subway ancillary facilities.

The analysis characterizes existing conditions, evaluates changes to historic and cultural resources that are expected to occur independent of the Proposed Actions, and identifies and addresses any potential impacts to historic and cultural resources associated with the Proposed Actions.

B. METHODOLOGY

The study area for archaeological resources is defined as the area where subsurface disturbance would occur: the four projected development sites, comprising Manhattan Block 1773, Lot 20 (Projected Development Site 1); Block 1773, Lot 27 (Projected Development Site 2); Block 1773, Lots 1, 4, 67, 69, and 72 (Projected Development Site 3); and Block 1750, Lot 40 (Projected Development Site 4). The remaining portion of Project Area A is Block 1773, Lot 33, where no new development is anticipated; and the remaining portion of Project Area B is Block 1750, Lot 34 and a portions of Lots 32 and 41; Block 1774, Lots 1 and 68 and a portion of Lot 5, which also will not see new development as a result of the Proposed Actions. Pursuant to guidance in the *CEQR Technical Manual*, consultation regarding the Proposed Actions was initiated with the New York City Landmarks Preservation Commission (LPC) in a letter dated April 16, 2025 (see **Appendix 2**) to determine if additional archaeological analysis is required.

Consistent with the guidance of the *CEQR Technical Manual*, in order to determine whether the Proposed Actions could potentially affect architectural resources, this attachment considers whether the Proposed Actions would result in a physical change to any resource or a physical change to the setting of any resource (such as context or visual prominence), and, if so, whether the change is likely to alter or eliminate the significant characteristics of

the resource that make it important. More specifically, as set forth in the *CEQR Technical Manual*, potential impacts to architectural resources may include the following:

- Physical destruction, demolition, damage, alteration, or neglect of all or part of a historic property;
- Changes to an architectural resource that cause it to become a different visual entity;
- Isolation of the property from, or alteration of, its setting or visual relationships with the streetscape, including changes to the resource's visual prominence;
- Introduction of incompatible visual, audible, or atmospheric elements to a resource's setting;
- Replication of aspects of the resource so as to create a false historical appearance;
- Elimination or screening of publicly accessible views of the resource;
- Construction-related impacts, such as falling objects, vibration, dewatering, flooding, subsidence, or collapse; and
- Introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over a historic landscape or on a historic structure (if the features that make the resource significant depend on sunlight) to the extent that the architectural details that distinguish that resource as significant are obscured.

To evaluate potential effects due to on-site construction activities, and to account for visual or contextual impacts, the study area for architectural resources is defined as extending 400 feet from Project Area A and Project Area B (see **Figure G-1**). As defined in the New York City Department of Building's (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88,* adjacent construction is defined as any construction activity that would occur within 90 feet of an architectural resource.[1] Consistent with the guidance of the *CEQR Technical Manual*, designated architectural resources that were analyzed include: New York City Landmarks (NYCL), Interior Landmarks, Scenic Landmarks, and New York City Historic Districts (NYCHD); resources calendared for consideration as one of the above by LPC; resources listed on or formally determined eligible for inclusion on the State and National Registers of Historic Places (S/NR), or contained within a district listed on or formally determined eligible for listing on the Registers; resources recommended by the New York State Board for listing on the Registers; and National Historic Landmarks (NHL). In addition, a survey was conducted to identify any previously undesignated properties that appear to meet S/NR or NYCL eligibility criteria ("potential architectural resources").

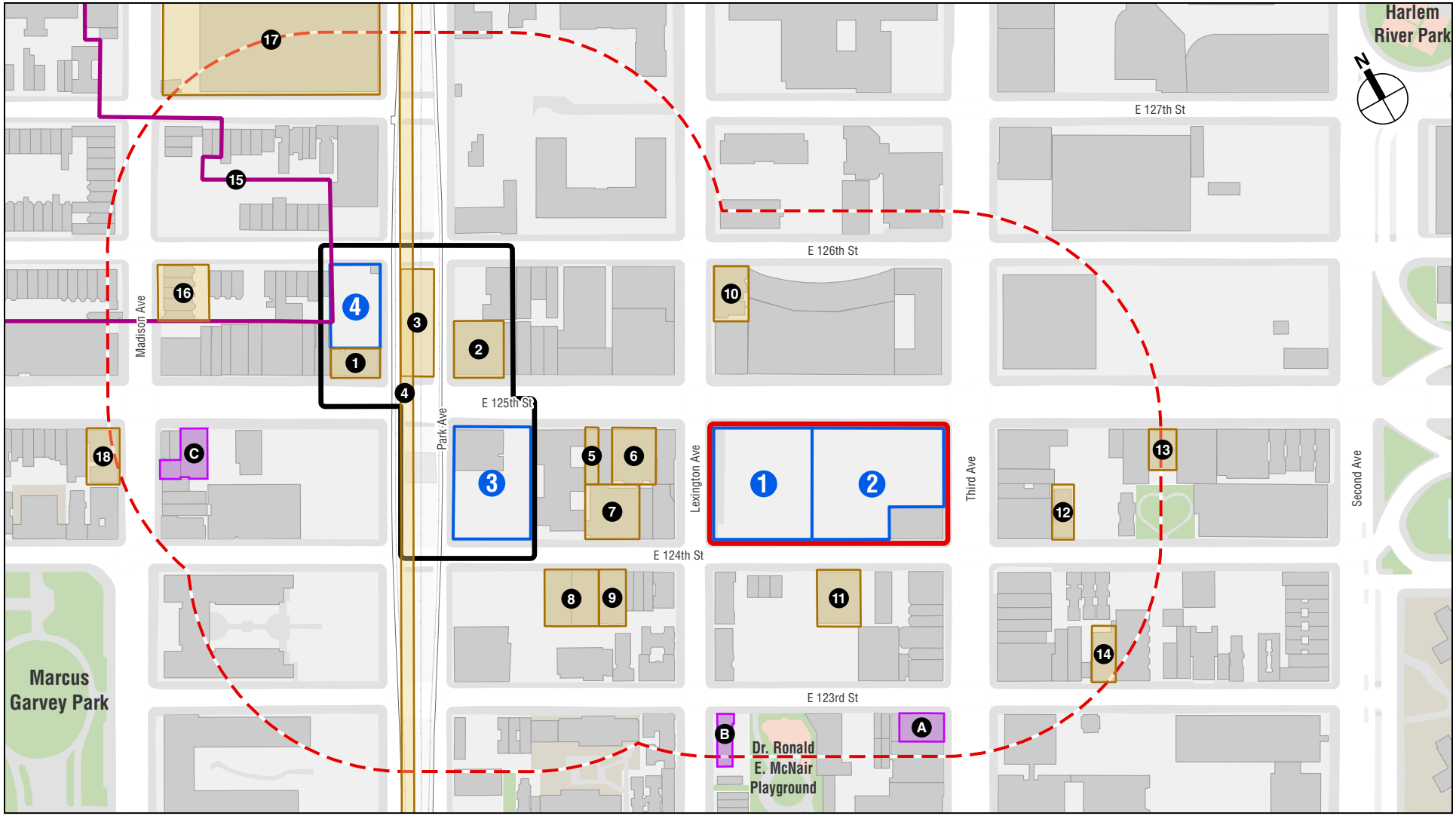
C. EXISTING CONDITIONS

PROJECT AREA A (REZONING AREA)

Project Area A (the rezoning area) comprises the portion of Manhattan Block 1773 bounded by East 124th and 125th Streets and Lexington and Third Avenues. It includes three lots:

[1] *TPPN #10/88* was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. *TPPN #10/88* outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

3.13.25



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

Study Area (400-foot perimeter)

East-Central Harlem Historic District

Known Architectural Resource

Potential Architectural Resource

Architectural Resources Reference Map

MTA 125TH AND LEXINGTON REZONING

Figure G-1

Lots 20, 27, and 33. Lots 20 and 27 are vacant and are projected development sites (Projected Development Sites 1 and 2, respectively). Lot 20 is owned by the Metropolitan Transportation Authority (MTA), which purchased the property for use as part of the new Second Avenue Subway. Lot 27 is privately owned, but MTA holds a below-grade easement on the western part of the lot. Lot 33 is City-owned and occupied by an active Fire Department of New York (FDNY) firehouse.

ARCHAEOLOGICAL RESOURCES

Projected Development Site 1 and an area in the western portion of Projected Development Site 2 are both planned for development as part of the new Second Avenue Subway's 125th Street Station. The archaeological sensitivity of portions of Projected Development Sites 1 and 2 was previously assessed as part of the analysis conducted in association with the Second Avenue Subway Phase 2 project (New York State Office of Parks, Recreation, and Historic Preservation [OPRHP] Project Review number 17PR02965). Portions of Project Area A were also analyzed as part of two Supplemental Phase 1A Archaeological Documentary Studies prepared by AKRF in November 2017 (OPRHP Survey 17SR00898) and in November 2019 (OPRHP Survey 19SR00695). These studies identified portions of Project Area A as sensitive for archaeological resources associated with historic-period domestic occupation and recommended Phase 1B Archaeological Investigation for the site.

The archaeological sensitivity of the western half of Projected Development Site 2 was analyzed in one of the archaeological surveys prepared for the Second Avenue Subway Phase 2 project. The southwestern quadrant of the site was Identified as sensitive for archaeological resources associated with historic-period domestic occupation and Phase 1B Archaeological Investigation was recommended. The northwestern quadrant of the site was determined to have no archaeological sensitivity. The eastern half of the site was not analyzed.

In a comment letter dated April 22, 2025 for the Proposed Actions (see **Appendix 2**), LPC determined that Projected Development Sites 1 and 2 do not possess archaeological significance.

ARCHITECTURAL RESOURCES

There are no known or potential architectural resources located within Project Area A.

PROJECT AREA B (SPECIAL 125TH STREET DISTRICT, PARK AVENUE HUB SUBDISTRICT)

Project Area B is the Park Avenue Hub Subdistrict of the Special 125th Street District established in the New York City Zoning Resolution. This area encompasses the eastern side of Park Avenue (to a depth of 100 to 140 feet) between East 124th and East 126th Streets and the western side of Park Avenue (to a depth of 100 feet) between East 125th and East 126th Streets. There are two projected development sites within Project Area B: Block 1773, Lots 1, 4, 67, 69 and 72 (Projected Development Site 3), a vacant site owned by MTA in connection with the Second Avenue Subway; and Block 1750, Lot 40 (Projected Development Site 4), a privately owned property that contains a public parking lot. The other lots within the Park Avenue Hub Subdistrict are as follows:

- Block 1750, Lot 34, with a seven-story office building that is a designated NYCL and S/NR-listed;
- A portion of Lot 41 on Block 1750, which is currently developed with a 4-story residential building located within the boundaries of the East-Central Harlem Historic District, which has been determined S/NR-eligible;
- A portion of Lot 32 on Block 1750, which is currently developed with a 5-story residential building with ground-floor retail;
- Block 1774, Lot 68, an MTA-owned property with a utilitarian one-story building and a parking lot, associated with the Metro-North Railroad 125th Street Station;
- Block 1774, Lot 1, currently developed with the former Hamilton Storage and Warehouse Co. Building, a twelve-story office building that has been determined S/NR-eligible; and
- A portion of Lot 5 on Block 1774, which is currently developed with a 3-story residential building with ground-floor retail.

ARCHAEOLOGICAL RESOURCES

The archaeological sensitivity of Projected Development Site 3 was previously assessed in the archaeological studies completed for the Second Avenue Subway Phase 2 project. Projected Development Site 3 was determined to have no archaeological sensitivity. In a comment letter dated April 22, 2025 for the Proposed Actions, LPC determined that Projected Development Site 3 does not possess archaeological significance.

In a comment letter dated April 22, 2025 for the Proposed Actions, LPC determined that Projected Development Site 4 does not possess archaeological significance.

ARCHITECTURAL RESOURCES

There are no known or potential architectural resources on the two projected development sites in Project Area B (Projected Development Sites 3 and 4). There are three known architectural resources in Project Area B, which are described below.

Mount Morris Bank Building, Resource 1

The building on Block 1750, Lot 34 at 81-85 East 125th Street (aka 1820 Park Avenue) is the Mount Morris Bank Building, also referred to as the Corn Exchange Bank Building. It is a NYCL and is S/NR-listed. The building is five stories tall and faced in red brick, raised on a high basement of rock-faced stone (see view 1 of **Figure G-2**). Originally constructed in 1883-1884 and designed by the firm of Lamb & Rich, the building was doubled in size in 1889-1890. In 1912, the front stoops were removed and the entranceways were reconfigured. Most of the building was demolished in 2009 following a fire in 1997; the upper stories of the building were subsequently replaced in 2013-2015 by Danois Architects.

Former Hamilton Storage and Warehouse Co. Building, Resource 2

The building at 1825 Park Avenue, at the northeast corner of East 125th Street and Park Avenue, has been determined S/NR-eligible under Criterion C in the area of architecture. It is a 12-story brick building completed in 1900 for office, storage, and warehouse uses (see view 2 of **Figure G-2**). In a *New York Tribune* article from that year, it was described as the largest building in Manhattan north of 59th Street. In addition to providing storage space, the

building provided office space for the Hamilton Storage and Warehouse Company as well as for other local businesses.

East-Central Harlem Historic District, Resource 15

Lot 41 on Block 1750, a portion of which is within the Park Avenue Hub Subdistrict, is currently developed with 66 East 126th Street, a 4-story rowhouse located within the boundaries of the East-Central Harlem Historic District, which has been determined S/NR-eligible (see view 3 of **Figure G-3**). The East-Central Harlem Historic District is described below under "Study Area."

STUDY AREA

There are 16 known architectural resources within the study area. The architectural resources are listed below in **Table G-1** and shown in **Figure G-1**. Descriptions of these resources are also provided below with photos shown on **Figures G-3 through G-12**. In addition, three potential architectural resources were identified within the study area, which are also described below.

Table G-1
Known Architectural Resources

Ref. No	Block/Lot	Address	Name	S/NR-Listed	S/NR-Eligible	NYCL/ NYCHD
Project Area B						
1	1750/34	81-85 East 125th Street	Mount Morris Bank Building	X		X
2	1774/1	1825 Park Avenue	Hamilton Storage and Warehouse Co. Building		X	
15	1750/41	—	East-Central Harlem Historic District		X	
Study Area						
3	N/A	—	Metro North 125th Street Station		X	
4	N/A	—	Park Avenue Viaduct		X	
5	1773/62	120 East 125th Street	Fire Hook and Ladder Company 14	X		X
6	1773/58	124 East 125th Street	Harlem Savings Bank	X		
7	1773/11	123 East 124th Street	New York City Telephone Company Building		X	
8	1772/62, 64	116-120 East 124th Street	—		X	
9	1772/60	124 East 124th Street	—		X	
10	1774/7503	2075-2087 Lexington Avenue	—		X	
11	1772/45	166 East 124th Street	—		X	
12	1789/5	205 East 124th Street	—		X	
13	1789/37	226 East 125th Street	New York Public Library, 125th Street Branch		X	X
14	1788/8	219 East 123rd Street	Chambers Memorial Baptist Church		X	
15	Multiple	—	East-Central Harlem Historic District		X	
16	1750/50, 52, 53	1961-1969 Madison Avenue	within East-Central Harlem Historic District		X	
17	1752/22	2005 Madison Avenue	Urban Assembly School for Global Commerce		X	
18	1749/56	1944 Madison Avenue	—		X	

Notes:
NYCL: New York City Landmark
NYCHD: New York City Historic District
NYCL-eligible: determined by LPC to appear to meet NYCL eligibility criteria
S/NR: Listed on the State and National Registers of Historic Places
S/NR-eligible: Officially determined eligible for listing on the State and National Registers of Historic Places
S/NR-certified: Certified by the National Park Service as National Register eligible as a "certified local historic district."
NHL: National Historic Landmark

Sources: Discover NYC Landmarks at https://www1.nyc.gov/site/lpc/index page accessed January 2025; New York State Historic Preservation Office Online Resources (CRIS) at https://cris.parks.ny.gov/ accessed January 2025.

Metro North 125th Street Station, Resource 3

The S/NR-eligible Metro North 125th Street Station was designed by railroad architect Morgan O'Brien and completed in 1897 for the New York and Central & Hudson River Railroad as part of a major reconstruction effort. The station is a distinctive example of the Classical Revival style and features fluted pilasters and a denticulated cornice. It is one-story in height and is located at street level under the train viaduct (see view 4 of **Figure G-3**).

Park Avenue Viaduct, Resource 4

The S/NR-eligible Park Avenue Viaduct was built between 1894 and 1897 when the New York Central and the Hudson River Railroad reconstructed the railroads' main lines to create a higher crossing over the Harlem River, allowing for rail connections to points north. The railroad lines connect to Grand Central Terminal to the south. The viaduct is composed of four parallel railroad tracks set on steel columns (see view 5 of **Figure G-4**). East–west streets cross below the viaduct.

Fire Hook and Ladder Company No. 14, Resource 5

The former Fire Hook and Ladder Company No. 14, later Engine Company No. 36, is a NYCL and is S/NR-listed. Completed in 1889, it was one of many firehouses designed by the prominent architectural firm of Napoleon LeBrun and Son for the New York City Fire Department. The four-story brick Romanesque Revival firehouse has a highly ornamented façade with a single vehicular entrance on the first story and multi-use upper floors (see view 6 of **Figure G-4**). The building is now in use as the Caribbean Cultural Center African Diaspora Institute.

Former Harlem Savings Bank, Resource 6

The former Harlem Savings Bank located at 125 East 125th Street is S/NR-listed. Designed by the architectural firm of Bannister & Schell in the Classical Revival style, it was constructed in 1906-07. The two-story building reflects both the history of one of Harlem's founding financial institutions and the prominence of East 125th Street as the community's principal commercial thoroughfare. A demolition permit for the building was issued in 2024, and the building is in the process of being demolished (see view 7 of **Figure G-5**).

Former New York City Telephone Company Building, Resource 7

The former New York City Telephone Company building at 123 East 124th Street (Block 1773, Lot 11) has been determined S/NR-eligible under Criterion C in the area of architecture. The building was designed by L.W. Eidlitz and built in 1901. It is a five-story brick and stone office building that was formerly occupied by the New York City Telephone Company. It is currently in use as a storage facility (see view 8 of **Figure G-5**).

116-120 East 124th Street, Resource 8

The former loft building at 116-120 East 124th Street (Block 1772, Lots 62 and 64) has been determined S/NR-eligible under Criterion C in the area of architecture. It is a five-story brick and stone fireproof loft building constructed in 1905 for owner James M. Horton and designed by architect E.E. Campbell. The simple Romanesque Revival-style building is eight bays wide with segmental-arched openings on the first four floors and arched window openings on the fifth floor. The windows have brick arched lintels and stone sills. Brick details create the only



Mount Morris Bank Building / Resource 1, view north from East 125th Street **1**



Former Hamilton Storage and Warehouse Co. Building / Resource 2, view north from East 125th Street **2**

Known Architectural Resources in Project Area B



66 East 126th Street, within East-Central Harlem Historic District **3**



Metro North 125th Street Station / Resource 3 **4**

Known Architectural Resources in Study Area



Park Avenue Viaduct, view east from East 126th Street west of Park Avenue **5**



Fire Hook and Ladder Company 14 / Resource 5, view south on East 125th Street **6**

Known Architectural Resources in Study Area



Harlem Savings Bank / Resource 6 **7**



New York City Telephone Company Building / Resource 7, view northeast on East 124th Street **8**

Known Architectural Resources in Study Area

façade ornamentation. Corbelled brick acts as a cornice at the roofline (see views 9 and 10 of **Figure G-6**).

124 East 124th Street, Resource 9

The five-story building at 124 East 124th Street was built as a stable in 1891 for R.E. Westcott and designed by French, Dixon & De Saldern. The building has two window bays containing three grouped window openings. The second, third, and fifth floors have narrow rectangular window openings; the fourth floor has arched window openings. There are certain window openings on each floor that have been infilled with brick or are partially infilled and have smaller window openings. The ground floor has two large entrances and two small entrances that have been altered with metal security screens. Modest brick corbelling is used as the water table between the first and second floors and at the roof cornice. The building's two end bays have projecting roof elements (see view 11 of **Figure G-6**). The building has been determined S/NR-eligible under Criterion C in the area of architecture.

2075-2087 Lexington Avenue, Resource 10

The S/NR-eligible tenement building located at 2075-2087 Lexington Avenue was constructed in 1899 and designed by architect Edward L. Angell. This seven-story Flemish Revival brick structure displays ornamental limestone trim (see view 12 of **Figure G-7**). Prominent features include the second story windows, which have splayed limestone lintels with keystones and are surrounded by quoins; highly decorated balconies on the fourth and seventh floors; and pressed metal cartouches along the entire length of the parapet.

166 East 124th Street, Resource 11

The building at 166 East 124th Street (Block 1772, Lot 45) was built as a stable for owner J.W. Powers in 1891. It has been determined S/NR-eligible under Criterion C in the area of architecture. The building is four stories tall and faced in brick. It was designed by architects French, Dixon & De Saldern in the Romanesque Revival style. Since the determination of S/NR eligibility was made in 2018, the building has been painted, and the upper stories of the front facade are now covered with vertical panels (see view 13 of **Figure G-7**).

205 East 124th Street, Resource 12

The tenement building at 205 East 124th Street (Block 1789, Lot 5) was constructed in 1883 and designed by Cleverdon & Putzel in the Renaissance Revival style. The building is five stories tall and faced in brick (see view 14 of **Figure G-8**). It has been determined S/NR-eligible under Criterion C as an architecturally distinguished example of late 19th century tenement design.

New York Public Library, 125th Street Branch, Resource 13

The New York Public Library, 125th Street Branch, located at 224 East 125th Street, is a NYCL and has been determined S/NR-eligible. It was built in 1924 was built with funds provided by philanthropist Andrew Carnegie and designed by the architectural firm of McKim, Mead & White. The library's Neoclassical façade is clad in limestone and is elegantly detailed (see view 15 of **Figure G-8**).





116-120 East 124th Street / Resource 8, views south on East 124th Street **9 and 10**



124 East 124th Street / Resource 9, view south on East 124th Street **11**

Known Architectural Resources in Study Area



2075-2087 Lexington Avenue / Resource 10, view southeast on East 126th Street **12**



166 East 124th Street / Resource 11, view southwest on East 124th Street **13**

Known Architectural Resources in Study Area



205 East 124th Street / Resource 12, view north on East 124th Street **14**



New York Public Library, 125th Street Branch / Resource 13, view south on East 125th Street **15**

Known Architectural Resources in Study Area

Figure G-8

Chambers Memorial Baptist Church, Resource 14

The Chambers Memorial Baptist Church is located at 219 East 123rd Street. This house of worship was constructed in 1891 and designed in the Romanesque Revival style. The tripartite façade is composed of light tan brick; a contrasting color is used to accentuate window openings, building comers and the façade gable (see view 16 of **Figure G-9**). The adjacent mansard-roofed parish house predates the church building and was identified as contributing to this resource. Since the determination of S/NR eligibility was made in 2000, the parish house has been covered in white siding, including the mansard roof. The church has been determined S/NR-eligible under Criterion C as an example of late nineteenth century Romanesque Revival inspired architecture in New York City.

East-Central Harlem Historic District, Resource 15

The East-Central Harlem Historic District is roughly bounded by East 131st Street, Madison Avenue, Park Avenue, East 126th Street, and Lenox Avenue. The historic district has been determined S/NR-eligible under Criterion A, in the areas of social and ethnic history, for its association with middle-class immigrants from England, Ireland, and Germany as well as for its connection with the cultural history of Harlem's African American community, and under Criterion C in the area of architecture. The historic district includes long rows of Italianate and neo-Grec brownstones punctuated by the spires of neo-Gothic churches; clusters of new-law tenements dating from the turn of the twentieth century; and institutional buildings from various eras of Harlem's history (see view 17 of **Figure G-9**). The set of five rowhouses at 1961-1969 Madison Avenue (Resource 16) are located within the boundaries of the historic district and have also been determined individually S/NR-eligible. The rowhouses are four stories tall with a raised basement, clad in brownstone, and topped with bracketed cornices (see view 18 of **Figure G-10**). The southernmost rowhouse in the set no longer retains its stoop and has a bay front on the southern side of its front façade.

Urban Assembly School for Global Commerce, Resource 17

The Urban Assembly School for Global Commerce, formerly the Arthur A. Schomburg School, is located at 2005 Madison Avenue. It has been determined S/NR-eligible under Criterion A for its association with the history and development of educational reform and Criterion C as a reflection of postwar changes in architectural design. It was designed by Curtis and Davis Architects in the Midcentury Modern style and completed in 1966. The building is three stories tall and rectangular in plan. Its façade is largely windowless and clad in textured brick and concrete at the upper two floors, carried on tapered concrete pilotis below (see view 19 of **Figure G-10**).

1944 Madison Avenue, Resource 18

The five-story commercial/apartment building located at 1944 Madison Avenue was designed by C. Abbott French & Co. and built in 1888. It is constructed of brick, with brick and stone Romanesque Revival features including decorative terra-cotta floral spandrel panels (see view 20 of **Figure G-11**). It has been determined S/NR-eligible under Criterion C as an example of late 19th century Romanesque Revival design.



Chambers Memorial Baptist Church / Resource 14, view north on East 123rd Street **16**



East-Central Harlem Historic District / Resource 15 **17**

Known Architectural Resources in Study Area



1961-1969 Madison Avenue / Resource 16 **18**



Arthur A. Schomburg School / Resource 17 **19**

Known Architectural Resources in Study Area



1944 Madison Avenue / Resource 18 **20**



2258 Third Avenue / Resource A **21**

Known Architectural Resources in Study Area

2258 Third Avenue, Potential Resource A

The property at 2258 Third Avenue (Block 1771, Lot 39) consists of two, four-story buildings built ca. 1885-1891. The buildings are clad in red brick with Neo-Grec detailing, and with bracketed and modillioned cornices (see view 21 of **Figure G-11**). The ground floors have been altered with modern storefronts.

146 East 123rd Street, Potential Resource B

The building at 146 East 123rd Street (Block 1771, Lot 52) is a five-story brick tenement built ca. 1885-1897. The building is designed in the Renaissance Revival style with Romanesque style elements, and features a rounded corner, round arched windows, brick rustication at the second and fifth floors, brownstone ornament, and a modillioned and denticulated cornice (see view 22 of **Figure G-12**). The ground floor has been altered with modern storefronts and a number of window openings have been sealed.

1943 Madison Avenue, Potential Resource C

The building at 1943 Madison Avenue (Block 1749, Lot 50) was built in 1891 as Madison Hall (see views 23 and 24 of **Figure G-12**). The building is L-shaped, and presents facades on Madison Avenue and East 125th Street, wrapping around the existing corner building. The three-story building is ornamented with stone and is capped by prominent metal cornices with round-arched pediments; the words “PYTHIAN HALL” are located on the cornices beneath the centrally located round-arched pediment on each façade. The date “1891” is also inscribed on the cornice on the East 125th Street façade.

The building was built as Madison Hall by William Martin, described as a well-known citizen.[2] A *New York Times* article of September 3, 1911 announced that the Harlem Philharmonic Society would be giving its first concert at Madison Hall; this society had been organized in 1889 by Alice Newman. The building was designed with an auditorium and meeting rooms. In 1904, the building was remodeled as a theater by a subsequent owner and in 1915, the Knights of Pythias leased two floors in the building, establishing its Unique Lodge No. 310 at this location. The Knights of Pythias added the ”PYTHIAN HALL” lettering to the existing cornices on Madison Avenue and East 125th Street. The building continued in use as a location for fraternal and labor organizations through the 1920s. During the second half of the century, a ballroom was opened in the building. In 1996, Reverend Al Sharpton began using the building as home for his National Action Network and renamed the second floor ballroom space as the “House of Justice,” which was used for press conferences and rallies. In 2003, the second and third floors of the building including the ballroom were destroyed by fire. The windows have been replaced and the ground floor retail spaces have altered with modern storefronts.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

Independent of the Proposed Actions, MTA is planning Phase 2 of the new Second Avenue Subway, to provide new subway service in East Harlem. This will include the new terminus station, the 125th Street Station, beneath East 125th Street between approximately Third

[2] Information regarding this building has been summarized from the following site: https://daytoninmanhattan.blogspot.com/2014/09/the-1891-madison-hall-no-1941-1943.html.



146 East 123rd Street / Resource B **22**





1943 Madison Avenue / 52-56 East 125th Street / Resource C **23**

Potential Architectural Resources in Study Area

Avenue to a point west of Park Avenue. Above ground, the new 125th Street Station will have two new entrances and two above-ground ancillary facilities, which will be subway-related support buildings housing ventilation systems, mechanical equipment, station support functions, and emergency egress. The ancillary facilities will also include ground-floor retail space to enliven the lower level. The entrances and ancillary facilities will be as follows:

- Off-street entrance structure at the southeast corner of East 125th Street and Lexington Avenue (on Projected Development Site 1), and removal of the existing sidewalk entrance to the Lexington Avenue subway line at that corner;
- Off-street entrance structure at the southeast corner of Park Avenue and 125th Street (on Projected Development Site 3);
- Ancillary facility at the northeast corner of Lexington Avenue and East 124th Street (on Projected Development Site 1); and
- Ancillary facility at the northeast corner of Park Avenue and East 124th Street (on Projected Development Site 3).

The new subway-related structures will be constructed on Projected Development Sites 1 and 3 prior to development of any new residential buildings. Once the subway is complete, MTA will pursue development on those two sites, as discussed below.

Absent the Proposed Actions (the No Action condition), MTA will partner with a developer to construct a new, as-of-right primarily residential building on Projected Development Site 1 with ground-floor retail space, in accordance with the underlying zoning provisions. For the purposes of this environmental review, the No Action building on Projected Development Site 1 is anticipated to be approximately 10 stories (105 feet) tall adjacent to the new subway station ancillary facility on East 124th Street, which will be approximately 160 feet tall. On Projected Development Site 2, it is anticipated that the owner of the property will construct a new 160-foot-tall (15-story) predominantly residential building with ground-floor retail space.

In the No Action condition, Projected Development Sites 3 and 4 will also be developed with as-of-right buildings according to their existing zoning. The building on Projected Development Site 3 is anticipated to be a 34-story, 390-foot-tall building with residences on the higher floors and community facility and retail space below. These will be developed in coordination with the planned new subway station entrance and ancillary facility. Projected Development Site 4 is anticipated to be built out with a 215-foot-tall (21-story) building with residences on the higher floors and retail and commercial office space below.

ARCHAEOLOGICAL RESOURCES

On Projected Development Site 1, as recommended in prior archaeological studies for Lot 20 and a portion of Lot 27, MTA will conduct a Phase 1B Archaeological Investigation of Potential Development Site 1 prior to any disturbance related to the Second Avenue Subway Phase 2 project. This investigation will be conducted pursuant to the terms of a Programmatic Agreement for the Second Avenue Subway project among the Federal Transit Administration, MTA, and the New York State Historic Preservation Office in accordance with Section 106 of the National Historic Preservation Act, In the event that archaeological resources are identified on that parcel, it is assumed that any subsequent archaeological analyses (e.g., a Phase 2 Survey/ Evaluation and/or Phase 3 Data Recovery) will be completed at the direction of the MTA. As such, any impacts on archaeological resources

would be mitigated in association with the construction of the Second Avenue Subway Phase 2 project in advance of any construction relating to the No Action condition. Therefore, there would be no impacts on archaeological resources with the No Action condition. As noted above, the owner of Projected Development Site 2 is planning to develop the site in the No Action condition. The excavation that will occur as part of construction activities is expected to destroy any potential archaeological resources on the site. These activities are as-of-right and outside of MTA's control. It is therefore assumed that any areas of archaeological sensitivity have or will be destroyed as a result of that as-of-right development.

ARCHITECTURAL RESOURCES

Architectural resources that are located within 90 feet of construction for an as-of-right development are offered some protection through DOB controls governing the protection of adjacent properties from construction activities. Specifically, the provisions of the 2014 New York City Building Code provide protection measures for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. Further, Building Code Chapter 3309.4.4 requires that "historic structures that are contiguous to or within a lateral distance of 90 feet from the edge of the lot where an excavation is occurring" be monitored during the course of excavation work. ("Historic structures" in this context are defined as NYCLs, properties within NYCHDs, and S/NR-listed properties.) *TPPN #10/88* supplements the building protections afforded by the Building Code by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NYCLs and S/NR-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

Projected Development Sites 1 and 2 are located within 90 feet of 166 East 124th Street (Resource 11). Projected Development Site 3 is located within 90 feet of the Park Avenue Viaduct and S/NR-eligible 116-120 East 124th Street (Resources 4 and 8, respectively). Projected Development Site 4 is located within 90 feet of the Mount Morris Bank Building, the Metro North 125th Street Station, the Park Avenue Viaduct, and the East-Central Harlem Historic District (Resources 1, 3, 4, and 15, respectively). The Mount Morris Bank Building (Resource 1) is a NYCL and S/NR-listed; therefore, it is expected that *TPPN #10/88* would be implemented for the No Action development on Projected Development Site 4, in relation to this resource. It is anticipated that Resources 3, 4, 8, 11, and 15, which are all S/NR-eligible, would be offered some protection through DOB controls governing the protection of adjacent properties from construction activities on the projected development sites; however, the protections to avoid construction-related damage to historic structures under *TPPN #10/88* would not be required for the No Action condition projects occurring within 90 feet of these resources. Therefore, these S/NR-eligible resources could be adversely affected by the No Action condition projects on the projected development sites.

Pursuant to the terms of the Programmatic Agreement for the Second Avenue Subway project, a Construction Protection Plan will be developed by MTA, in consultation with FTA and SHPO and all other appropriate New York City agencies, and implemented to avoid damage to historic resources from construction of the new subway-related structures to be constructed on Projected Development Sites 1 and 3 prior to the development of any new residential buildings on these sites.

As discussed in Attachment B, "Land Use, Zoning, and Public Policy," there are six planned developments located within the study area that are anticipated to be completed by the 2036 analysis year. These will be located at 52 East 126th Street, 1971 Madison Avenue, 132 East 125th Street, 51 East 125th Street, 2289 Third Avenue, and 111 East 123rd Street.

The planned developments at 52 East 126th Street, 1971 Madison Avenue, and 51 East 125th Street will be west of Projected Development Site 4 on Blocks 1750 and 1751. The planned developments at 52 East 126th Street and 1971 Madison Avenue are within the boundaries of the S/NR-eligible East-Central Harlem Historic District, the 51 East 125th Street site is within 90 feet of the historic district, and all three sites are within 90 feet of the S/NR-eligible set of rowhouses at 1961-1969 Madison Avenue. The new development at 52 East 126th Street is anticipated to be 5 stories tall and include 21 dwelling units; the new development at 1971 Madison Avenue is anticipated to be approximately 85 feet tall and include residential and community facility uses; and the new development at 51 East 125th Street is anticipated to be 7 stories tall and mixed use.

The 132 East 125th Street development site is across Lexington Avenue from Projected Development Site 1 and within 90 feet of the S/NR-eligible former New York City Telephone Company Building at 123 East 124th Street.[3] The new development on this site is anticipated to be 13 stories tall and include residential and retail uses.

The 2289 Third Avenue development site is across Third Avenue from Projected Development Site 2 and within 90 feet of the S/NR-eligible tenement building at 205 East 124th Street. The proposed development would construct new residential floors above the ground floor of the existing building on this site.

The 111 East 123rd Street development site is on the north side of East 123rd Street east of Park Avenue, within 90 feet of the S/NR-eligible buildings at 116-120 and 124 East 124th Street. The new development on this site is anticipated to be 15 stories tall and will be supportive housing for formerly incarcerated and justice-involved individuals.

It is anticipated that the known architectural resources within 90 feet of these development sites, which are all S/NR-eligible, would be offered some protection through DOB controls governing the protection of adjacent properties from construction activities; however, the protections to avoid construction-related damage to historic structures under *TPPN #10/88* would not be required.

In the future without the Proposed Actions, changes to the condition or setting of architectural resources within the study area could occur. It is possible that some architectural resources in the study area could deteriorate or experience direct impacts through alteration or demolition, while others could be restored. Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic

[3] This development site also is directly adjacent to the S/NR-listed Harlem Savings Bank; however, that structure in the process of being demolished.

Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately owned and City-owned sites that are NYCLs or within NYCHDs are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

E. THE FUTURE WITH THE PROPOSED ACTIONS

In the future with the Proposed Actions, Project Area A would be redeveloped with new buildings on Projected Development Sites 1 and 2, and Project Area B would be redeveloped with new buildings on Projected Development Sites 3 and 4, as described below. The lots within Project Areas A and B that are not projected development sites would remain in their existing use.

In Project Area A, the building on Projected Development Site 1 would be a mixed-use development with residential and retail uses. The building on this site could be up to 550 feet tall[4], up to 445 feet taller that the No Action development anticipated for this site. As in the future without the Proposed Actions, Site 1 would incorporate a new subway entrance connecting to the new Second Avenue Subway 125th Street Station and the existing Lexington Avenue 125th Street station as well as an approximately 160-foot-tall ancillary facility providing ventilation and emergency access for the subway, to be located on East 124th Street.

The building on Projected Development Site 2 would be a mixed-use building with residential use on the upper levels and retail, including a FRESH grocery store, on the ground floor. The building on this site could be up to 550 feet tall[5], up to 390 feet taller than the No Action development anticipated for this site.

In Project Area B, Projected Development Sites 3 and 4 would both be developed with the same building footprint and maximum building heights as the No Action condition (a slightly taller base height would be permitted for Projected Development Site 3).

ARCHAEOLOGICAL RESOURCES

Projected Development Site 1 was previously identified as archaeologically sensitive. Pursuant to the terms of a Section 106 Programmatic Agreement for the Second Avenue Subway project among the Federal Transit Administration, MTA, and the New York State Historic Preservation Office, as recommended in prior archaeological studies for Lot 20 and a portion of Lot 27, MTA will conduct a Phase 1B Archaeological Investigation of Potential Development Site 1 prior to any disturbance related to the Second Avenue Subway Phase 2 project. In the event that archaeological resources are identified on that parcel, it is assumed that any subsequent archaeological analyses (e.g., a Phase 2 Survey/Evaluation and/or Phase 3 Data Recovery) will be completed at the direction of the MTA. As such, any impacts on archaeological resources would be mitigated in association with the construction of the

[4] Exceeding a height of approximately 400 feet only by special permit from the New York City Board of Standards and Appeals.

[5] Exceeding a height of approximately 400 feet only by special permit from the New York City Board of Standards and Appeals.

Second Avenue Subway Phase 2 project in advance of any construction relating to the Proposed Actions.

A portion of Projected Development Site 2 was previously identified as archaeologically sensitive. However, as described previously, the owner of Projected Development Site is planning to develop the site regardless of the Proposed Actions. The excavation that will occur as part of construction activities is expected to destroy any potential archaeological resources on the site. These activities are as-of-right and outside of MTA's control. It is therefore assumed that any areas of archaeological sensitivity have or will be destroyed as a result of that as-of-right development independent of the Proposed Actions.

Projected Development Sites 3 and 4 were determined to have no archaeological sensitivity.

With the completion of all required archaeological analysis on Projected Development Site 1 in compliance with the Section 106 Programmatic Agreement for the Second Avenue Subway project, there would be no impacts on archaeological resources with proposed project.

ARCHITECTURAL RESOURCES

DIRECT (PHYSICAL) IMPACTS

Project Areas A and B

As described above, there are no known or potential architectural resources within the projected development sites. Using the *CEQR Technical Manual* direct impact criteria noted above, the Proposed Actions would not result in any changes to the architectural resources within Project Area B that would cause them to be a different visual entity, such as a new location, design, materials, or architectural features; cause a false historical appearance; or introduce significant new shadows or significant lengthening of the duration of existing shadows over historic landscapes or structures.

As described in Attachment F, "Shadows," the Proposed Actions would not result in any significant adverse shadow-related impacts to historic resources with sunlight-sensitive features.

There is one architectural resource located within 90 feet of both Projected Development Site 1 and Projected Development Site 2: the S/NR-eligible former stable at 166 East 124th Street. To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc. associated with construction of the new residential building on Projected Development Site 1, which is owned by MTA, this resource would be included in a Construction Protection Plan (CPP) for historic structures that would be prepared by MTA in coordination with LPC and implemented in consultation with a licensed professional engineer. The CPP would be prepared as set forth in Section 523 of the *CEQR Technical Manual* and in compliance with the procedures included in the DOB's TPPN #10/88 and LPC's *Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. The CPP would be prepared and implemented prior to construction activities related to the new residential buildings on Projected Development Site 1, and project-related demolition and construction activities would be monitored as specified in the CPP. As in the No Action condition, pursuant to the terms of the Programmatic Agreement for the Second Avenue Subway project, a CPP also

would be developed by MTA, in consultation with FTA and SHPO and all other appropriate New York City agencies, and implemented to avoid damage to historic resources from construction of the new subway-related structures to be constructed on Projected Development Site 1 prior to the development of the new residential building on this site.

For the new development on Projected Development Site 2, as in the No Action scenario for this site, since the S/NR-eligible former stable at 166 East 124th Street is not S/NR-listed, a NYCL, or within a NYCHD, this historic resource would be afforded limited protection under DOB regulations applicable to all buildings adjacent to construction sites, but the special protections to avoid construction-related damage to historic structures under *TPPN #10/88* would not be required. Since this site is not owned by MTA and is not anticipated to be developed in accordance with a development agreement with MTA, there is no mechanism to require the implementation of *TPPN #10/88* or the preparation of a Construction Protection Plan. Additional protective measures afforded under *TPPN #10/88* would only become applicable if the resource were listed on the S/NR or designated as a NYCL or NYCHD in the future prior to the initiation of construction. The With Action condition for Projected Development Site 2 would not have any additional potential for construction-related impacts beyond those identified for the No Action scenario.

There are two architectural resources located within 90 feet of Projected Development Site 3: the S/NR-eligible Park Avenue Viaduct and the S/NR-eligible former loft building at 116-120 East 124th Street. To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc. associated with construction of a new residential building on Projected Development Site 3, this resource would be included in a CPP for historic structures. The CPP would be prepared and implemented prior to construction activities on Projected Development Site 3, and project-related demolition and construction activities would be monitored as specified in the CPP.

The Mount Morris Bank Building (NYCL, S/NR-listed) is located directly adjacent to Projected Development Site 4, and there are three other architectural resources located within 90 feet of this site: the S/NR-eligible Park Avenue Viaduct, the S/NR-eligible East-Central Harlem Historic District, and the S/NR-eligible Metro North 125th Street Station. As the Mount Morris Bank Building is a NYCL and S/NR-listed; it is expected that *TPPN #10/88* would be implemented for the With Action development on Projected Development Site 4, in relation to this resource.

As in the No Action scenario, since the S/NR-eligible resources within 90 feet of Projected Development Site 4 are not S/NR-listed, NYCLs, or within a NYCHD, they would be afforded limited protection under DOB regulations applicable to all buildings adjacent to construction sites, but the special protections to avoid construction-related damage to historic structures under *TPPN #10/88* would not be required. Since Projected Development Site 4 is not owned by MTA and is not anticipated to be developed in accordance with a development agreement with MTA, there is no mechanism to require the implementation of *TPPN #10/88* or the preparation of a Construction Protection Plan for these resources. Additional protective measures afforded under *TPPN #10/88* would only become applicable if the resource were listed on the State/National Registers or designated as NYCL or NYCHD in the future prior to the initiation of construction. The With Action condition for Projected Development Site 4 would not have any additional potential for construction-related impacts beyond those identified for the No Action scenario.

Study Area

There would be no physical changes to the architectural resources in the study area identified above.

The remaining architectural resources in the study area are located more than 90 feet from the projected development sites. Therefore, the Proposed Actions would not be expected to have the potential for adverse physical, construction-related impacts to these resources.

INDIRECT IMPACTS

The *CEQR Technical Manual* criteria for indirect, contextual impacts are as follows:

- Isolation of a property from, or alteration of, its setting or visual relationships with the streetscape, including changes to the resource's visual prominence;
- Introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; and
- Elimination or screening of publicly accessible views of the resource.

As described above, in the With Action condition, Projected Development Sites 3 and 4 would both be developed consistent with the No Action condition. The new development on Projected Development Site 3 would be approximately 390 feet (34 stories) tall and the new development on Projected Development Site 4 would be approximately 215 feet (21 stories) tall. The context of the architectural resources within this area already includes a mix of older and newer, shorter and taller buildings, including the new, approximately 220-foot-tall development one block to the north of Site 4 at 88 East 127th Street, which—like Site 4—is located directly adjacent to the Park Avenue Viaduct and the East-Central Harlem Historic District.

The context of the architectural resources fronting on East 125th and East 124th Streets would change with the 390-foot-tall development on Projected Development Site 3, as well as the up to 550-foot-tall development on Projected Development Sites 1and 2, which would be considerably taller than the buildings to be constructed on those sites in the No Action condition (160 and 105 feet tall, respectively) and would be the tallest buildings in the study area. However, the context of these resources has already changed with recent developments, including the approximately 210-foot-tall development at 201 East 125th Street (One East Harlem). Existing southern views of these resources also include the 320-foot-tall Taino Towers at East 123rd Street and Third Avenue, and the 270-foot-tall The Miles development at East 122nd Street and Lexington Avenue.

The Proposed Actions would not result in the isolation of any architectural resource from its setting or visual relationship with the streetscape, or significantly adversely alter a historic property's setting or visual prominence. The Proposed Project would not introduce incompatible visual, audible, or atmospheric elements to the setting of any architectural resource. The Proposed Actions would not result in the elimination or screening of significant publicly accessible views of any architectural resources in the study area.

In summary, the Proposed Actions would not result in a significant adverse impact on historic and cultural resources, with the preparation and implementation of the CPPs detailed above. ✷

Attachment H: Urban Design and Visual Resources

A. INTRODUCTION

This attachment considers the potential of the Proposed Actions to affect urban design and visual resources. According to the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind conditions. Visual resources are defined as the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, historic buildings or districts, otherwise distinct buildings, and natural resources Using the methodology recommended in the *CEQR Technical Manual*, an urban design assessment considers whether and how a project may change the experience of a pedestrian in a project area. The *CEQR Technical Manual* guidelines recommend preparation of a preliminary assessment of urban design and visual resources, followed by a more detailed analysis (if warranted), based on the conclusions of the preliminary assessment. The analysis provided in this attachment follows the recommended CEQR methodology and evaluates urban design characteristics and visual resources for existing conditions and the future without and with the Proposed Actions.

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and City Council to facilitate new transit-oriented developments on four sites at the future terminus of the Second Avenue Subway Phase 2 project in the East Harlem neighborhood of Manhattan.

The Proposed Actions would result in an increase in allowable density and changes to height and setback regulations in two areas—Project Area A, where a rezoning is proposed, and Project Area B, the Park Avenue Hub Subdistrict of the Special 125th Street District, where zoning text amendments are proposed. As a result of the Proposed Actions, it is anticipated that development would occur on four sites: two sites in Project Area A, referred to as Projected Development Site 1 and Projected Development Site 2; and two sites in Project Area B on the east and west sides of Park Avenue, referred to as Projected Development Sites 3 and 4, respectively. New buildings are also anticipated on the projected development sites in the future without the Proposed Actions (the No Action condition), but the buildings on Projected Development Sites 1 and 2 would be smaller and the building on Projected Development 3 would have a lower streetwall in the No Action condition than with the Proposed Actions (the With Action condition).

As presented in this attachment the preliminary assessment concludes that in comparison to the No Action condition), the Proposed Actions would not be expected to result in any significant adverse impacts to urban design and visual resources in the Project Areas or the study area and does not require further analysis.

B. METHODOLOGY

Based on the methodology presented in the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when a project may result in the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that would permit the modification of yard, height, and setback requirements, and projects that would result in an increase in built floor area beyond what would be allowed "as-of-right" or in the No Action condition.

Since the Proposed Actions would result in an increase in allowable density, changes to height and setback regulations, and an increase in maximum allowable base height, they would result in physical alterations observable by pedestrians in comparison to what is allowed by existing zoning. Therefore, the Proposed Actions meet the threshold for a preliminary assessment of potential impacts to urban design and visual resources.

According to the methodology presented in the *CEQR Technical Manual*, the study area for urban design is the area where a project may influence land use patterns and the built environment, and is generally consistent with the information used for the land use, zoning, and public policy analysis. For consideration of visual resources, the study area consists of view corridors within the study area from which visual resources are publicly viewable. Consistent with *CEQR Technical Manual* methodologies, the study area for the urban design and visual resources analysis has been defined as a 400-foot radius around the Project Areas, consistent with the analysis of land use, zoning, and public policy in Attachment B, "Land Use, Zoning, and Public Policy." The study area is roughly bounded by Madison Avenue on the west, midway between Lexington and Third Avenues on the east, midway between East 122nd and East 123rd Streets on the south, and, on the north, close to East 126th Street east of Lexington Avenue and close to East 128th Street west of Lexington Avenue (see **Figures H-1 and H-2**).

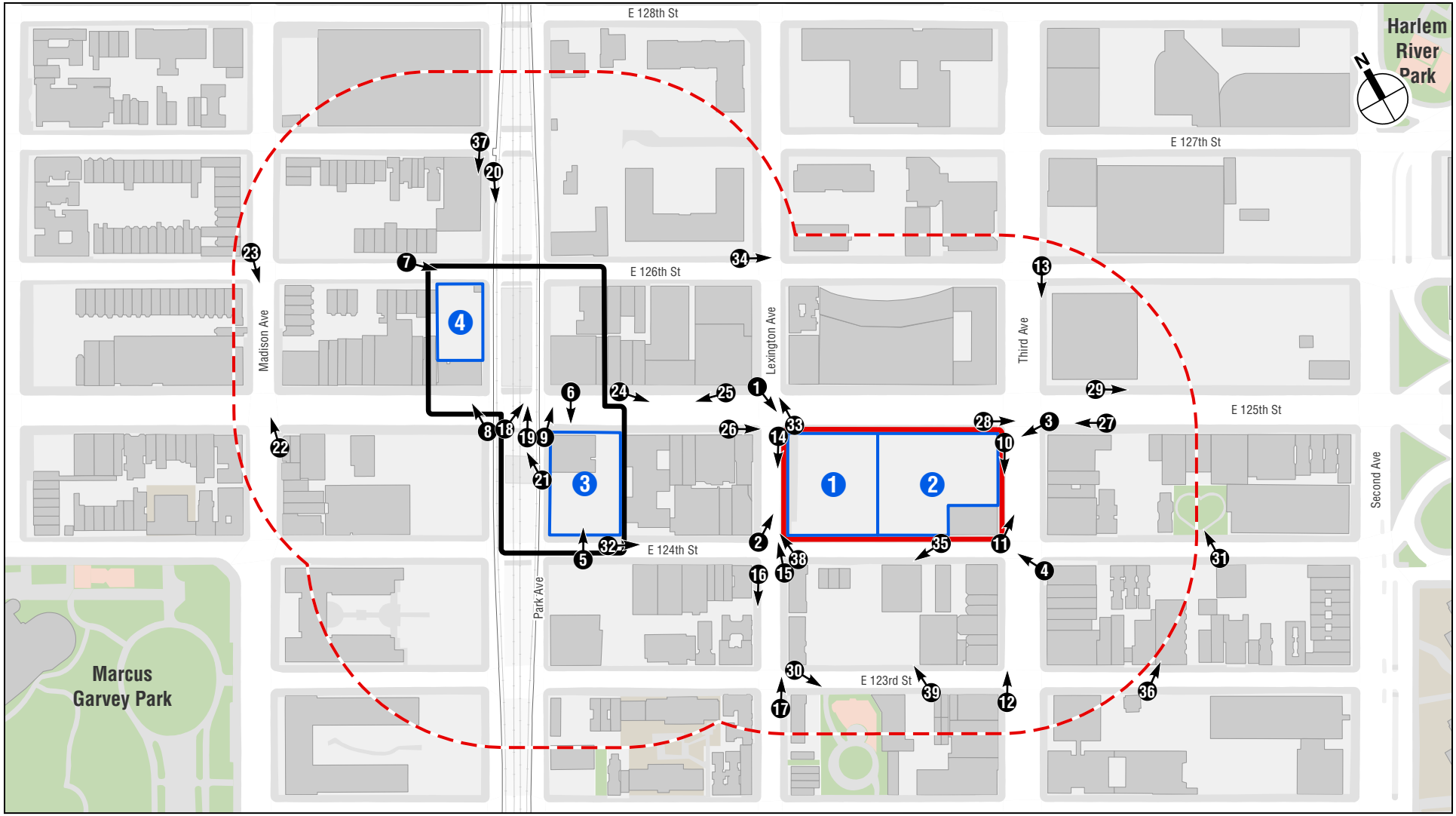
The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then the lead agency may determine that a more detailed analysis is appropriate. The assessment presented in this attachment concludes that a more detailed analysis is not warranted for the Proposed Actions.

The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that would result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other locations where winds from the waterfront are not attenuated by buildings or natural features), which may result in an exacerbation of wind conditions due to "channelization" or "downwash" effects that may affect pedestrian safety. The Proposed Actions are not along the waterfront and would not result in the construction of large buildings at locations that would experience high wind conditions, and thus a pedestrian wind analysis is not warranted.

C. EXISTING CONDITIONS

This analysis considers urban design in the Project Areas and surrounding study area, followed by evaluation of views to visual resources in the Project Areas and surrounding study area.

4.24.25



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

Study Area (400-foot perimeter)

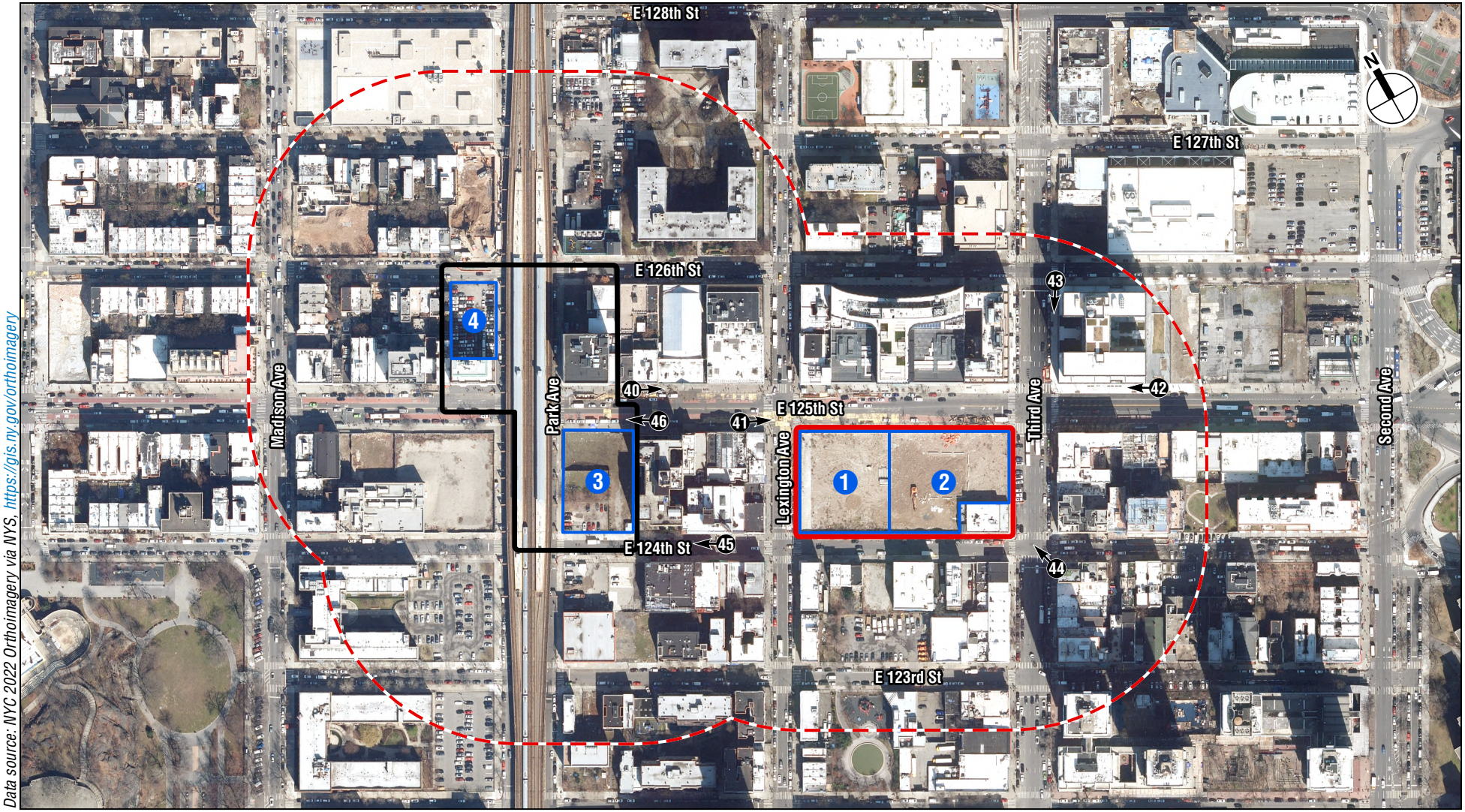
Photograph View Direction and Reference Number

MTA 125TH AND LEXINGTON REZONING

Urban Design and Visual Resources
Project Location

Figure H-1

4.24.25



Data source: NYC 2022 Orthoimagery via NYS, https://gis.ny.gov/orthoimagery

Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

Study Area (400-foot perimeter)

Photograph View Direction and Reference Number

0 400 FEET

MTA 125TH AND LEXINGTON REZONING

Urban Design and Visual Resources Aerial Map

Figure H-2

URBAN DESIGN

PROJECT AREA A (REZONING AREA)

In Project Area A, Projected Development Sites 1 and 2 (Block 1773 Lots 20 and 27, respectively) are currently vacant and surrounded by a shared fence at the sidewalk's edge consisting of painted plywood panels (see **Figures H-3 and H-4**). At the southeast corner of the rezoning area, the single lot that is not part of a projected development site, Block 1773 Lot 33, is occupied by a mid-20th century one- and two-story Fire Department of New York (FDNY) firehouse that is faced in brown brick and has three garage entrances that open onto Third Avenue (see View 3 of **Figure H-4**). There are some street trees on the sidewalks adjacent to Project Area A.

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

Project Area B occupies portions of three city blocks along the east and west sides of Park Avenue between East 124th and East 126th Streets. Project Area B is largely developed, with a total of eight buildings. It also includes a vacant site and two surface parking lots.

In Project Area B, Projected Development Site 3 (Block 1773, Lots 1, 4, 67, 69 and 72) is at the west end of the block with frontages on East 124th and East 125th Streets and Park Avenue. This site is currently vacant (see Views 5 and 6 of **Figure H-5**). Projected Development Site 4 (Block 1750, Lot 40) is on the west side of Park Avenue at the southwest corner of East 126th Street. The site contains a public surface parking lot (see View 7 of **Figure H-6**).

The Park Avenue Hub Subdistrict includes six additional parcels—Block 1750, Lots 34, 32, and 41 and Block 1774, Lots 68, 1, and 5 (see **Figures H-1 and H-2**).

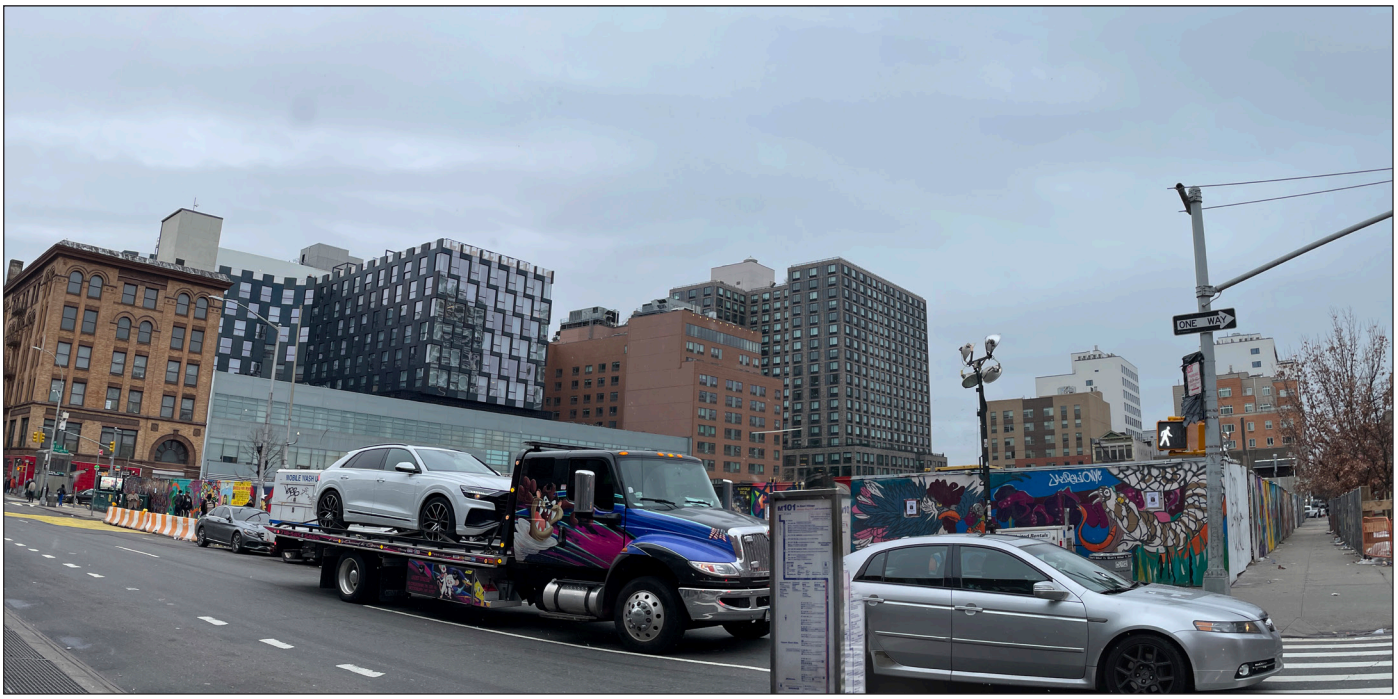
Block 1750 is on the north side of East 125th Street west of Park Avenue. The parcels on Block 1750 are adjacent to Projected Development Site 4. Block 1750, Lot 34, at 81 East 125th Street immediately south of Projected Development Site 4, contains a late-19th century, seven-story office building, known as the Corn Exchange Building, that is faced in red brick, with brown stonework and large arched window and door openings (see View 8 of **Figure H-6**). As described in Attachment G, "Historic and Cultural Resources," this building is a designated New York City Landmark (NYCL) and is listed on the State/National Registers of Historic Places (S/NR). Project Area B also includes the eastern portions of two additional lots on this block—Lots 32 and 41. Immediately west of Lot 34 is Lot 32 at 79 East 125th Street, which contains a late-19th century five-story residential building with ground-floor retail space. The building has rectangular and arched window openings and a fire escape that extends between the second through fifth floors. To the north, Lot 41 at 66 East 126th Street contains a four-story brownstone-faced rowhouse that is located within the boundaries of the S/NR-eligible East-Central Harlem Historic District (see Figure G-1 in Attachment G, "Historic and Cultural Resources," and View 17 of Figure G-9).

Block 1774 is on the north side of East 125th Street east of Park Avenue. On that block, Lot 68 at 102 East 126th Street has frontages on East 126th Street and Park Avenue. This property contains a one-story brown brick-faced utilitarian building that is owned by MTA, associated with the Metro-North Railroad 125th Street Station. This lot also contains a surface parking lot with a perimeter chain-link fence. Immediately south of Lot 68, at the

4.30.25



View southeast across Project Area A from East 125th Street and Lexington Avenue to Projected Development Site 1 **1**



Eastward view across Project Area A from Lexington Avenue and East 124th Street to Projected Development Site 1 **2**



Westward view across Project Area A from Third Avenue and East 125th Street to Projected Development Site 2 **3**



View northwest from Third Avenue and East 124th Street to the FDNY firehouse on Project Area A **4**

Project Area A



View north on East 124th Street to Projected Development Site 3 on Project Area B **5**



View south on East 125th Street to Projected Development Site 3 on Project Area B **6**



View southeast on East 126th to Projected Development Site 4 on Project Area B **7**



View northwest on East 125th Street from Park Avenue to the Corn Exchange Building on Project Area B **8**

northeast corner of Park Avenue, Lot 1 is at 103 East 125th Street. Lot 1 contains the 12-story former Hamilton Storage and Warehouse Co. Building, which has been determined S/NR-eligible. This early 20th century brick and stone-faced office building has decorative brick and stonework (see View 9 of **Figure H-7**). Immediately east of Lot 1, a portion of Lot 5 at 107 East 125th Street is also within Project Area B. Lot 5 contains a three-story early 20th century residential building with ground-floor retail space. The small building is faced in buff-colored brick (see **Figures H-1 and H-2**).

STUDY AREA

Streets and Streetscape

The study area has a rectilinear street grid, with wide north–south avenues and narrow east–west streets resulting in rectangular blocks that are oriented with their long ends on the east–west streets and their short ends on the north–south avenues. Third, Lexington, Park, and Madison Avenues are the primary north–south thoroughfares and East 125th Street is the primary east–west thoroughfare in the study area (see **Figures H-1 and H-2**).

Third Avenue is a 100-foot-wide street with four lanes of one-way northbound traffic and curbside parking on both sides of the street. Third Avenue serves two bus routes and has bus stops signs and shelters on the east side of the avenue. Buildings on both sides of Third Avenue in the study area have active ground-floor uses. The streetscape of Third Avenue includes pedestrian activity associated with bus transportation, vehicular traffic, and active commercial uses (see **Figures H-8 and H-9**).

Lexington Avenue is a 75-foot-wide street with two lanes of one-way southbound traffic and curbside parking on both sides of the street. Lexington Avenue also serves bus routes, and there are bus stops signs and shelters along the west side of Lexington Avenue. Oon both sides of Lexington Avenue, metal grates in the sidewalk provide ventilation for the Lexington Avenue (Nos. 4, 5, and 6) subway line that runs below Lexington Avenue. Buildings on both sides of the avenue have active ground-floor uses. The streetscape of Lexington Avenue includes pedestrian activity associated with bus and subway transportation, vehicular traffic, and active commercial uses (see **Figures H-10 and H-11**).

Park Avenue is approximately 140 feet wide and divided in two by the elevated Park Avenue Viaduct, an approximately 26-foot-tall, metal-trussed railroad structure supporting Metro-North Railroad tracks above. On either side of the viaduct, Park Avenue has one vehicular travel lane and a curbside parking lane; northbound traffic uses the lane east of the viaduct and southbound traffic uses the lane on the west. The viaduct has footings that extend into the sidewalks east and west of Park Avenue in the study area (see **Figures H-12 and H-13**). The Park Avenue Viaduct is a historic architectural resource that is described in Attachment G, “Historic and Cultural Resources.” The viaduct is a defining built feature in the study area, and it physically and visually divides the study area.

The Metro-North 125th Street Station is located in the center of Park Avenue at East 125th Street and includes two small one-story Classical Revival-style buildings below the Park Avenue Viaduct, one south of East 125th Street and one to the north. The station building north of East 125th Street is the station’s primary entrance and ticketing area (see View 18 of **Figure H-12**). Open air stairs with decorative metalwork south of East 125th Street provide



View northeast on Park Avenue from East 125th Street to the former Hamilton Storage and Warehouse Co. Building on Project Area B **9**



View south on Third Avenue from adjacent to Projected Development Site 2 **10**



View northeast on Third Avenue from East 124th Street **11**



View north on Third Avenue from East 123rd Street **12**



View south on Third Avenue from East 126th Street **13**



View south on Lexington Avenue from East 125th Street adjacent to Projected Development Site 1 on Project Area A **14**



View north on Lexington Avenue from East 124th Street near Projected Development Site 1 on Project Area A **15**



View south on Lexington Avenue from East 124th Street **16**



View north on Lexington Avenue from East 123rd Street **17**

Study Area
Figure H-11



View northeast to the Metro-North Station House below the Park Avenue viaduct on Park Avenue at East 125th Street **18**



View north on the east side of Park Avenue from East 125th Street adjacent to the Park Avenue viaduct **19**



View southeast on the west side of Park Avenue from East 128th Street adjacent to the Park Avenue viaduct **20**



View south on the east side of Park Avenue adjacent to the Park Avenue viaduct between East 125th and East 124th Street **21**

Study Area
Figure H-13

access to the train station platform above. The Metro-North 125th Street Station is a historic architectural resource that is described in Attachment G, "Historic and Cultural Resources."

North and south of the Metro-North Railroad station, the area under the viaduct is fenced and used for parking, including police vehicles in the area generally between East 126th Street and East 128th Streets. The sidewalk on the west side of Park Avenue south of East 124th Street has a Citibike station, where bicycles are typically parked. The streetscape of Park Avenue includes several vacant lots, parking lots, and smaller buildings adjacent to larger ones. Park Avenue lacks a consistent streetwall and the disjointed nature of the built environment contributes to minimal pedestrian activity (see **Figures H-1, H-2, H-12, and H-13**).

Madison Avenue is an 80-foot-wide street with two lanes of one-way northbound traffic and curbside parking on both sides of the street. Madison Avenue serves several bus routes, and there are bus stops signs and shelters on the east side of the avenue. In the study area, Madison Avenue is primarily characterized by residential buildings, including smaller residential buildings with front stoops and larger apartment buildings. The streetscape of Madison Avenue includes pedestrian activity associated with bus transportation, vehicular traffic, and residents (see **Figure H-14**).

East 125th Street is a wide, approximately 100-foot-wide east–west street in the study area. It is a major retail, commercial, and transportation corridor through Harlem that carries two-way traffic with curbside parking on both sides of the street, and has dedicated bus lanes for multiple bus routes. Bus stop signs, shelters, and ticket kiosks are located along both sides of the street. In the study area, East 125th Street also includes the Metro-North Railroad 125th Street station at Park Avenue and entrances to the Lexington Avenue subway line's 125th Street Station. Subway entrances are on each corner of the intersection of Lexington Avenue, including street-stair entrances and an elevator enclosure on the sidewalk at the northeast corner of Lexington Avenue. These transportation elements contribute to heavy vehicular and pedestrian traffic in the study area near East 125th Street. East 125th Street, like the other east–west streets in the study area, passes beneath the Park Avenue Viaduct (see **Figures H-15 through H-17**).

Like East 125th Street, the other east–west streets in the study area pass beneath the Park Avenue Viaduct, with areas under the viaduct on each side of these streets enclosed by chain-link fences, with some areas used for vehicle parking. Other than East 125th Street, the east–west streets are generally narrower streets that are approximately 60 feet wide and have one lane of one-way traffic and curbside parking. East 127th Street does not extend through the block between Lexington and Park Avenues, creating a superblock between East 126th and East 128th Streets and Lexington and Park Avenues. The streetscape on the east–west streets is inconsistent (see **Figures H-1, H-2, and H-18 through H-22**). The study area west of Park Avenue includes several paved parking lots affiliated with larger apartment and institutional buildings. Smaller residential buildings are located on East 126th and East 127th Streets between Park and Madison Avenues.

The study area also includes two playgrounds, several vacant lots and sites under construction, and a mix of residential, commercial, and institutional buildings.

Street furniture in the study area includes standard cobra-head street lamps, Link NYC kiosks, bus stop signs and shelters, fire hydrants, garbage cans, mailboxes, and parking



View southwest on Madison Avenue from East 125th Street **22**



View southeast on Madison Avenue from East 126th Street **23**



View east on East 125th Street from east of Park Avenue **24**

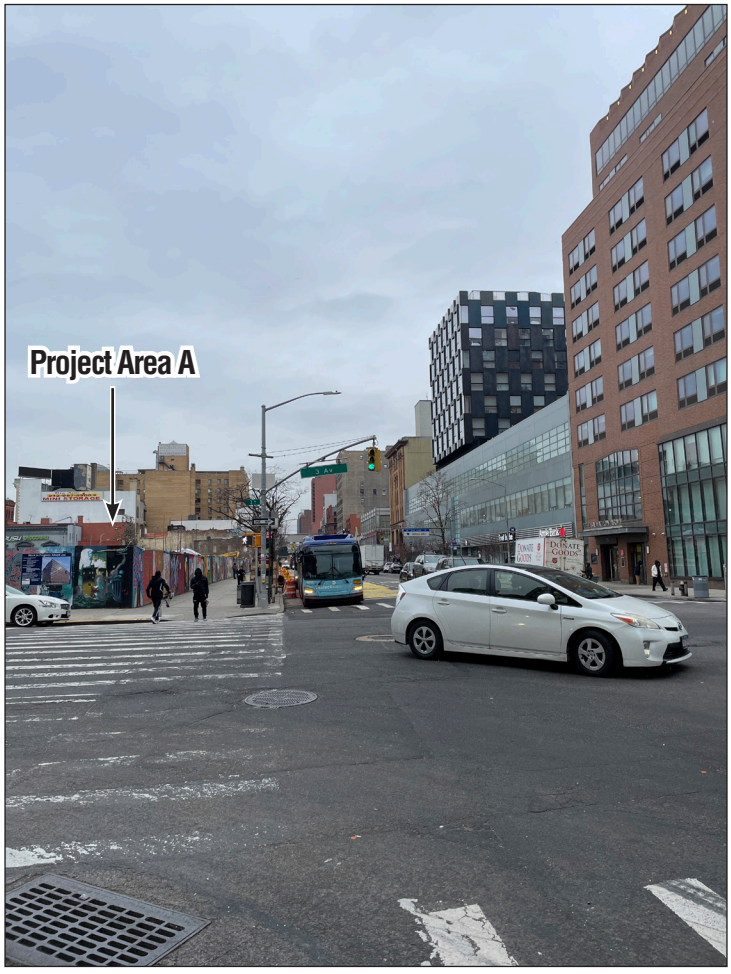


View west on East 125th Street toward Park Avenue, including the Park Avenue viaduct **25**

Study Area
Figure H-15



View east on East 125th Street from Lexington Avenue **26**



View west on East 125th Street from Third Avenue **27**



View east on East 125th Street from Third Avenue **28**



View east on East 125th Street from east of Third Avenue **29**

Study Area
Figure H-17



View southeast on East 123rd Street to the Dr. Ronald E. McNair Playground **30**



View northwest on East 124th Street to Detective Omar Edwards Park **31**



View northeast on East 124th Street toward the 10-story nursing home facility at 116 East 125th Street **32**



View northwest on East 125th Street from Lexington Avenue to a mix of older and newer buildings **33**

Study Area
Figure H-19



View east on East 126th Street from Lexington Avenue, including the mid-block building with a concave façade that houses the Mt. Sinai School of Nursing **34**



View southwest on East 124th Street to the storage facility at 166 East 124th Street **35**



View northeast on East 123rd Street to Chambers Memorial Baptist Church **36**



View southwest on Park Avenue from East 128th Street to the school building at 2005 Madison Avenue **37**

Study Area
Figure H-21



View northwest on East 124th Street from Lexington Avenue to older warehouses and commercial buildings **38**



View northwest on East 123rd Street to a mid-block parking lot **39**

meters. Street trees throughout the study area are primarily smaller trees, though there are some mature street trees.

Several transit elements are located in the study area. East 125th Street is a major transit corridor with multiple bus routes, a dedicated bus lane, and the Metro-North Railroad station located at Park Avenue and East 125th Street, which contributes to heavy vehicular and pedestrian traffic on East 125th Street. East 125th Street also has entrances to the Lexington Avenue line's 125th Street subway station, including street-stair entrances and an elevator, at the four corners of the intersection with Lexington Avenue. There are also bus routes along Madison, Lexington, and Third Avenues with associated covered, partially enclosed glass bus stops and route signage.

Natural Features and Open Space

The topography of the study area is generally flat. Natural features include street trees and plantings in two playgrounds and an open space plaza (see **Figures H-1, H-2, and H-18**). The Dr. Ronald E. McNair Playground is a through-block, midblock park with frontages on East 122nd and East 123rd Streets between Lexington and Third Avenues. The park has a decorative metal fence around the perimeter and includes playground equipment along East 123rd Street and a raised circular grassy area surrounded by paved paths, benches, trees, and plantings (see View 30 of **Figure H-18**). The Detective Omar Edwards Park is a midblock park on East 124th Street between Second and Third Avenues with grassy areas, paved paths, benches, trees, and plantings (see View 31 of **Figure H-18**). In addition, a through-block public plaza between East 125th and East 126th Streets adjacent to the large One East Harlem apartment building on the northeast corner of East 125th Street and Third Avenue has landscaping and trees.

Built Environment

Buildings in the study area include a mix of residential, institutional, commercial, and industrial/manufacturing. There are also several paved surface parking lots in the study area.

In the immediate vicinity of the Project Areas, most properties are fully developed. The block between Lexington and Park Avenues and East 124th and East 125th Streets that includes Projected Development Site 3 is primarily developed with institutional and commercial buildings. Immediately east of Projected Development Site 3, a through-block, 10-story nursing home facility at 116 East 125th Street has a one-story base on East 125th Street, and setbacks above. On East 124th Street, the building is set back from the sidewalk, beyond a fence-enclosed yard with seating areas. The building's lower floors are recessed further, with the upper floors modestly cantilevered over the yard area (see View 32 of **Figure H-19**). The former Fire Hook & Ladder No. 14 at 120 East 125th Street occupies a small, midblock lot on the south side of East 125th Street (see View 7 of Figure G-4 of Attachment G, "Historic and Cultural Resources"). This small older, four-story building is a historic architectural resource, as described in Attachment G, "Historic and Cultural Resources." The fire house is in use as a museum. An older six-story warehouse with a large square footprint is located at 123 East 124th Street; other buildings on the block include two- and three-story older commercial buildings with small, rectangular footprints.

The block between Park and Madison Avenues between East 125th and East 126th Street that includes Projected Development Site 4 is developed on East 125th Street with two- to five-story older residential buildings, most of which have ground-floor retail stores, and newer

and larger apartment buildings that also have ground-floor retail stores. The corner of East 125th Street and Madison Avenue has a three-story commercial building and older, four-story rowhouses with raised stoops; groupings of three-story rowhouses with raised stoops front on East 126th Street between Madison and Park Avenue (see View 23 of **Figure H-14**).

The third block that falls partially in Project Area B, bounded by Park and Lexington Avenues between East 125th and East 126th Street, includes older three- and four-story tenements with small footprints and larger commercial buildings fronting on East 125th Street and on Lexington Avenue that are generally newer, have ground floor retail stores, and are located on Lexington Avenue and East 125th Street (see View 33 of **Figure H-19**).

Residential buildings are located throughout the study area and include a mix of older and newer residential buildings (see **Figures H-8 through H-11, H-14, H-17, and H-20**). Most older residential buildings are four- to six-story smaller tenements and rowhouses that are faced in masonry, have smaller footprints, and are set back from the sidewalk by small paved yards. Groupings of rowhouses are generally located on Madison Avenue and East 126th and East 127th Streets between Park and Madison Avenues. Older tenements and small apartment buildings are generally located south of Project Area A. The tenements and small apartment buildings are faced in brick, have decorative detailing at the windows and cornice, and have a variety of awnings and commercial windows and doors. Many of these buildings on the avenues have ground-floor retail stores. Larger residential buildings are generally located on East 125th Street and Third and Lexington Avenues and in the southeastern and southwestern parts of the study area on East 123rd and East 124th Streets. Along Park Avenue north of Project Area B, a 19-story residential building was recently completed occupying the full frontage of the block between East 126th and East 127th Streets. At the southeastern corner of the study area, the Taino Towers complex includes four 35-story towers on 4-story bases on the full block between East 122nd and East 123rd Streets and Second and Third Avenues.

While it is predominantly commercial in the center of the study area, East 125th Street is also characterized by older residential buildings west of Park Avenue, with a mix of older and newer residential buildings east of Third Avenue. Newer buildings on East 125th Street have large footprints, are built to the sidewalk, and are faced in masonry and metal cladding. Most new residential buildings have ground-floor retail stores (see **Figures H-15 through H-17**). On the north side of East 125th Street across from Project Area A is a large, through-block commercial building with a three-story base, with a tower that is set back from the base and rises eight stories. The building's East 126th Street frontage has a modern, concave curve of metal and glazed panels and is occupied by the Mt. Sinai School of Nursing (see Views 26 and 27 of **Figure H-16** and View 35 of **Figure H-34**). Close to and east of Third Avenue, buildings along East 125th Street are generally residential with ground-floor retail space. These include several mid-rise apartment buildings completed in the last 10 years, including a 12-story building at the northwest corner of Third Avenue and East 125th Street that extends to East 126th Street and includes a senior living facility, and the recently completed 19-story One East Harlem building at the northeast corner, also extending to 126th Street, with two levels of retail and community facility space at the base. Buildings on the south side of East 125th Street east of Third Avenue are also residential with ground-floor retail, and include an 8-story apartment building at the corner of Third Avenue and a recently completed 12-story building to its east (see **Figures H-15 through H-17**).

Large brick-faced residential buildings with punched window openings and slab-like forms are located on East 126th Street between Park and Third Avenues; these 6- and 11-story buildings are set back from the sidewalk by small grassy yard areas. Two newer seven- and eight-story residential buildings on Third Avenue across from Project Area A are built to the sidewalk and faced in masonry. Two large residential buildings are located in the southwest part of the study area—the six- and eight-story buildings are located at 1901 and 1919 Madison Avenue, respectively. Both buildings are faced in brick, have U-shaped footprints, and occupy the full blockfront on Madison Avenue.

Commercial buildings are located throughout the study area, including a variety of building sizes, scales, and massings. Across East 124th Street from Project Area A is the late 19th century four-story storage facility at 166 East 124th Street that has two rounded garage entrances; the primary façade is obscured by rectangular panels and there are no window openings (see View 35 of **Figure H-20**). Other commercial buildings include two older commercial buildings on Lexington Avenue across from Project Area A and two larger older commercial buildings on East 124th Street between Park and Lexington Avenues (see View 38 of **Figure H-22**). Between Park and Lexington Avenues, these include a five-story warehouse at 123 East 124th Street with a large square footprint, garage entrances, and a brick façade with decorative stone detailing; and five-story former loft and stables buildings at 116-124 East 124th Street, which are red brick-faced buildings with arched and squared window openings and modest brick detailing, as described in Attachment G, "Historic and Cultural Resources" (see Figure G-6 of Attachment G, "Historic and Cultural Resources"). Most commercial buildings in the study area have large footprints, high lot coverage, and are built to the sidewalk.

Institutional buildings in the study area include the former Fire Hook & Ladder No. 14 at 120 East 125th Street which occupies a small, midblock lot on the south side of East 125th Street between Lexington and Park Avenues (see View 6 of Figure G-4 of Attachment G, "Historic and Cultural Resources"). This small older, four-story building, now in use as a museum, is a historic architectural resource, as described in Attachment G, "Historic and Cultural Resources." West of the former firehouse on the same block, a through-block 10-story nursing home facility at 116 East 125th Street has a one-story base on East 125th Street, then has setbacks with the building's massing set away from the street wall. On East 124th Street, the building is set back from the sidewalk, beyond a fence-enclosed yard with seating areas. The building's lower floors are recessed further, with the upper floors modestly cantilevered over the yard area (see View 32 of **Figure H-19**). Another institutional use, a residential facility for the homeless run by the Bowery Residents Committee, occupies a five-story tenement building at 150 East 124th Street, at the southeast corner of Lexington Avenue and East 124th Street across from Project Area A. The building has ground-floor retail space. Other institutional buildings in the study area include small storefront churches, traditional churches and houses of worship, transitional support services, community services, schools, and larger educational institutions, many of which are health-care related. In the southeast part of the study area, the Chambers Memorial Baptist Church and parish house at 219 East 123rd Street between Second and Third Avenues are late 19th century, small scale masonry-faced buildings (see View 36 of **Figure H-21**). In the northwest portion of the study area, part of a large three-story school building at 2005 Madison Avenue is in the study area. This building occupies most of the block, is faced in red brick and concrete, and has no window openings on its south and east façades (see View 37 of **Figure H-21**).

Some industrial and manufacturing buildings are located on East 123rd and East 124th Streets between Park and Third Avenues (see View 38 of **Figure H-22**). These buildings include older four- to six-story warehouses and newer one-story garages on East 124th Street, and newer three- to five-story buildings on Park Avenue. The industrial and manufacturing buildings have large footprints. There are also one-story garages in the study area that have high lot coverage and single or multiple garage openings.

The study area has many vacant lots and paved parking lots, particularly along the west side of Park Avenue between East 123rd and East 125th Streets and on the east side of Park Avenue between East 123rd and East 128th Streets. Vacant lots are also located on East 123rd Street between Third and Lexington Avenues (see View 39 of **Figure H-22**).

VISUAL RESOURCES

PROJECT AREA A (REZONING AREA)

Project Area A is predominantly vacant with plywood fencing at the sidewalks; it includes a one- and two-story FDNY firehouse at the corner of Third Avenue and East 124th Street. There are no visual resources in Project Area A.

Views from the sidewalks adjacent to Project Area A include buildings across the streets surrounding the block (see **Figures H-8, H-10, H-16,** and View 35 of **Figure H-20**). Views on East 124th Street are of older warehouses and three- and four-story residential buildings and a tall residential tower on the east side of Third Avenue (see View 32 of **Figure H-19**). Views on Lexington Avenue are of older two- to five-story residential and commercial buildings, with views on Third Avenue including newer six- to eight-story residential buildings and large 12- to 19-story residential and institutional buildings with ground-floor retail stores on the north side of East 125th Street (see **Figures H-8 through H-11**). Eastward views on East 125th Street include a bridge tower at the Robert F. Kennedy (RFK) Bridge in the distance. The bridge tower is a visual resource outside the study area that is visually prominent because eastward views on East 125th Street terminate at the tower (see View 24 of **Figure H-15**, View 26 of **Figure H-16**, and **Figure H-17**). Views from the sidewalks also include wider and longer views that encompass tall residential buildings on Third and Lexington Avenues as well as towers in Midtown Manhattan in the far distance to the south; multi-building complexes of tall buildings in the Bronx in northward views on Third Avenue; and a variety of older and newer buildings of different heights and massings in the distance to the south, west, and northwest (see **Figures H-8 through H-11**). Longer westward views are interrupted by the elevated Park Avenue Viaduct but include some taller buildings beyond the viaduct (see View25 of **Figure H-15** and View 27 of **Figure H-16**).

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

Project Area B is largely developed, with a total of eight buildings. It also includes a vacant site and two surface parking lots. Two buildings in Project Area B are visual resources: the building at 81 East 125th Street, at the northwest corner of Park Avenue and East 125th Street adjacent to Projected Development Site 4, and the building at 103 East 125th Street, at the northeast corner of the same intersection (see View 8 of **Figure H-6** and View 9 of **Figure H-7**). The seven-story office building at 81 East 125th Street, known as the Corn Exchange Building, is visually prominent as one of the larger and taller buildings along this

part of East 125th Street. It is architecturally distinctive with red brick and brown stonework and large arched window and door openings. At 103 East 125th Street, the large, 12-story former Hamilton Storage and Warehouse Co. Building is visually prominent due to its location and scale, and is architecturally distinctive with brick cladding and decorative brick and stonework.

Projected Development Site 3 is vacant and does not include any visual resources. Views from the sidewalks adjacent to Projected Development Site 3 include east–west views on East 124th Street, with long eastward views that include buildings along the street and the open area at Project Area A between Lexington and Third Avenues. Westward views and northward views are limited by the immediate presence of the elevated Park Avenue Viaduct across Park Avenue from Projected Development Site 3, although some structures on East 125th Street are visible looking beneath the viaduct (see Views 5 and 6 of **Figure H-5**). Views east along East 125th Street include the RFK Bridge tower in the distance. The bridge tower is a visual resource outside the study area that is visually prominent because eastward views on East 125th Street terminate at the tower (see View 24 of **Figure H-15**, View 26 of **Figure H-16**, and **Figure H-17**).

Projected Development Site 4 is occupied by a paved surface parking lot and does not include any visual resources. Views from the sidewalks adjacent to Projected Development Site 4 include east–west views on East 125th Street, with long westward views from vantage points west of the Park Avenue Viaduct. North–south views along Park Avenue are substantially restricted by the viaduct and include views of the viaduct footings and the structures and parking areas below the viaduct. East–west views on East 126th Street include rowhouses to the west. Eastward views from vantage points adjacent to Projected Development Site 4 are limited by the viaduct (see View 7 of **Figure H-6**). Views east from east of the viaduct include nearby industrial and residential buildings on East 126th Street.

STUDY AREA

The study area has two visual resources, the two visual resources in Project Area B discussed above—the seven-story Corn Exchange Building office building at 81 East 125th Street at northwest corner of East 125th Street and Park Avenue and the 12-story former Hamilton Storage and Warehouse Co. Building at 103 East 125th Street at the northeast corner of East 125th Street and Park Avenue (see View 8 of **Figure H-6** and View 9 of **Figure H-7**). While these two visual resources are located across Park Avenue from each other, they do not have a meaningful visual relationship to each other due to the presence of the intervening Park Avenue Viaduct. While the Park Avenue Viaduct has a strong visual presence in the study area, as a linear structure that is relatively low above Park Avenue, it is not considered a visual resource itself (see View 19 of **Figure H-12**, **Figure H-13**, and View 25 of **Figure H-15**). Similarly, the Metro-North 125th Street Station buildings below the viaduct are not visual resources, because of their limited visibility to the surrounding area (see View 18 of **Figure H-12**). A third visual resource, the RFK Bridge tower, is outside the study area but is visible from vantage points within the study area on East 125th Street (see View 24 of **Figure H-15**, View 26 of **Figure H-16**, and **Figure H-17**). There are no other visual resources in the study area or visible from within the study area.

Views in the study area near Project Area A are similar to views from the sidewalks adjacent to Project Area A and tend to be broad, open views (see **Figures H-8, H-10, H-16,** and View

35 of **Figure H-20**). North–south views on Third and Lexington Avenues continue for long distances and include buildings along the avenues, with taller buildings in Midtown in southward views and groups of taller buildings in the Bronx in some northward views from Third Avenue, as well as the large, tall buildings on the north side of East 125th Street (see **Figures H-8 through H-11**). Eastward views on East 123rd Street include long views to taller residential buildings east of Lexington Avenue. Views east along East 125th Street include the visually prominent RFK Bridge tower, a visual resource, in the distance in eastward views that terminate at the tower (see View 24 of **Figure H-15**, View 26 of **Figure H-16**, and **Figure H-17**). Views west near Project Area A include buildings on East 125th Street, but these views are substantially restricted by the Park Avenue Viaduct (see View 14 of **Figure H-10** View 25 of **Figure H-15**).

Views in the study area near Project Area B are similar to views from the sidewalks adjacent to Project Area B, with most views limited to the buildings along the avenues and streets. Views on the west side of Park Avenue include vacant lots and large residential and institutional buildings fronting on Madison Avenue. Views north–south on Park Avenue are dominated by the viaduct, and include the viaduct footings, and the structures and parking areas below the viaduct. Views on the east–west streets are limited by the viaduct but continue for long distances in views away from the viaduct (see View 7 of **Figure H-6**, View 19 of Figure H-12, **Figure H-13**, and View 25 of **Figure H-15**). Views on the east–west streets include older residential buildings on East 126th and East 127th Streets between Madison and Park Avenues; smaller older residential buildings and larger newer residential buildings on Madison Avenue; a mix of older industrial and warehouse buildings and residential buildings on East 123rd and East 124th Streets east of Park Avenue; and larger and newer buildings on the east–west streets north of East 125th Street.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

See **Figures H-23 through H-29** for comparative No Action and With Action illustrative views of the Project Areas.

PROJECT AREAS A AND B

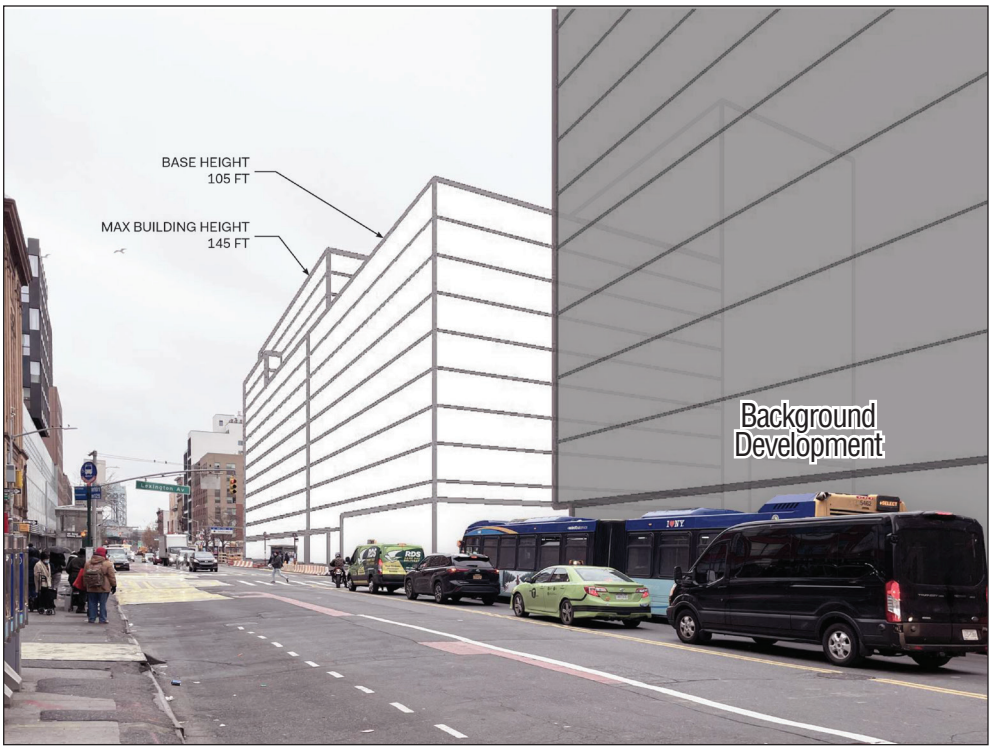
In the future without the Proposed Actions (the No Action condition), it is anticipated that the projected development sites will be redeveloped with four primarily residential buildings. The new buildings anticipated in the No Action condition will be built to the maximum heights permitted by existing zoning. In Project Area A, a new residential building with ground-floor retail space on Projected Development Site 1 will be approximately 105 feet, or 10 stories high; on Projected Development Site 2, a new residential building with ground floor retail will be approximately 160 feet tall (15 stories) (see **Figure H-2,** and **Figures H-23 through H-27**).

In the Park Avenue Hub Subdistrict, the new building on Projected Development Site 3 will have a base height of 85 feet and a maximum height of 390 feet (34 stories) and the new building on Projected Development Site 4 will have a base height of up to 155 feet and a maximum building height of up to 215 feet (21 stories) (see **Figures H-2** and **Figures H-28 and H-29**).

In addition, Projected Development Sites 1 and 3 will incorporate above-grade components of the new Second Avenue Subway, which will be constructed through the study area in the future independent of the Proposed Actions and will have a terminal station under East 125th

4.30.25





No Action **40a**



With Action **40b**

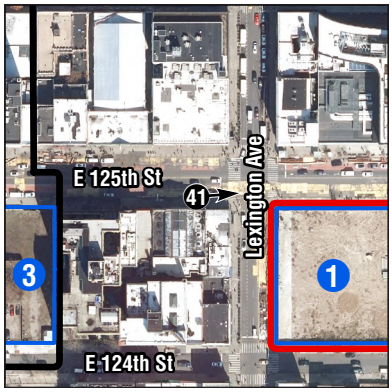
Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View east on East 125th Street from west of Lexington Avenue toward Project Area A

MTA 125TH AND LEXINGTON REZONING

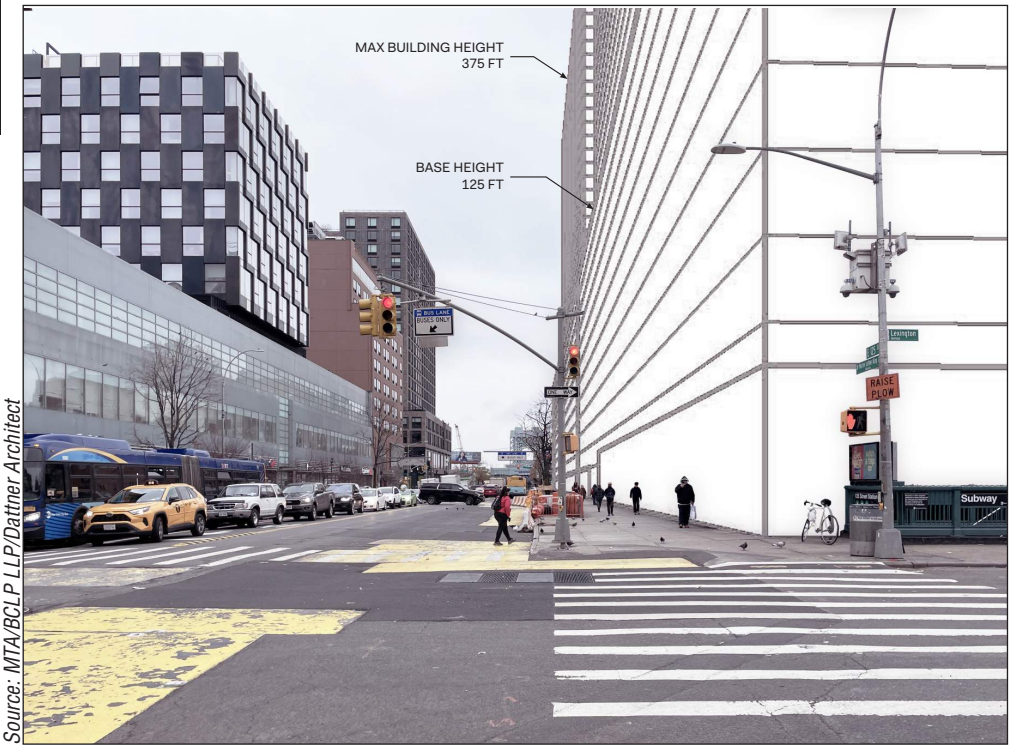
Figure H-23

4.30.25





No Action **41a**



With Action **41b**

Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View east on East 125th Street from
Lexington Avenue near Project Area A

MTA 125TH AND LEXINGTON REZONING

Figure H-24

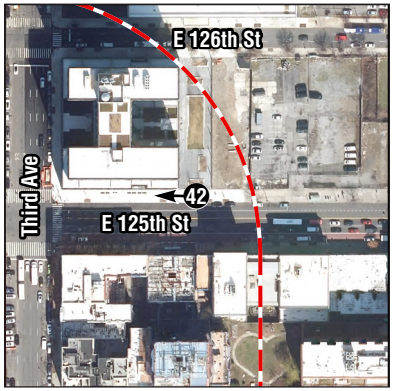
4.30.25



No Action **42a**



With Action **42b**



Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View west on East 125th Street from
Third Avenue toward Project Area A

Figure H-25

4.30.25



No Action **43a**



With Action **43b**



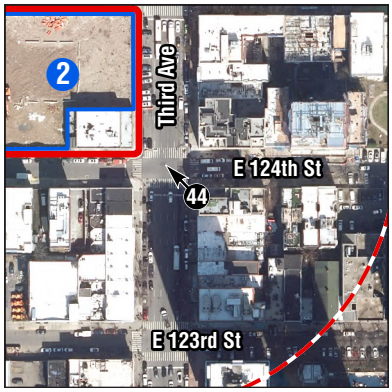
Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View south on Third Avenue from East 126th Street toward Project Area A

MTA 125TH AND LEXINGTON REZONING

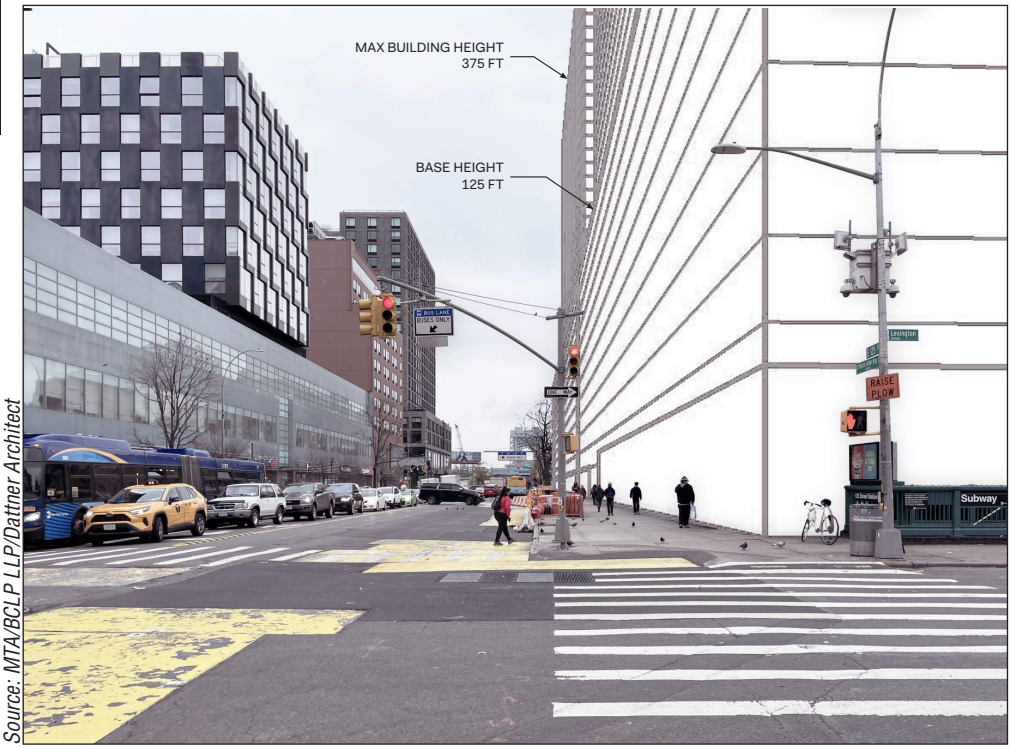
Figure H-26

4.30.25





No Action **44a**

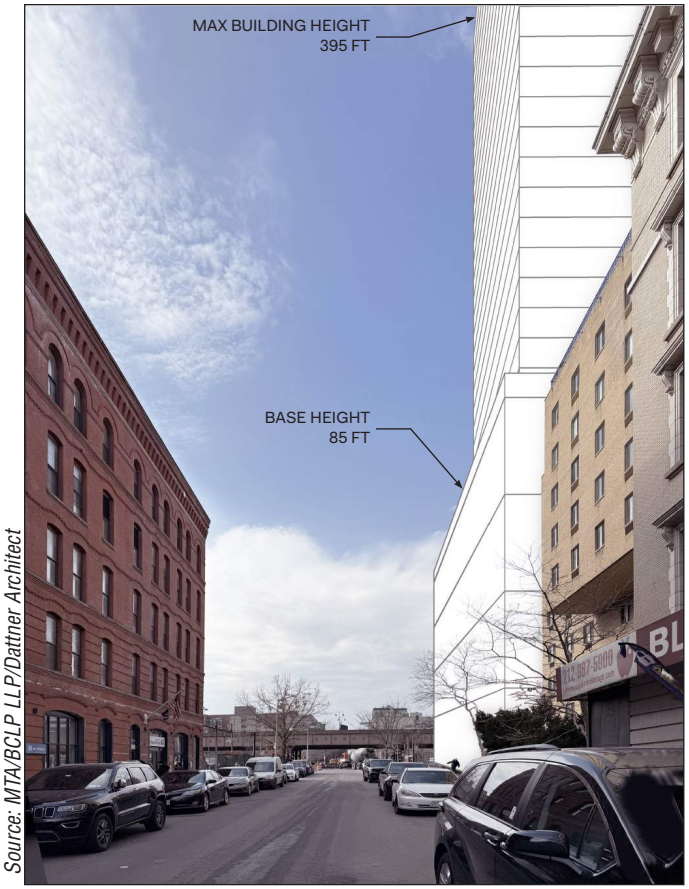


With Action **44b**

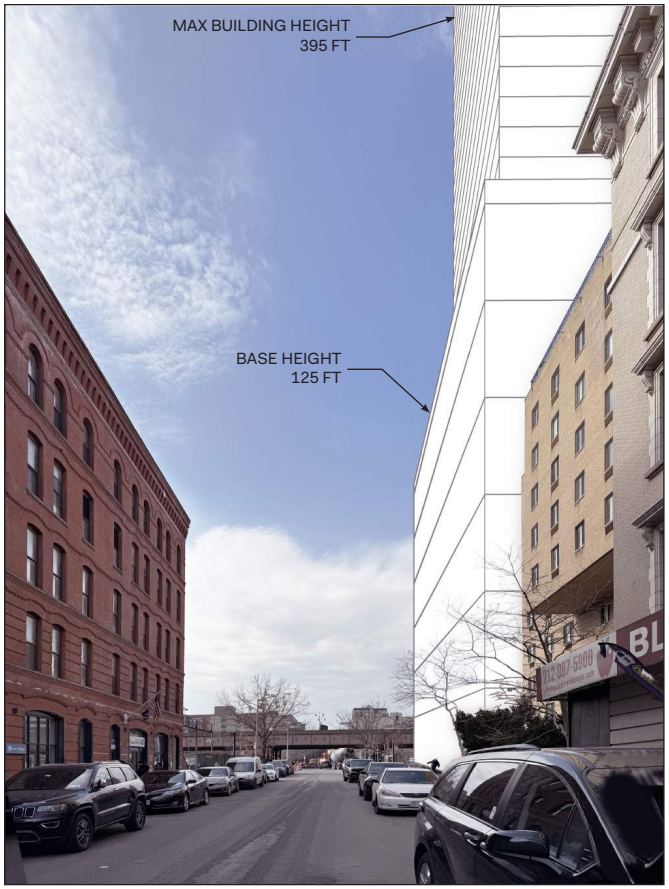
Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View northwest on Third Avenue from
East 124th Street toward Project Area A

4.30.25



No Action (85-foot base) **45a**



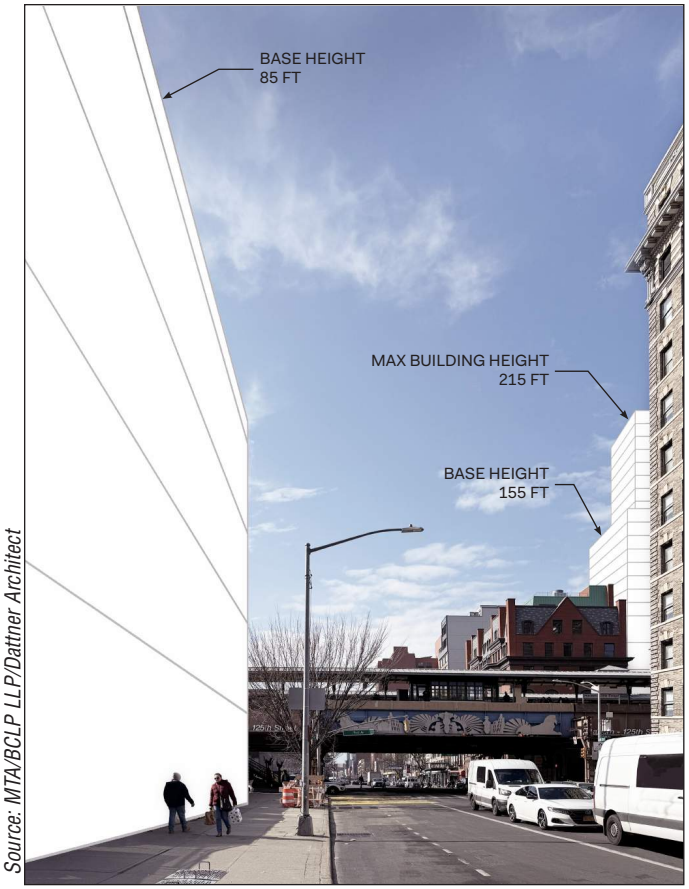
With Action (125-foot base) **45a**



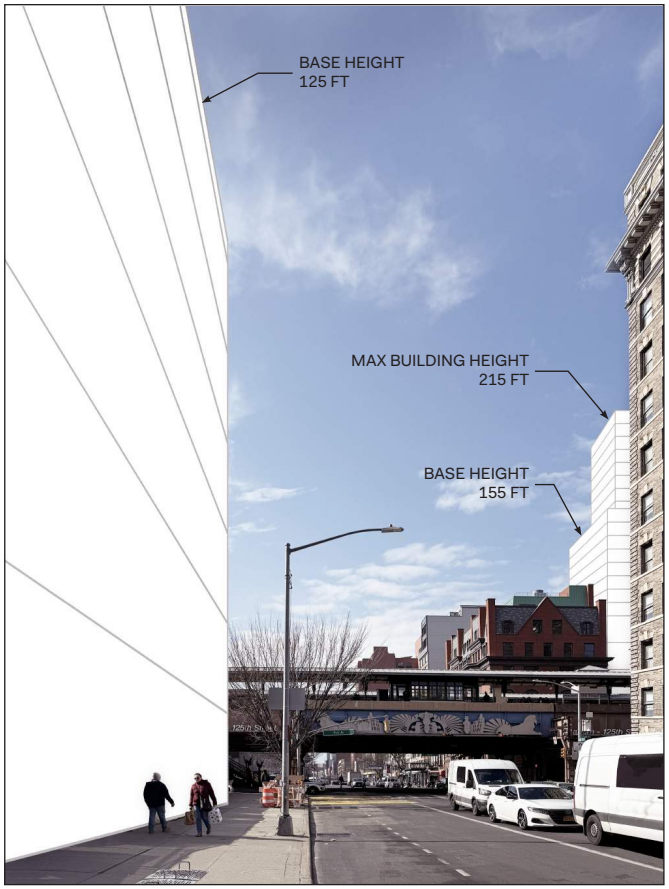
Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View west on East 124th Street toward Projected Development Site 3 on Project Area B

4.30.25



No Action (85-foot base) **46a**



With Action (125-foot base) **46a**



Source: MTA/BCLP LLP/Dattner Architect

No Action/With Action Comparison
View west on East 125th Street, including Project Area B's Projected Development Site 3 to the south and Projected Development Site 4 in the distance to the northeast

Street between approximately Third and Park Avenues. Specifically, Projected Development Site 1 will include an entrance to the new 125th Street Station at the corner of Lexington Avenue and 125th Street (replacing the existing street stair entrance at that corner) and an approximately 160-foot-tall subway ancillary facility at the corner of Lexington Avenue and 125th Street with ground-floor retail space. Projected Development Site 3 will have an entrance to the Second Avenue Subway's 125th Street Station at the southeast corner of Park Avenue and East 125th Street and a subway ancillary facility with ground-floor retail space at the northeast corner of Park Avenue and East 124th Street, integrated within the base of the new building on Projected Development Site 3. In the No Action condition, the new buildings that will be developed in Project Area A will enliven Projected Development Sites 1 and 2 by replacing a large, vacant and underutilized site with new residential buildings with ground-floor and in some cases second-floor retail uses that introduce new pedestrian activity. The new subway station, including its entrance on Projected Development Site 1, will bring additional activity to nearby sidewalks.

STUDY AREA

As described in Attachment B, "Land Use, Zoning, and Public Policy," six residential development projects are currently anticipated to be completed by the 2036 analysis year in the No Action condition.

Three of these buildings will be on the blocks adjacent to Project Area A. These include a new 13-story building at 132 East 125th Street, across Lexington Avenue from Projected Development Site 1; an expansion to an existing building at 2289 Third Avenue across Third Avenue from Projected Development Site 2 to add new residential floors; and a new, 15-story supportive housing facility at 111 East 123rd Street on the north side of East 123rd Street east of Park Avenue.

The other three anticipated development projects will be west of Projected Development Site 4 on the blocks between Park and Madison Avenues north of East 125th Street. These buildings will include a five-story building, a seven-story building, and an eight-story building.

Overall, in the No Action condition, the study area will retain its existing urban design character, including its streets and streetscape, natural features and open space, the built environment, and visual resources.

E. THE FUTURE WITH THE PROPOSED ACTIONS

See Chapter 1, "Project Description," Figure A-6 for Potential Building Massings for Projected Development Sites 1 and 2 and Figure A-7 for Proposed Maximum Zoning Envelopes. **Figures H-22 through H-29** show comparative No Action and With Action illustrative views of the Project Areas.

URBAN DESIGN

The Proposed Actions would facilitate new transit-oriented development at the future terminus of the Second Avenue Subway Phase 2 project. Similar to the No Action condition, all four projected development sites would be redeveloped with primarily residential buildings, but the density of these uses would be larger with the Proposed Actions than in the No Action condition. For purposes of this analysis, it is assumed that the new buildings anticipated with

the Proposed Actions would be built to the maximum heights permitted by zoning. The same above-grade subway entrances and ancillary facilities associated with the Second Avenue Subway would be developed on Projected Development Sites 1 and 3 as with the No Action condition. The lots within Project Areas A and B that are not projected development sites would remain unchanged from existing conditions, consistent with the No Action condition.

PROJECT AREA A (REZONING AREA)

In Project Area A, the new residential buildings on Projected Development Sites 1 and 2 could rise to a height of up to 550 feet (55 stories), exceeding approximately 400 feet (40 stories) only by special permit from the New York City Board of Standards and Appeals. These buildings would be substantially taller than in the No Action condition.

The building on Projected Development Site 1 would have a base with a height of 125 feet (12 stories), with a residential tower up to 550 feet (55 stories) tall (see **Figures H-23 through H-27**). The base height for this building would be approximately 20 feet (two stories) taller than the building height in the No Action condition and the tower would be up to 400 feet (40) stories taller than the building height in the No Action condition. This building would also have the same subway station elements as in the No Action condition, with an entrance to the new 125th Street Station at the corner of Lexington Avenue and 125th Street (replacing the existing street stair entrance at that corner) and an approximately 160-foot-tall subway ancillary facility at the corner of Lexington Avenue and 125th Street with ground-floor retail space.

On Projected Development Site 2, the new building would also have a base with a height of 125 feet (12 stories), with a residential tower up to 550 feet (55 stories) tall (see **Figures H-23 through H-27**). This building would be approximately 340 feet (34 stories) taller than in the No Action condition.

In the With Action condition, as in the No Action condition, the new buildings that would be developed in Project Area A would enliven Projected Development Sites 1 and 2 by replacing a large, vacant and underutilized site with new residential buildings with ground-floor retail uses that would introduce new pedestrian activity. The new subway station, including a new entrance on Projected Development Site 1, would bring additional activity to nearby sidewalks. The new buildings and subway access that would be facilitated by the Proposed Actions would not result in any significant adverse impacts to urban design characteristics of Project Area A.

PROJECT AREA B (PARK AVENUE HUB SUBDISTRICT)

In Project Area B, Projected Development Sites 3 and 4 would be developed with new primarily residential buildings with the same building footprint and maximum building heights permitted as-of-right, as in the No Action condition (see **Figures H-28 and H-29**). The building on Projected Development Site 3 could have a maximum base height of 125 feet compared to 85 feet in the No Action condition (approximately 40 feet taller). Consistent with the No Action condition, with the Proposed Actions, Projected Development Site 3 would have an entrance to the Second Avenue Subway's 125th Street Station at the southeast corner of Park Avenue and East 125th Street and a subway ancillary facility at the northeast corner of Park Avenue and East 124th Street.

The new buildings that would be built on Projected Development Sites 3 and 4 in both the No Action and With Action conditions would replace vacant and underdeveloped parcels (see **Figures H-28 and H-29**). The new buildings would enliven Projected Development Sites 3 and 4 with new residential and ground-floor retail uses that would introduce new pedestrian activity. These changes would not result in any significant adverse impacts to urban design characteristics of Project Area B.

STUDY AREA

With the Proposed Actions, the new buildings on the projected development sites would be constructed on existing blocks and would not entail any changes to streets or street patterns, public open space, or natural features in the study area.

In both the No Action and With Action conditions, the new, large buildings that would be built in Project Area A would change the nearby streetscape by introducing new buildings on a large, undeveloped site. The large footprints and massings of the new buildings in both the No Action and With Action conditions would be consistent with the urban design character of many study area buildings, including the larger residential and institutional buildings on the north side of East 125th Street and the east side of Third Avenue. The new buildings that would be built in the With Action condition would be up to 550 feet tall, which would be substantially taller than the No Action condition. There are other tall buildings nearby, including the recently completed 19-story One East Harlem building across East 125th Street from Project Area A and the 19-story residential building on Park Avenue north of Project Area B. In addition, at the southeastern corner of the study area, the Taino Towers complex includes four 35-story towers on the full block between East 122nd and East 123rd Streets and Second and Third Avenues. Overall, the additional height would not adversely affect the pedestrian experience of urban design, as the buildings would be located within the context of other tall buildings and the height of the residential tower above the base would be set back from the street above the 125-foot base height. Further, the 125-foot base height (approximately 12 stories) is compatible with several existing larger buildings in the study area that have an 8- to 12-story base that rises from the sidewalk without a setback in the No Action condition. The new buildings would enhance the vitality, walkability, and visual character of the study area by replacing a large vacant site with residential buildings, ground-floor retail space, and improved transit access. These changes would add street-level visual interest and introduce increased pedestrian activity that would enliven the sidewalks in the study area near Project Area A and, overall, improve the pedestrian experience near Project Area A. Therefore, the Proposed Actions would not result in a significant adverse impact to urban design in the study area near Project Area A.

Similarly, the new, large buildings in Project Area B in both the No Action and With Action conditions would change the streetscape in the nearby area by introducing new buildings on a vacant lot and an underdeveloped site. While the new buildings that would be built on Project Area B in both the No Action and With Action conditions would be tall buildings with large footprints, the perceived height of each building would be visually reduced by the lower height base, the proximity of existing tall buildings, and the Park Avenue Viaduct that obscures longer views in the study area. The new buildings would add street-level visual interest and introduce increased pedestrian activity that would enliven the sidewalks in the area nearby. Therefore, the Proposed Actions would not result in a significant adverse impact to urban design in the study area near Project Area B.

VISUAL RESOURCES

PROJECT AREAS A AND B

There are no visual resources in Project Area A. Therefore, the new buildings that would be built on Projected Development Sites 1 and 2 with the Proposed Actions would have no significant adverse impact on visual resources in Project Area A. Views from the sidewalk on East 125th Street adjacent to Project Area A would continue to include the RFK Bridge tower in both the No Action and With Action conditions. Therefore, there would be no adverse impact to views of visual resources from Project Area A.

The two visual resources on Project Area B—the seven-story office building at 81 East 125th Street and the 12-story former Hamilton Storage and Warehouse Co. Building at 103 East 125th Street—would not be adversely affected by the new buildings that would be built on Projected Development Sites 3 and 4 in both the No Action and With Action conditions. While the new buildings that would be built in the No Action and With Action conditions would be large, tall buildings that would alter the context of the two visual resources, both visual resources are already located within the context of buildings of different heights, scales, and massings from a variety of development periods. Further, views from the sidewalks adjacent to Project Area B that include these visual resources would remain available from vantage points on East 125th Street, consistent with existing conditions. There are no other views to visual resources from Project Area B. Therefore, there would be no adverse impact to views of visual resources from Project Area B.

STUDY AREA

The Proposed Actions would not adversely affect any views to the RFK Bridge tower. Views to this visual resource are limited to vantage points on East 125th Street and would remain available from these vantage points in both the No Action and With Action conditions. Further, since there are no other visual resources in the study area, the proposed buildings that would be built in either the No Action or With Action condition would not obstruct views to any other visual resources. In addition, because the proposed buildings would be developed on existing lots, the proposed buildings that would be built in either the No Action or With Action condition also would not adversely affect any view corridors.

Overall, the Proposed Actions would not be expected to result in any significant adverse impacts to urban design or visual resources on Project Area A or Project Area B, or in the study area, and therefore, no further analysis is warranted. ✷

Attachment I: Hazardous Materials

A. INTRODUCTION

This attachment assesses the potential for the presence of hazardous and contaminated materials on the projected development sites and the potential for exposure to hazardous and contaminated materials during construction or following completion of the new buildings facilitated by the Proposed Actions. It also identifies specific measures that would be employed to protect public health, worker safety, and the environment.

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and City Council to facilitate new transit-oriented developments on four sites at the future terminus of the Second Avenue Subway Phase 2 project in the East Harlem neighborhood of Manhattan. This evaluation concludes that the Proposed Actions would not result in significant adverse impacts related to hazardous or contaminated materials.

B. EXISTING CONDITIONS

TOPOGRAPHY AND SUBSURFACE CONDITIONS

Based on the United States Geological Survey (USGS), Central Park NY 7.5-Minute 2013 Quadrangle map, the projected development sites are approximately 18 feet above the North American Vertical Datum (NAVD) of 1988, an approximation of mean sea level.

Based on information provided in the United States Department of Agriculture (USDA) Soil Map, soil stratigraphy in the vicinity of the projected development sites is expected to consist or be derived from glacial till or outwash deposits, which overlie deep glacial sands, gravels and clays. Soil survey maps indicate that Urban land–outwash substratum (0–3 percent slopes) soils are likely to be located on the property. Bedrock is anticipated to be shallow, ranging between 20 and 50 feet below surface grade.

Based on topography and the sites' proximity to the East River, groundwater is expected to flow in a generally east–southeast direction. However, actual groundwater depth and flow direction may be influenced by other factors, including past pumping and/or subsurface obstructions such as building foundations, subway tunnels, and other utilities. Groundwater in Manhattan is not used as a source of potable water.

POTENTIAL FOR HAZARDOUS AND CONTAMINATED MATERIALS

PROJECTED DEVELOPMENT SITES 1 AND 2

For this evaluation of hazardous and contaminated materials, AKRF performed a Phase I Environmental Site Assessment (ESA) of Projected Development Sites 1 and 2 (Block 1773, Lots 20 and 27, respectively) in April 2025 in accordance with American Society for Testing and Materials (ASTM) Standard E1527-13, *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Practice*. The ESA included a visual inspection; a review of historical land use maps and local records; a review of previous environmental studies prepared for those sites; and a review of state and federal regulatory databases relating to use, generation, storage, treatment and/or disposal of hazardous materials.

The concerns identified by the April 2025 Phase I ESA are as follows:

- Projected Development Site 2, identified as former Pathmark supermarket and the United States Postal Service (USPS) Triborough Station, was listed as a Resource Conservation and Recovery Act (RCRA) "Nongen" site, indicating that the wastes generated were not subject to the same regulations as small- and large-quantity generators. The address for this facility is associated with Projected Development Site 2, but the facility building overlapped onto Projected Development Site 1. Many hazardous wastes were listed, including ignitable wastes, corrosive wastes, mercury, and trichloroethylene (TCE). In addition to being considered a Recognized Environmental Conditions (RECs), some of the wastes are considered Vapor Encroachment Conditions (VECs). In addition, historic on-site operations as a printing shop may have affected subsurface conditions.
- The USPS Triborough Station was also listed on the New York Above-ground Storage Tank (AST) list for a former AST that was closed and removed in 2000. This tank was also listed in relation to a spill, Spill No. 0005315, reported in August 2000 and closed November 2012 for the discharge of fuel oil to the subsurface.
- New York City Department of Buildings (DOB) files indicated that the adjacent Fire Department of New York (FDNY) firehouse had two closed and removed 550-gallon diesel underground storage tanks (USTs) and an in-service 550-gallon biodiesel AST. None of these tanks were listed in the New York UST or AST databases. The firehouse was also documented with a soil vapor extraction (SVE) system installed in 2003 to remove contamination of oil. The status of the remediation is unknown.
- The property at 201 East 125th Street, approximately 100 feet northeast of Projected Development Sites 1 and 2 and across East 125th Street, was listed in the Brownfield Cleanup Program (Site No. C231108). Historical site uses include a parking lot, a metal supply company, a dry cleaner, a laundry service, a parking garage, an automobile repair shop, and a tire repair shop. Drycleaning solvent tetrachloroethylene (PCE) and naphthalene exceeded the state groundwater standards. PCE and drycleaning solvent trichloroethylene (TCE) were detected in soil vapor at significant elevated concentrations in the vicinity of the former dry cleaner. The site achieved the cleanup objectives for unrestricted use and a Certificate of Completion was issued in 2020. The data does not indicate any off-site impacts for groundwater or soil. However, nearby off-site vapor intrusion sampling identified elevated contaminated levels in soil vapor of PCE and TCE.

This facility was also listed in the New York UST, New York AST, RCRA database of Large Quantity Generators, New York Manifests, and New York Spills databases.

- A review of historic Sanborn maps, city directories, and regulatory databases identified several spills sites, dry cleaners, and industrial facilities nearby that, based on proximity and the information obtained, have the potential to have affected Projected Development Sites 1 and 2.
- Buried demolition debris from former on-site structures could contain asbestos-containing materials, lead-based paint, polychlorinated biphenyls (PCBs), and/or USTs.
- Storage containers of diesel exhaust fluid and enamel were present in a storage container on the Projected Development Sites 1 and 2.

The potential for hazardous or contaminated materials to be present on Projected Development Sites 1 and 2 was previously evaluated in accordance with New York City's City Environmental Quality Review (CEQR) procedure and, as a result of that evaluation, the sites have a hazardous materials (E) Designation recorded on the sites specifying the remediation or other measures to be taken to address potential hazardous and contaminated materials on those sites.[1]

Individual (E) Designations are assigned specific numbers. They are recorded against specific properties and can be reviewed in Appendix C of the New York City Zoning Resolution (Table 1, "City Environmental Quality Review (CEQR) Environmental Requirements: (E) Designations") and also in the New York City Department of Buildings' online information systems.

The specific requirements recorded for each of the projected development sites in their respective noise (E) Designations is as follows.

- **Projected Development Site 1 – E-201**

  Projected Development Site 1 was previously analyzed in the 2008 *125th Street Corridor Rezoning and Related Actions FEIS* (07DCP030M) as "Potential Development Site 48." The hazardous materials (E) Designation for the site requires soil testing, and if contamination is confirmed, a remedial action plan must be approved by the New York City Office of Environmental Remediation (OER) and/or New York City Department of Environmental Protection (DEP) before development can proceed. The remedial action plan must be implemented to the satisfaction of OER before occupancy is allowed. This process is designed to eliminate the potential for significant adverse impacts from hazardous materials due to implementation of new development on this site.

- **Projected Development Site 2 (Block 1773, Lot 27) – E-703**

  Projected Development Site 2 was previously analyzed in the 2023 *180 East 125th Street FRESH Environmental Assessment Statement (EAS)* (23DCP058M). The hazardous

[1] (E) Designations are institutional controls implemented as a result of CEQR review of a zoning map, text amendment, or action pursuant to the Zoning Resolution. They provide a mechanism to ensure that measures aimed at avoiding a significant adverse impact are part of future developments related to noise or certain other environmental issues. For (E)-Designated lots, the New York City Department of Buildings will not issue building permits or certificates of occupancy in connection with new buildings until the (E) requirements have been met.

materials (E) Designation for the site has the same requirements as the hazardous materials (E) Designation for Projected Development Site 1. It requires soil testing, and if contamination is confirmed, a remedial action plan must be approved by OER and/or DEP before development can proceed. The remedial action plan must be implemented to the satisfaction of OER before occupancy is allowed. This process is designed to eliminate the potential for significant adverse impacts from hazardous materials due to implementation of new development on this site.

PROJECTED DEVELOPMENT SITES 3 AND 4

The potential for hazardous or contaminated materials to be present on Projected Development Sites 3 and 4 was evaluated as part of the 2007 *125th Street Corridor Rezoning and Related Actions Final Environmental Impact Statement (FEIS) (07DCP030M)* and the 2017 *East Harlem Rezoning FEIS* (17DCP048M) conducted in accordance with CEQR procedure. As a result of that evaluation, hazardous materials (E) Designations were recorded on these sites specifying the remediation or other measures to be taken to address potential hazardous and contaminated materials on those sites.

As described in Attachment A, "Project Description and Screening Analyses," the Proposed Actions would not induce development on Projected Development Site 3 (Block 1773, Lots, 1, 4, 67, 69, 72) and Projected Development Site 4 (Block 1750, Lot 40). It is assumed that these sites will be redeveloped absent the Proposed Actions and the footprint of the development would not be changed by the Proposed Actions, so no ESA was performed for these properties.

The specific requirements recorded for those projected development sites in their respective noise (E) Designations are as follows:

- **Projected Development Site 3 (Block 1773, Lots, 1, 67, 69[2]) – E-201**

  The hazardous materials (E) Designation for this site requires soil testing, and if contamination is confirmed, a remedial action plan must be approved by the New York City Office of Environmental Remediation (OER) and/or New York City Department of Environmental Protection (DEP) before development can proceed. The remedial action plan must be implemented to the satisfaction of OER before occupancy is allowed. This process is designed to eliminate the potential for significant adverse impacts from hazardous materials due to implementation of new development on this site.

- **Projected Development Site 4 (Block 1750, Lot 40) – E-201**

  The hazardous materials (E) Designation for this site requires that, prior to redevelopment, the property owner conduct must a Phase I ESA in accordance with the ASTM E1527-13; and implement a soil, soil vapor, and groundwater testing protocol, and remediation where appropriate, to the satisfaction of OER before issuance of construction-related DOB permits. The (E) Designation also mandates development and implementation of construction-related health and safety plans, which must be approved by OER. This process is designed to eliminate the potential for significant adverse

[2] Lots 4 and 72 were City-owned sites at the time of the *East Harlem Rezoning FEIS* and were not recorded with (E) Designations; however, as part of larger development site, these lots would be subject to the (E) Designation requirements of the other lots within the development site.

impacts from hazardous materials due to implementation of new development on this site.

C. NO ACTION CONDITION

Absent the Proposed Actions (the No Action condition), MTA will complete Phase 2 of the new Second Avenue Subway, to provide new subway service in East Harlem. This will include a new terminus station, the 125th Street Station, beneath 125th Street between approximately Third Avenue and a point west of Park Avenue. Projected Development Sites 1, 2, and 3 will incorporate components of that new terminus station. Specifically, Projected Development Site 1 will include an entrance to the new 125th Street Station, at the corner of Lexington Avenue and 125th Street, and a subway ancillary facility, at the corner of Lexington Avenue and 125th Street. Projected Development Site 2 will include an underground connection between the subway station and the ancillary facility on Projected Development Site 1. Projected Development Site 3 will have an entrance to the Second Avenue Subway's 125th Street Station at the southeast corner of Park Avenue and East 125th Street and a subway ancillary facility at the northeast corner of Park Avenue and East 124th Street.

The Second Avenue Subway, including its ancillary facilities, was previously reviewed in a 2004 Final Environmental Impact Statement (FEIS) and a 2018 Supplemental Environmental Assessment prepared in accordance with the National Environmental Policy Act (NEPA) and is not part of the Proposed Actions subject to review under the New York State Environmental Quality Review Act. As required by commitments associated with the 2004 FEIS for the Second Avenue Subway and the NEPA Record of Decision issued for the subway project by the lead federal agency, the Federal Transit Administration, MTA will undertake ESAs and, as recommended in those ESAs, Phase II soil and groundwater sampling on the sites to be disturbed for construction. Any contaminated materials would be disposed of in accordance with all applicable local, state, and federal regulations. In addition, site-specific Health and Safety Plans (HASP) will be developed to detail the health and safety guidelines, procedures, and work practices that must be adhered to; all workers were required to follow all applicable local, state, and U.S. Occupational Health and Safety Administration (OSHA) construction codes and regulations; and a hazardous materials management plan will be developed for testing, handling, transporting, and disposing of contaminated materials encountered during the proposed excavations, consistent with applicable regulations. Contaminants encountered will be disposed of and handled in accordance with applicable laws and regulations.

In the No Action condition, it is anticipated that the projected development sites will be redeveloped with four primarily residential buildings consistent with the sites' existing zoning. On Projected Development Sites 1 and 3, this will occur following completion of the subway project. On each of the projected development sites, any future residential development must comply with the requirements of the hazardous materials (E) Designations recorded on the properties. This will minimize the potential for exposure to hazardous materials as a result of implementation of new development on these sites.

In addition, construction activities must adhere to federal, state and local regulations governing the transportation of material leaving the sites for off-site disposal, including all applicable requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc. If dewatering activities are required, this would be conducted in accordance

with local requirements for discharge to sanitary/combined sewers. Pretreatment would be performed if necessary to meet the DEP requirements.

D. WITH ACTION CONDITION

In the future with the Proposed Actions (the With Action condition), all four projected development sites would be redeveloped with new buildings. As described in Attachment A, "Project Description and Screening Analyses," the buildings on Projected Development Sites 1 and 2 would be larger than those in the No Action condition, but are assumed to have the same footprint and disturbance area. On Projected Development Sites 3 and 4, no new development would be induced by the Proposed Actions and it is assumed that the same development would occur on those sites as in the No Action condition, with small changes in the uses within the buildings and the shape of the building on Projected Development Site 4.

On each of the projected development sites, any future residential development must comply with the requirements of the hazardous materials (E) Designations recorded on the properties. This would minimize the potential for exposure to hazardous materials as a result of implementation of new development on these sites.

In addition, construction activities must adhere to federal, state and local regulations governing the transportation of material leaving the sites for off-site disposal, including all applicable requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc. If dewatering activities are required, this would be conducted in accordance with local requirements for discharge to sanitary/combined sewers. Pretreatment would be performed if necessary to meet the DEP requirements.

With the implementation of these procedures, the Proposed Actions would not result in significant adverse impacts related to hazardous materials. ✷

Attachment J: Transportation

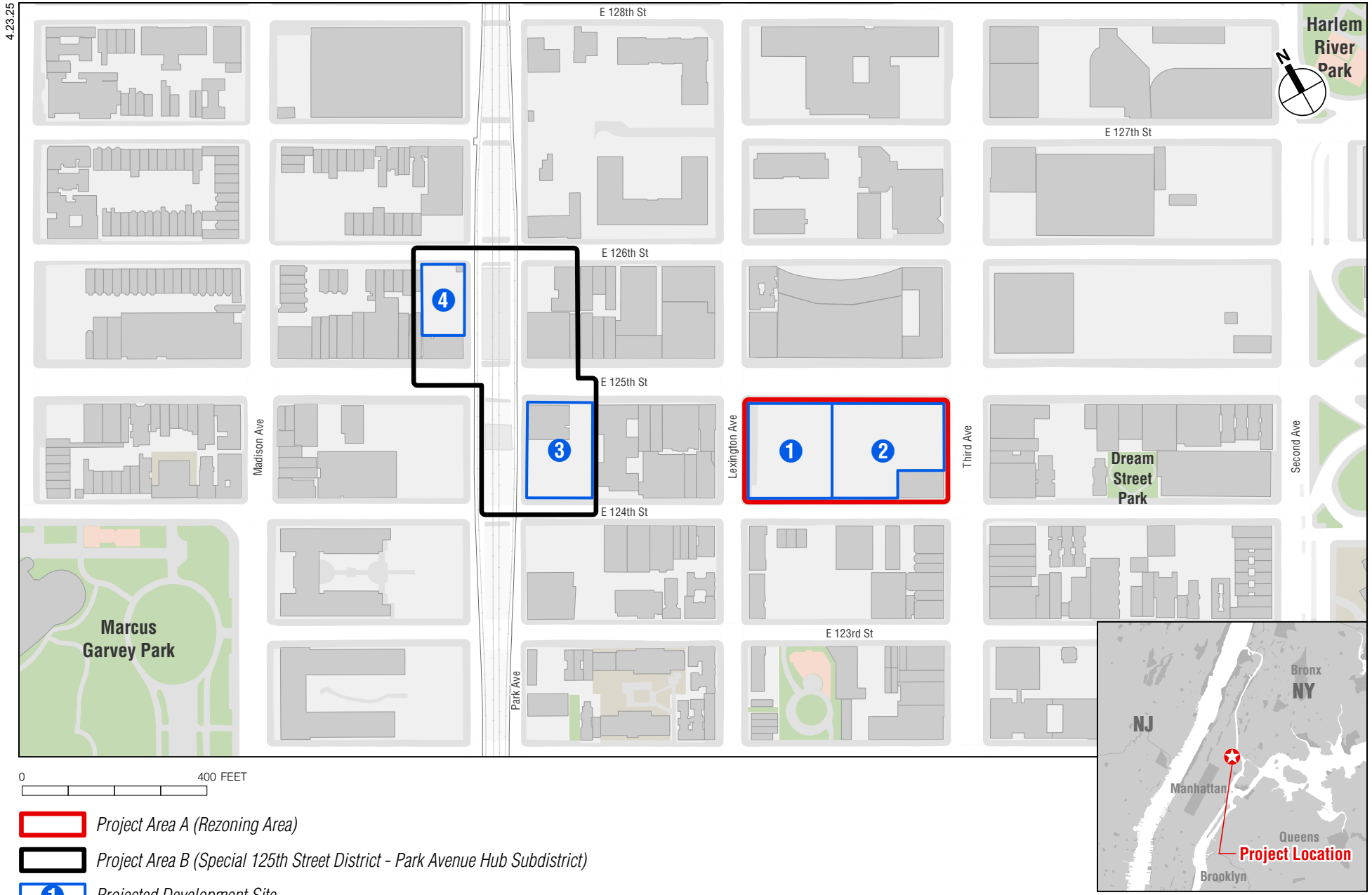
A. INTRODUCTION

This attachment examines the potential effects of the Proposed Actions on study area transportation systems. Specifically, it compares conditions in the future with the Proposed Actions (the With Action condition) to conditions in the future without the Proposed Actions (the No Action condition) in order to determine the potential for significant adverse impacts to transportation systems resulting from the Proposed Actions. The travel demand projections, trip assignments, and capacity analysis presented in this attachment were conducted pursuant to the methodologies outlined in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*. The analysis year for the Proposed Actions is 2036.

As detailed in Attachment A, "Project Description and Screening Analyses," the Proposed Actions being sought by the Metropolitan Transportation Authority (MTA) would facilitate new transit-oriented development at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. The Proposed Actions would facilitate the development of up to 2,097 new dwelling units and approximately 69,300 gross square feet (gsf) of commercial retail and office space on four projected development sites. Two of these sites, referred to as Projected Development Sites 1 and 2, are located on the full block bounded by East 124th Street on the south, East 125th Street on the north, Third Avenue on the east, and Lexington Avenue on the west (part of Manhattan Block 1773), where the rezoning would occur. The other two sites, located on the east and west sides of Park Avenue within the Park Avenue Hub Subdistrict of the Special 125th Street District, are referred to as Projected Development Sites 3 and 4, respectively. **Figure J-1** illustrates the locations of the projected development sites.

The analyses in this Environmental Assessment Form are based on a Reasonable Worst Case Development Scenario (RWCDS). With the Proposed Actions, Projected Development Site 1 would be developed with up to 684 dwelling units and 14,932 gsf of local retail space. A new subway entrance to the 125th Street Station serving the new Second Avenue Subway line (Q train) and the existing Lexington Avenue Line (Nos. 4, 5, and 6 trains) would be co-located within the ground floor of the new building on the corner of East 125th Street and Lexington Avenue. Projected Development Site 2 would be developed with up to 804 dwelling units, 14,814 gsf of local retail space, and an approximately 6,194 gsf FRESH grocery store. Projected Development Site 3 would be developed with up to 426 dwelling units and 11,112 gsf of local retail space. This site would also have an entrance to the Second Avenue Subway's new 125th Street Station. Projected Development Site 4 would be developed with up to 183 dwelling units, 14,842 gsf of local retail space, and 7,422 gsf of office space. The four projected development sites would not include any on-site parking.

Under the No Action condition, all four sites will also be developed with new buildings. Projected Development Site 1 will be developed with up to 158 dwelling units and 14,932 gsf



Project Location

MTA 125TH AND LEXINGTON REZONING

Figure J-1

of local retail space, as well as the new subway entrance to the 125th Street Station serving the new Second Avenue Subway line (Q train) and the existing Lexington Avenue Line (Nos. 4, 5, and 6 trains). Projected Development Site 2 will be developed with up to 599 dwelling units, 14,814 gsf of local retail space, and an approximately 6,194 gsf FRESH grocery store. Projected Development Site 3 will be developed with up to 366 dwelling units, 22,926 gsf of local retail space, and 39,273 gsf of community facility space (assumed to be visual/performing arts [VPA] use). This site will also have an entrance to the Second Avenue Subway's new 125th Street Station. Projected Development Site 4 will be developed with up to 175 dwelling units, 14,842 gsf of local retail space, and 14,842 gsf of office space. The four projected development sites would similarly not include any on-site parking.

Table J-1 provides a comparison of the RWCDS development programs for the No Action and With Action conditions.

Table J-1
Reasonable Worst-Case Development Scenario

Use	No Action Condition	With Action Condition	Increment
Projected Development Site 1			
Residential–Total Dwelling Units	158	684	+526
Local Retail (gsf)	14,932	14,932	0
Projected Development Site 2			
Residential–Total Dwelling Units	599	804	+205
Local Retail (gsf)	14,814	14,814	0
FRESH Grocery Store (gsf)	6,194	6,194	0
Projected Development Site 3			
Residential–Total Dwelling Units	366	426	+60
Community Facility (gsf)	39,237	0	-39,237
Local Retail (gsf)	22,926	11,112	-11,814
Projected Development Site 4			
Residential–Total Dwelling Units	175	183	+8
Local Retail (gsf)	14,842	14,842	0
Office (gsf)	14,842	7,422	-7,420
RWCDS Total			
Residential–Total Dwelling Units	1,298	2,097	799
Community Facility (gsf)	39,237	0	-39,237
Local Retail (gsf)	67,514	55,700	-11,814
FRESH Grocery Store (gsf)	6,194	6,194	0
Office (gsf)	14,842	7,422	-7,420

B. TRANSPORTATION SCREENING ASSESSMENTS

The *CEQR Technical Manual* presents procedures for evaluating a proposed project's potential impacts on transportation, including traffic, transit, ferry, pedestrian, and parking conditions. Using these procedures, the analyses begin with preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with thresholds specified in the *CEQR Technical*

Manual (Level 1 screening analysis) to determine whether a more detailed (Level 2) screening analysis is warranted. If the proposed project would result in 50 or more peak-hour vehicle trips, 200 or more peak-hour transit trips (subway/rail or bus riders), 50 or more peak-hour Citywide Ferry Service ferry trips, and/or 200 or more peak-hour pedestrian trips, a Level 2 screening analysis is undertaken for that mode or modes exceeding the screening threshold.

For the Level 2 screening analysis, project-generated trips are assigned to specific intersections, transit routes, ferry routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak-hour vehicle trips through an intersection, 50 or more peak-hour bus riders on a bus route in a single direction, 200 or more peak-hour subway passengers at any given station or on a subway line, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more peak-hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, ferry, and pedestrian impacts, respectively, and the potential for parking shortfalls.

The Level 1 and Level 2 screening results for the Proposed Actions are presented below.

LEVEL 1 SCREENING

Trip generation factors for the various land uses included in the RWCDS were based on information from the *CEQR Technical Manual*, the New York City Department of Transportation (DOT)'s travel demand surveys, U.S. Census Data, and other previously approved studies, as summarized in **Table J-2**.

OFFICE

The daily person-trip rate and temporal distribution for the office component used were from the *CEQR Technical Manual*. The directional distributions were from DOT's travel demand surveys. The weekday AM and PM peak hour modal splits and the auto vehicle occupancy were from the U.S. Census American Community Survey (ACS) 2012–2016 Reverse Journey-to-Work (RJTW) estimates for the census tracts that incorporate and abut the projected development sites—Manhattan Census Tracts 182, 184, 188, 190, 194, 196, 198, 200, 206, 208, and 242. The weekday midday and Saturday peak hour modal splits and the taxi occupancy were from the 2017 *East Harlem Rezoning Final Environmental Impact Statement (FEIS)* (17DCP048M). The daily delivery trip rate and temporal and directional distributions were from the *CEQR Technical Manual*.

RESIDENTIAL

The daily person-trip rate and temporal distribution for the residential component were from the *CEQR Technical Manual*. The directional distributions were from DOT's travel demand surveys. The modal splits and auto vehicle occupancy were from the U.S. Census ACS 2015–2019 Journey-to-Work (JTW) estimates for Manhattan Census Tracts 182, 184, 188, 190, 194, 196, 198, 200, 206, 208, and 242. The taxi occupancy was from the 2017 *East Harlem Rezoning FEIS*. The daily delivery trip rate and temporal and directional distributions were from the *CEQR Technical Manual*.

LOCAL RETAIL

The daily person trip rate and temporal distribution for the local neighborhood retail component were from the *CEQR Technical Manual*. The directional distribution, modal splits, and vehicle occupancies were from DOT's travel demand surveys. The daily delivery trip rate and temporal and directional distributions were from the *CEQR Technical Manual*.

FRESH GROCERY STORE

The FRESH grocery store travel demand assumptions are based on the 2021 *Food Retail Expansion to Support Health (FRESH) Update Text Amendment Environmental Assessment Statement (EAS)* (21DCP182Y).

COMMUNITY FACILITY (VISUAL/PERFORMING ARTS USE)

The travel demand assumptions for the visual/performing arts use were primarily based on the artist studio use from the 2018 *Spofford Campus FEIS* (17DME001X). Specifically, most of the artist studio employee travel demand assumptions are from the 2018 *Spofford Campus FEIS*, except the weekday AM and PM peak hour modal splits and the vehicle occupancies, which were based on the same U.S. Census ACS 2012–2016 RJTW estimates as the office use. The artist studio visitors travel demand assumptions were from the 2018 *Spofford Campus FEIS*.

Table J-2
Travel Demand Factors

Use	Office				Residential				Local Retail			
Total Daily Person Trips	(1)				(1)				(1)			
	Weekday			**SAT**	**Weekday**			**SAT**	**Weekday**			**SAT**
	18.0			3.9	8.18			9.08	329.00			358.00
	Trips / KSF				Trips / DU				Trips / KSF			
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person Trips	**Weekday**			**SAT**	**Weekday**			**SAT**	**Weekday**			**SAT**
	18.0			3.9	8.18			9.08	329.00			358.00
	Trips / KSF				Trips / DU				Trips / KSF			
Temporal	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
	(1)				(1)				(1)			
	12.4%	11.0%	10.5%	14.1%	9.3%	5.6%	8.5%	8.4%	4.8%	8.0%	10.9%	11.7%
Direction	(2)				(2)				(2)			
In	86%	52%	16%	48%	22%	50%	62%	55%	52%	50%	50%	50%
Out	14%	48%	84%	52%	78%	50%	38%	45%	48%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(3)(4)				(5)				(2)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	25.4%	2.0%	25.4%	2.0%	12.2%	12.2%	12.2%	12.2%	4.0%	4.0%	4.0%	4.0%
Taxi	2.7%	3.0%	2.7%	3.0%	1.2%	1.2%	1.2%	1.2%	1.0%	1.0%	1.0%	1.0%
Subway	45.1%	6.0%	45.1%	6.0%	67.1%	67.1%	67.1%	67.1%	1.0%	1.0%	1.0%	1.0%
Railroad	3.9%	0.0%	3.9%	0.0%	1.6%	1.6%	1.6%	1.6%	0.0%	0.0%	0.0%	0.0%
Ferry	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	11.1%	6.0%	11.1%	6.0%	5.8%	5.8%	5.8%	5.8%	1.0%	1.0%	1.0%	1.0%
Bike	1.3%	0.0%	1.3%	0.0%	1.5%	1.5%	1.5%	1.5%	1.0%	1.0%	1.0%	1.0%
Walk	10.4%	83.0%	10.4%	83.0%	10.6%	10.6%	10.6%	10.6%	92.0%	92.0%	92.0%	92.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(3)(4)				(4)(5)				(2)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	1.15	1.15	1.15	1.15	1.11	1.11	1.11	1.11	1.20	1.20	1.20	1.20
Taxi	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.40	1.20	1.20	1.20	1.20
Daily Delivery Trip Generation Rate	(1)				(1)				(1)			
	Weekday			SAT	Weekday			SAT	Weekday			SAT
	0.32			0.01	0.06			0.02	0.35			0.04
	Delivery Trips / KSF				Delivery Trips / DU				Delivery Trips / KSF			
Delivery Temporal	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
	(1)				(1)				(1)			
	10.0%	11.0%	2.0%	11.0%	12.0%	9.0%	2.0%	9.0%	8.0%	11.0%	2.0%	11.0%
Delivery Direction	(1)				(1)				(1)			
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table J-2 (Cont'd)
Travel Demand Factors

Use	FRESH Grocery Store				Artist Studio Employees				Artist Studio Visitors			
	(6)				(7)				(7)			
Total Daily Person Trips	**Weekday**			**SAT**	**Weekday**			**SAT**	**Weekday**			**SAT**
	205.00			271.00	17.1			3.7	0.9			0.2
	Trips / KSF				Trips / KSF				Trips / KSF			
Trip Linkage	0%			0%	0%			0%	0%			0%
Net Daily Person Trips	**Weekday**			**SAT**	**Weekday**			**SAT**	**Weekday**			**SAT**
	205.00			271.00	17.1			3.7	0.9			0.2
	Trips / KSF				Trips / KSF				Trips / KSF			
Temporal	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
	(6)				(7)				(7)			
	3.0%	12.0%	10.0%	12.0%	12.0%	15.0%	14.0%	17.0%	12.0%	15.0%	14.0%	14.0%
Direction	(6)				(7)				(7)			
In	45%	46%	47%	46%	94%	50%	5%	60%	94%	50%	5%	60%
Out	55%	54%	53%	54%	6%	50%	95%	40%	6%	50%	95%	40%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split	(6)				(3)(8)				(7)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	4.0%	4.0%	4.0%	4.0%	25.4%	2.0%	25.4%	2.0%	19.5%	19.5%	19.5%	19.5%
Taxi	3.0%	3.0%	3.0%	3.0%	2.7%	3.0%	2.7%	3.0%	10.0%	10.0%	10.0%	10.0%
Subway	5.0%	5.0%	5.0%	5.0%	45.1%	6.0%	45.1%	6.0%	20.0%	20.0%	20.0%	20.0%
Railroad	0.0%	0.0%	0.0%	0.0%	3.9%	0.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%
Ferry	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Bus	5.0%	5.0%	5.0%	5.0%	11.1%	6.0%	11.1%	6.0%	20.0%	20.0%	20.0%	20.0%
Bike	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Walk	83.0%	83.0%	83.0%	83.0%	10.4%	83.0%	10.4%	83.0%	30.5%	30.5%	30.5%	30.5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Vehicle Occupancy	(6)				(3)				(7)			
	AM	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**
Auto	1.65	1.65	1.65	1.65	1.15	1.15	1.15	1.15	1.60	1.60	1.60	1.60
Taxi	1.40	1.40	1.40	1.40	1.15	1.15	1.15	1.15	1.60	1.60	1.60	1.60
Daily Delivery Trip Generation Rate	(6)				(7)							
	Weekday			**SAT**	**Weekday**			**SAT**				
	0.35			0.04	0.32			0.01				
	Delivery Trips / KSF				Delivery Trips / KSF							
Delivery Temporal	**AM**	**MD**	**PM**	**SAT**	**AM**	**MD**	**PM**	**SAT**				
	(6)				(7)							
	10.0%	8.0%	5.0%	10.0%	10.0%	11.0%	2.0%	11.0%				
Delivery Direction	(6)				(7)							
In	50%	50%	50%	50%	50%	50%	50%	50%				
Out	50%	50%	50%	50%	50%	50%	50%	50%				
Total	100%	100%	100%	100%	100%	100%	100%	100%				

Sources:
(1) 2021 *CEQR Technical Manual*
(2) Based on NYCDOT Trip Generation Surveys
(3) U.S. Census American Community Survey (ACS) 2012-2016 5-Year Estimates Reverse Journey-to-Work (RJTW) Data for Manhattan Census Tracts 182, 184, 188, 190, 194, 196, 198, 200, 206, 208, and 242
(4) *East Harlem Rezoning FEIS* (2017)
(5) U.S. Census American Community Survey (ACS) 2015-2019 5-Year Estimates Journey-to-Work (JTW) Data for Manhattan Census Tracts 182, 184, 188, 190, 194, 196, 198, 200, 206, 208, and 242
(6) *Food Retail Expansion to Support Health (FRESH) Update Text Amendment EAS* (2021)
(7) *Spofford Campus FEIS* (2018)
(8) Weekday midday and Saturday peak hour modal splits assumed the same as office

TRAVEL DEMAND PROJECTION SUMMARY

As summarized in **Table J-3**, in the No Action condition, uses in the buildings on the projected development sites would generate 2,211, 2,663, 3,570, and 4,050 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 224, 192, 270, and 274 vehicle trips would be generated during the same respective peak hours.

Table J-3
Trip Generation Summary: No Action

Program	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	RR	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Office **14,842 GSF**	AM	In	7	1	13	1	0	3	0	3	28	6	1	0	7
		Out	1	0	2	0	0	1	0	0	4	1	1	0	2
		Total	8	1	15	1	0	4	0	3	32	7	2	0	9
	Midday	In	0	0	1	0	0	1	0	13	15	0	0	0	0
		Out	0	0	1	0	0	1	0	12	14	0	0	0	0
		Total	0	0	2	0	0	2	0	25	29	0	0	0	0
	PM	In	1	0	2	0	0	0	0	0	3	1	1	0	2
		Out	6	1	11	1	0	3	0	2	24	5	1	0	6
		Total	7	1	13	1	0	3	0	2	27	6	2	0	8
	Saturday	In	0	0	0	0	0	0	0	3	3	0	0	0	0
		Out	0	0	0	0	0	0	0	4	4	0	0	0	0
		Total	0	0	0	0	0	0	0	7	7	0	0	0	0
Residential **1,298 DU**	AM	In	27	3	146	3	0	13	3	23	218	24	6	5	35
		Out	94	9	517	12	0	45	12	82	771	85	6	5	96
		Total	121	12	663	15	0	58	15	105	989	109	12	10	131
	Midday	In	36	4	199	5	0	17	4	32	297	32	5	4	41
		Out	36	4	199	5	0	17	4	32	297	32	5	4	41
		Total	72	8	398	10	0	34	8	64	594	64	10	8	82
	PM	In	68	7	375	9	0	32	8	59	558	61	6	1	68
		Out	42	4	230	5	0	20	5	36	342	38	6	1	45
		Total	110	11	605	14	0	52	13	95	900	99	12	2	113
	Saturday	In	66	7	365	9	0	32	8	58	545	59	8	1	68
		Out	54	5	299	7	0	26	7	47	445	49	8	1	58
		Total	120	12	664	16	0	58	15	105	990	108	16	2	126
Local Retail **67,514 GSF**	AM	In	22	6	6	0	0	6	6	510	556	18	8	1	27
		Out	20	5	5	0	0	5	5	471	511	17	8	1	26
		Total	42	11	11	0	0	11	11	981	1,067	35	16	2	53
	Midday	In	36	9	9	0	0	9	9	817	889	30	14	1	45
		Out	36	9	9	0	0	9	9	817	889	30	14	1	45
		Total	72	18	18	0	0	18	18	1,634	1,778	60	28	2	90
	PM	In	48	12	12	0	0	12	12	1,114	1,210	40	18	0	58
		Out	48	12	12	0	0	12	12	1,114	1,210	40	18	0	58
		Total	96	24	24	0	0	24	24	2,228	2,420	80	36	0	116
	Saturday	In	57	14	14	0	0	14	14	1,301	1,414	48	21	0	69
		Out	57	14	14	0	0	14	14	1,301	1,414	48	21	0	69
		Total	114	28	28	0	0	28	28	2,602	2,828	96	42	0	138
FRESH Grocery Store **6,194 GSF**	AM	In	1	1	1	0	0	1	0	14	18	1	2	0	3
		Out	1	1	1	0	0	1	0	17	21	1	2	0	3
		Total	2	2	2	0	0	2	0	31	39	2	4	0	6
	Midday	In	3	2	4	0	0	4	0	58	71	2	2	0	4
		Out	3	2	4	0	0	4	0	68	81	2	2	0	4
		Total	6	4	8	0	0	8	0	126	152	4	4	0	8
	PM	In	2	2	3	0	0	3	0	50	60	1	2	0	3
		Out	3	2	3	0	0	3	0	56	67	2	2	0	4
		Total	5	4	6	0	0	6	0	106	127	3	4	0	7
	Saturday	In	4	3	5	0	0	5	0	77	94	2	3	0	5
		Out	4	3	5	0	0	5	0	90	107	2	3	0	5
		Total	8	6	10	0	0	10	0	167	201	4	6	0	10

Table J-3 (Cont'd)
Trip Generation Summary: No Action

Program	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	RR	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Artist Studio Employees **39,237 GSF**	AM	In	19	2	34	3	0	8	1	8	75	17	2	1	20
		Out	1	0	2	0	0	1	0	1	5	1	2	1	4
		Total	20	2	36	3	0	9	1	9	80	18	4	2	24
	Midday	In	1	2	3	0	0	3	0	42	51	1	3	1	5
		Out	1	2	3	0	0	3	0	42	51	1	3	1	5
		Total	2	4	6	0	0	6	0	84	102	2	6	2	10
	PM	In	1	0	2	0	0	1	0	0	4	1	2	0	3
		Out	23	2	40	3	0	10	1	9	88	20	2	0	22
		Total	24	2	42	3	0	11	1	9	92	21	4	0	25
	Saturday	In	0	0	1	0	0	1	0	12	14	0	0	0	0
		Out	0	0	1	0	0	1	0	8	10	0	0	0	0
		Total	0	0	2	0	0	2	0	20	24	0	0	0	0
Artist Studio Visitors **39,237 GSF**	AM	In	1	0	1	0	0	1	0	1	4	1	0	0	1
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	1	0	1	0	0	1	0	1	4	1	0	0	1
	Midday	In	1	0	1	0	0	1	0	1	4	1	0	0	1
		Out	1	0	1	0	0	1	0	1	4	1	0	0	1
		Total	2	0	2	0	0	2	0	2	8	2	0	0	2
	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	1	0	1	0	0	1	0	1	4	1	0	0	1
		Total	1	0	1	0	0	1	0	1	4	1	0	0	1
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	77	13	201	7	0	32	10	559	899	67	19	7	93
		Out	117	15	527	12	0	53	17	571	1,312	105	19	7	131
		Total	194	28	728	19	0	85	27	1,130	2,211	172	38	14	224
	Midday	In	77	17	217	5	0	35	13	963	1,327	66	24	6	96
		Out	77	17	217	5	0	35	13	972	1,336	66	24	6	96
		Total	154	34	434	10	0	70	26	1,935	2,663	132	48	12	192
	PM	In	120	21	394	9	0	48	20	1,223	1,835	104	29	1	134
		Out	123	21	297	9	0	49	18	1,218	1,735	106	29	1	136
		Total	243	42	691	18	0	97	38	2,441	3,570	210	58	2	270
	Saturday	In	127	24	385	9	0	52	22	1,451	2,070	109	32	1	142
		Out	115	22	319	7	0	46	21	1,450	1,980	99	32	1	132
		Total	242	46	704	16	0	98	43	2,901	4,050	208	64	2	274

As summarized in **Table J-4**, with the Proposed Actions, the uses in the buildings on the projected development sites would generate 2,530, 2,588, 3,596, and 4,141 person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Approximately 271, 210, 289, and 327 vehicle trips would be generated during the same respective peak hours.

The net incremental trips between the No Action and With Action are shown in **Table J-5**.

Table J-4
Trip Generation Summary: With Action

Program	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	RR	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Office **7,422 GSF**	AM	In	4	0	6	1	0	2	0	1	14	3	0	0	3
		Out	1	0	1	0	0	0	0	0	2	1	0	0	1
		Total	5	0	7	1	0	2	0	1	16	4	0	0	4
	Midday	In	0	0	0	0	0	0	0	6	6	0	0	0	0
		Out	0	0	0	0	0	0	0	6	6	0	0	0	0
		Total	0	0	0	0	0	0	0	12	12	0	0	0	0
	PM	In	1	0	1	0	0	0	0	0	2	1	0	0	1
		Out	3	0	5	0	0	1	0	1	10	3	0	0	3
		Total	4	0	6	0	0	1	0	1	12	4	0	0	4
	Saturday	In	0	0	0	0	0	0	0	2	2	0	0	0	0
		Out	0	0	0	0	0	0	0	2	2	0	0	0	0
		Total	0	0	0	0	0	0	0	4	4	0	0	0	0
Residential **2,097 DU**	AM	In	43	4	235	6	0	20	5	37	350	39	13	8	60
		Out	152	15	835	20	0	72	19	132	1,245	137	13	8	158
		Total	195	19	1,070	26	0	92	24	169	1,595	176	26	16	218
	Midday	In	59	6	322	8	0	28	7	51	481	53	7	6	66
		Out	59	6	322	8	0	28	7	51	481	53	7	6	66
		Total	118	12	644	16	0	56	14	102	962	106	14	12	132
	PM	In	110	11	607	14	0	52	14	96	904	99	11	1	111
		Out	68	7	372	9	0	32	8	59	555	61	11	1	73
		Total	178	18	979	23	0	84	22	155	1,459	160	22	2	184
	Saturday	In	107	11	590	14	0	51	13	93	879	96	13	2	111
		Out	88	9	483	12	0	42	11	76	721	79	13	2	94
		Total	195	20	1,073	26	0	93	24	169	1,600	175	26	4	205
Local Retail **55,700 GSF**	AM	In	18	5	5	0	0	5	5	421	459	15	6	1	22
		Out	17	4	4	0	0	4	4	388	421	14	6	1	21
		Total	35	9	9	0	0	9	9	809	880	29	12	2	43
	Midday	In	29	7	7	0	0	7	7	674	731	24	10	1	35
		Out	29	7	7	0	0	7	7	674	731	24	10	1	35
		Total	58	14	14	0	0	14	14	1,348	1,462	48	20	2	70
	PM	In	40	10	10	0	0	10	10	919	999	33	14	0	47
		Out	40	10	10	0	0	10	10	919	999	33	14	0	47
		Total	80	20	20	0	0	20	20	1,838	1,998	66	28	0	94
	Saturday	In	47	12	12	0	0	12	12	1,073	1,168	39	17	0	56
		Out	47	12	12	0	0	12	12	1,073	1,168	39	17	0	56
		Total	94	24	24	0	0	24	24	2,146	2,336	78	34	0	112
FRESH Grocery Store **6,194 GSF**	AM	In	1	1	1	0	0	1	0	14	18	1	2	0	3
		Out	1	1	1	0	0	1	0	17	21	1	2	0	3
		Total	2	2	2	0	0	2	0	31	39	2	4	0	6
	Midday	In	3	2	4	0	0	4	0	58	71	2	2	0	4
		Out	3	2	4	0	0	4	0	68	81	2	2	0	4
		Total	6	4	8	0	0	8	0	126	152	4	4	0	8
	PM	In	2	2	3	0	0	3	0	50	60	1	2	0	3
		Out	3	2	3	0	0	3	0	56	67	2	2	0	4
		Total	5	4	6	0	0	6	0	106	127	3	4	0	7
	Saturday	In	4	3	5	0	0	5	0	77	94	2	3	0	5
		Out	4	3	5	0	0	5	0	90	107	2	3	0	5
		Total	8	6	10	0	0	10	0	167	201	4	6	0	10

Table J-4 (Cont'd)
Trip Generation Summary: With Action

Program	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	RR	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Artist Studio Employees	AM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0 GSF	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Artist Studio Visitors	AM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
0 GSF	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	66	10	247	7	0	28	10	473	841	58	21	9	88
		Out	171	20	841	20	0	77	23	537	1,689	153	21	9	183
		Total	237	30	1,088	27	0	105	33	1,010	2,530	211	42	18	271
	Midday	In	91	15	333	8	0	39	14	789	1,289	79	19	7	105
		Out	91	15	333	8	0	39	14	799	1,299	79	19	7	105
		Total	182	30	666	16	0	78	28	1,588	2,588	158	38	14	210
	PM	In	153	23	621	14	0	65	24	1,065	1,965	134	27	1	162
		Out	114	19	390	9	0	46	18	1,035	1,631	99	27	1	127
		Total	267	42	1,011	23	0	111	42	2,100	3,596	233	54	2	289
	Saturday	In	158	26	607	14	0	68	25	1,245	2,143	137	33	2	172
		Out	139	24	500	12	0	59	23	1,241	1,998	120	33	2	155
		Total	297	50	1,107	26	0	127	48	2,486	4,141	257	66	4	327

Table J-5
Trip Generation Summary: Net Increments

Program	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	RR	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Office **-7,420 GSF**	AM	In	-3	-1	-7	0	0	-1	0	-2	-14	-3	-1	0	-4
		Out	0	0	-1	0	0	-1	0	0	-2	0	-1	0	-1
		Total	-3	-1	-8	0	0	-2	0	-2	-16	-3	-2	0	-5
	Midday	In	0	0	-1	0	0	-1	0	-7	-9	0	0	0	0
		Out	0	0	-1	0	0	-1	0	-6	-8	0	0	0	0
		Total	0	0	-2	0	0	-2	0	-13	-17	0	0	0	0
	PM	In	0	0	-1	0	0	0	0	0	-1	0	-1	0	-1
		Out	-3	-1	-6	-1	0	-2	0	-1	-14	-2	-1	0	-3
		Total	-3	-1	-7	-1	0	-2	0	-1	-15	-2	-2	0	-4
	Saturday	In	0	0	0	0	0	0	0	-1	-1	0	0	0	0
		Out	0	0	0	0	0	0	0	-2	-2	0	0	0	0
		Total	0	0	0	0	0	0	0	-3	-3	0	0	0	0
Residential **799 DU**	AM	In	16	1	89	3	0	7	2	14	132	15	7	3	25
		Out	58	6	318	8	0	27	7	50	474	52	7	3	62
		Total	74	7	407	11	0	34	9	64	606	67	14	6	87
	Midday	In	23	2	123	3	0	11	3	19	184	21	2	2	25
		Out	23	2	123	3	0	11	3	19	184	21	2	2	25
		Total	46	4	246	6	0	22	6	38	368	42	4	4	50
	PM	In	42	4	232	5	0	20	6	37	346	38	5	0	43
		Out	26	3	142	4	0	12	3	23	213	23	5	0	28
		Total	68	7	374	9	0	32	9	60	559	61	10	0	71
	Saturday	In	41	4	225	5	0	19	5	35	334	37	5	1	43
		Out	34	4	184	5	0	16	4	29	276	30	5	1	36
		Total	75	8	409	10	0	35	9	64	610	67	10	2	79
Local Retail **-11,814 GSF**	AM	In	-4	-1	-1	0	0	-1	-1	-89	-97	-3	-2	0	-5
		Out	-3	-1	-1	0	0	-1	-1	-83	-90	-3	-2	0	-5
		Total	-7	-2	-2	0	0	-2	-2	-172	-187	-6	-4	0	-10
	Midday	In	-7	-2	-2	0	0	-2	-2	-143	-158	-6	-4	0	-10
		Out	-7	-2	-2	0	0	-2	-2	-143	-158	-6	-4	0	-10
		Total	-14	-4	-4	0	0	-4	-4	-286	-316	-12	-8	0	-20
	PM	In	-8	-2	-2	0	0	-2	-2	-195	-211	-7	-4	0	-11
		Out	-8	-2	-2	0	0	-2	-2	-195	-211	-7	-4	0	-11
		Total	-16	-4	-4	0	0	-4	-4	-390	-422	-14	-8	0	-22
	Saturday	In	-10	-2	-2	0	0	-2	-2	-228	-246	-9	-4	0	-13
		Out	-10	-2	-2	0	0	-2	-2	-228	-246	-9	-4	0	-13
		Total	-20	-4	-4	0	0	-4	-4	-456	-492	-18	-8	0	-26
FRESH Grocery Store **0 GSF**	AM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	Midday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0

Table J-5 (Cont'd)
Trip Generation Summary: Net Increments

Program	Peak Hour	In/Out	Person Trips									Vehicle Trips			
			Auto	Taxi	Subway	RR	Ferry	Bus	Bike	Walk	Total	Auto	Taxi	Delivery	Total
Artist Studio Employees -39,237 GSF	AM	In	-19	-2	-34	-3	0	-8	-1	-8	-75	-17	-2	-1	-20
		Out	-1	0	-2	0	0	-1	0	-1	-5	-1	-2	-1	-4
		Total	-20	-2	-36	-3	0	-9	-1	-9	-80	-18	-4	-2	-24
	Midday	In	-1	-2	-3	0	0	-3	0	-42	-51	-1	-3	-1	-5
		Out	-1	-2	-3	0	0	-3	0	-42	-51	-1	-3	-1	-5
		Total	-2	-4	-6	0	0	-6	0	-84	-102	-2	-6	-2	-10
	PM	In	-1	0	-2	0	0	-1	0	0	-4	-1	-2	0	-3
		Out	-23	-2	-40	-3	0	-10	-1	-9	-88	-20	-2	0	-22
		Total	-24	-2	-42	-3	0	-11	-1	-9	-92	-21	-4	0	-25
	Saturday	In	0	0	-1	0	0	-1	0	-12	-14	0	0	0	0
		Out	0	0	-1	0	0	-1	0	-8	-10	0	0	0	0
		Total	0	0	-2	0	0	-2	0	-20	-24	0	0	0	0
Artist Studio Visitors -39,237 GSF	AM	In	-1	0	-1	0	0	-1	0	-1	-4	-1	0	0	-1
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	-1	0	-1	0	0	-1	0	-1	-4	-1	0	0	-1
	Midday	In	-1	0	-1	0	0	-1	0	-1	-4	-1	0	0	-1
		Out	-1	0	-1	0	0	-1	0	-1	-4	-1	0	0	-1
		Total	-2	0	-2	0	0	-2	0	-2	-8	-2	0	0	-2
	PM	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	-1	0	-1	0	0	-1	0	-1	-4	-1	0	0	-1
		Total	-1	0	-1	0	0	-1	0	-1	-4	-1	0	0	-1
	Saturday	In	0	0	0	0	0	0	0	0	0	0	0	0	0
		Out	0	0	0	0	0	0	0	0	0	0	0	0	0
		Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	AM	In	-11	-3	46	0	0	-4	0	-86	-58	-9	2	2	-5
		Out	54	5	314	8	0	24	6	-34	377	48	2	2	52
		Total	43	2	360	8	0	20	6	-120	319	39	4	4	47
	Midday	In	14	-2	116	3	0	4	1	-174	-38	13	-5	1	9
		Out	14	-2	116	3	0	4	1	-173	-37	13	-5	1	9
		Total	28	-4	232	6	0	8	2	-347	-75	26	-10	2	18
	PM	In	33	2	227	5	0	17	4	-158	130	30	-2	0	28
		Out	-9	-2	93	0	0	-3	0	-183	-104	-7	-2	0	-9
		Total	24	0	320	5	0	14	4	-341	26	23	-4	0	19
	Saturday	In	31	2	222	5	0	16	3	-206	73	28	1	1	30
		Out	24	2	181	5	0	13	2	-209	18	21	1	1	23
		Total	55	4	403	10	0	29	5	-415	91	49	2	2	53

TRAFFIC

As shown in **Table J-5**, the Proposed Actions would generate 47, 18, 19, and 53 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Only the Saturday peak hour incremental vehicle trips would slightly exceed the *CEQR Technical Manual* Level 1 screening threshold of 50 peak-hour incremental vehicle trips.

As described above, neither the No Action nor the With Action scenarios would include on-site parking. Therefore, the incremental vehicle trips would be dispersed to parking lots and garages around the projected development sites and among many area intersections, such that the trip increments at any individual intersection would not exceed the *CEQR Technical Manual* analysis threshold of 50 peak-hour vehicle trips. Accordingly, a detailed traffic analysis is not warranted, and the Proposed Actions would not result in the potential for any significant adverse traffic impacts.

PARKING

For parking, because a detailed traffic analysis has been determined to be unwarranted, an assessment of the Proposed Actions' demand on the area's parking resources is also unwarranted. The Proposed Actions' parking demand would likely be accommodated by available study area parking resources. Furthermore, pursuant to *CEQR Technical Manual* guidelines, for proposed projects located in CEQR Parking Zone 2, which includes the projected development sites, the inability of a proposed project or the surrounding area to accommodate the project's future parking demand is considered a parking shortfall but is generally not considered significant, due to the magnitude of available alternative modes of transportation. Therefore, as a result of the conclusions described above for traffic, a detailed parking analysis is not warranted, and the Proposed Actions would not result in any significant parking shortfalls.

TRANSIT

Existing public transit options to and from the study area are shown in **Figure J-2**. The projected development sites are served by the MTA New York City Transit (NYCT) 125th Street Station on the Lexington Avenue Line (No. 4, 5, and 6 trains)[1] and the Harlem-125th Street Metro-North Railroad Station. There are multiple local bus routes in the study area including the M1, M15/M15 Select Bus Service (SBS), M35, M60 SBS, M98, M101, M103, and M125.

As shown in **Table J-5**, the Proposed Actions would generate 360, 232, 320, and 403 incremental subway person trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental subway trips would exceed the *CEQR Technical Manual* analysis threshold of 200 subway trips during the weekday AM and PM peak hours, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified subway analysis is warranted.

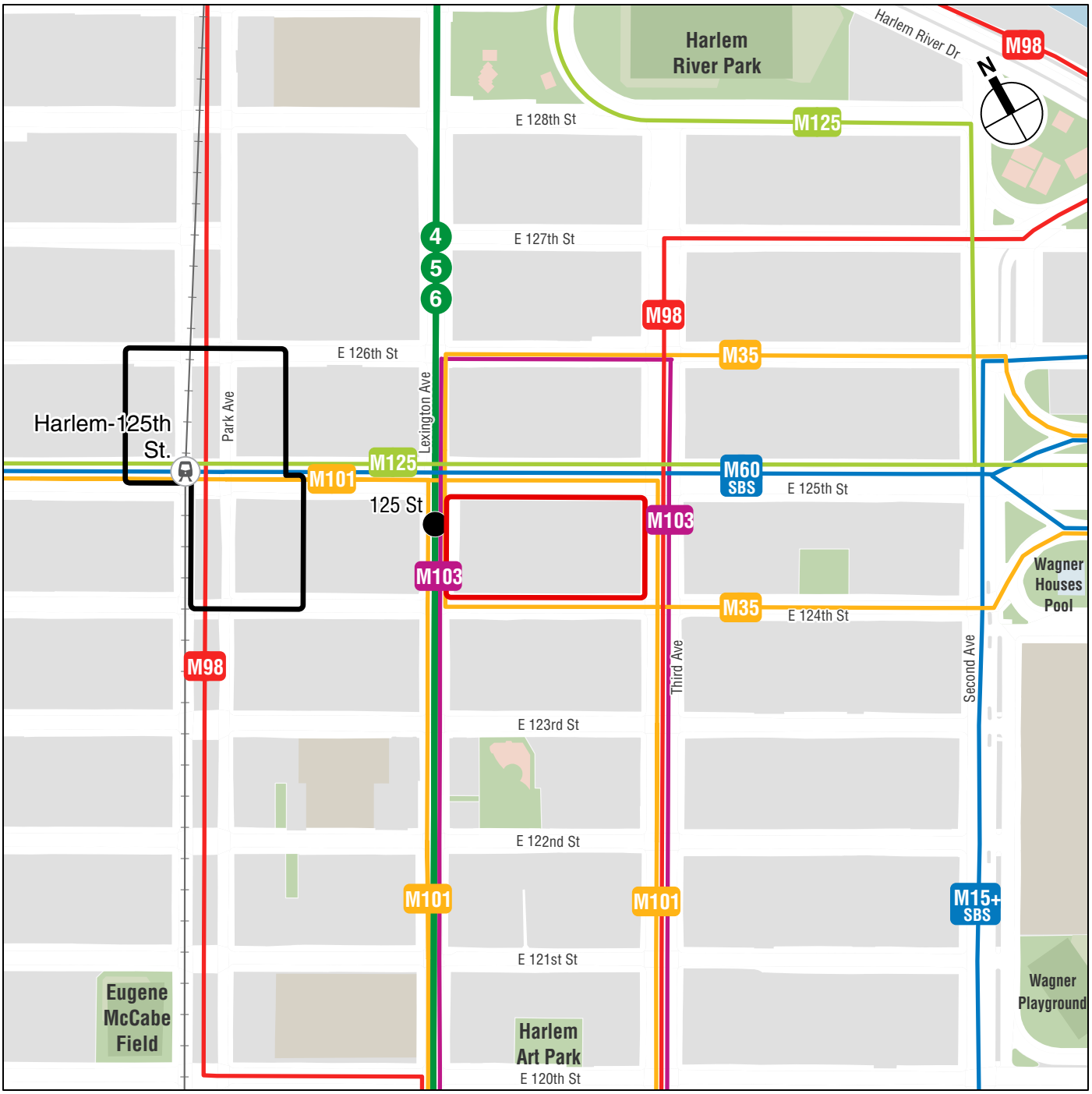
The Proposed Actions would generate 8, 6, 5, and 10 incremental railroad trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Since the incremental railroad trips do not exceed the *CEQR Technical Manual* analysis threshold of 200 railroad trips, a detailed analysis of railroad facilities is not warranted, and the Proposed Actions are not expected to result in any significant adverse railroad impacts.

The Proposed Actions would also generate 20, 8, 14, and 29 incremental bus trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Accordingly, no single bus route would incur the incur the *CEQR Technical Manual* analysis threshold of 50 or more peak-hour bus riders in a single direction. Therefore, a detailed bus line-haul analysis is also not warranted, and the Proposed Actions would not result in any significant adverse bus line-haul impacts.

CITY-WIDE FERRY SERVICE

As shown in **Table J-5**, the Proposed Actions would not generate any incremental ferry trips during the four analysis peak hours. Therefore, a detailed City-Wide Ferry Service ferry line-

[1] The Lexington Avenue Line is also referred to in this analysis by its historical operating company's name, the Interborough Rapid Transit (IRT).



Study Area Transit

MTA 125TH AND LEXINGTON REZONING

Figure J-2

haul analysis and City-Wide Ferry Service facilities analysis are not warranted, and the Proposed Actions are not expected to result in any significant adverse ferry impacts.

PEDESTRIANS

As shown in **Table J-5**, the Proposed Actions would generate 319, -75, -104, and 91 incremental person trips during the weekday AM, midday, PM and Saturday peak hours, respectively. Since only the weekday AM peak hour incremental person trips would exceed the *CEQR Technical Manual* Level 1 screening threshold of 200 peak-hour incremental person trips, a Level 2 screening assessment (presented in the section below) was conducted for this peak hour to determine if a quantified pedestrian analysis is warranted.

LEVEL 2 SCREENING

As part of the Level 2 screening assessment, project-generated trips associated with the RWCDS were assigned to specific intersections, transit facilities, and pedestrian elements near the projected development sites. The *CEQR Technical Manual* states that further quantified analyses to assess the potential impacts of a proposed project on the transportation system may be warranted if the trip assignments identify key intersections incurring 50 or more incremental peak-hour vehicle trips, subway stations incurring 200 or more incremental peak-hour transit trips, subway lines incurring 200 or more peak-hour incremental passengers in a travel direction, bus routes incurring 50 or more peak-hour incremental passengers in a travel direction, or pedestrian elements incurring 200 or more incremental peak-hour pedestrian trips. As presented above, further quantified traffic analysis was determined to be unwarranted based on the Level 1 screening assessment results.

SITE ACCESS AND EGRESS

As detailed in Attachment A, "Project Description and Screening Analyses," independent of the Proposed Actions, the MTA plans to develop a portion of Projected Development Sites 1 and 3 with new subway station entrances for the Second Avenue Subway's new 125th Street Station under both the No Action and With Action conditions.[2] The future Second Avenue Subway 125th Street Station (Q train) will create direct connections to the existing Lexington Avenue 125th Street Station (No 4, 5, and 6 trains) and these connections have been accounted for the Level 2 subway trip assignments discussed below.

Under the No Action and With Action conditions, Projected Development Site 1's residential entrance would be located on East 125th Street and the local retail entrances would be located at the corner of East 124th Street and Lexington Avenue and along East 125th Street. There would be no parking provided in the building and loading would occur along the curb. Projected Development Site 2's residential entrances would be located along Third Avenue and along East 124th Street, with the local retail and FRESH grocery store entrances along East 125th Street. There would be no parking provided in the building, and loading would occur along East 124th Street via one new curb cut.

For Projected Development Site 3, under the No Action and With Action conditions, the residential entrance would be located along East 124th Street. The local retail entrances would be located along East 125th Street and along East 124th Street. The No Action

[2] This analysis also refers to the Second Avenue Subway using the historical name for Q line service in Manhattan, the Independent (IND) Subway System.

community facility entrance would be located along East 125th Street. There would be no parking provided in the building.

For Projected Development Site 4, under the No Action and With Action conditions, the residential entrance would be located along East 126th Street and the office and local retail entrances would be located along Park Avenue. There would be no parking provided in the building.

TRANSIT

The projected development sites are located near the existing 125th Street subway station (Lexington Avenue Line No. 4, 5, and 6 trains). This station currently has street-stair entrances on all four corners of the intersection of East 125th Street and Lexington Avenue and an elevator entrance at the northeast corner of the intersection.

In both the No Action and With Action conditions, a new subway station entrance will be constructed at the southeast corner of East 125th Street and Lexington Avenue, providing access to the existing Lexington Avenue Line 125th Street Station (Nos. 4, 5, and 6 trains) and the new Second Avenue Subway 125th Street Station (Q train). This new entrance will be incorporated into the ground floor of the new building on Projected Development Site 1 and will replace the existing street-stair entrance to the Lexington Avenue Line currently at that corner. In addition, a subway entrance to the new Second Avenue Subway 125th Street Station will be at the southeast corner of Park Avenue and East 125th Street, in the ground floor of the new building on Projected Development Site 3.

The most likely travel routes to and from the projected development sites, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, and the anticipated locations of site access and egress were examined to develop subway trip assignment patterns. All project-generated subway trips are expected to be distributed to the 125th Street Station. Project-generated subway trips in both the No Action and With Action conditions were assigned through the station incorporating MTA's plans for new Second Avenue Subway service here, including new vertical circulation elements connecting the future Q train platform with the No. 4, 5, and 6 train (IRT Lexington Avenue Line) platforms and the rest of the station. The incremental subway trips resulting from the With Action condition would be distributed among the No. 4, 5, 6, and the Q subway lines, such that no individual subway line would incur 200 or more incremental peak-hour subway riders. Therefore, a detailed subway line-haul analysis is not warranted and the Proposed Actions would not result in any significant adverse subway line-haul impacts.

Project-generated subway trips for Projected Development Sites 1 and 2 were assigned to enter/exit the station at the southeast corner of Lexington Avenue and East 125th Street. Project-generated subway trips for Projected Development Sites 3 and 4 were assigned to enter/exit the station at either the northwest or southwest corners of Lexington Avenue and East 125th Street, or at the southeast corner of Park Avenue northbound and East 125th Street.

Based on the results of the Level 1 screening, trip assignments were developed for the weekday AM and PM peak hours, when the incremental trips from the Proposed Actions would exceed the screening threshold of 200 in each peak hour. Preliminary trip assignments indicate that 26 vertical circulation elements (consisting of eight existing stairways, four new stairways, and 14 new escalators) and one fare control area at the combined 125th Street

Station (Second Avenue Subway and Lexington Avenue Line service) would incur incremental subway trips warranting a detailed analysis. These station elements were as follows:

- Reconfigured R258-Southeast fare control area, which would be relocated from the IRT Lexington Avenue Line mezzanine level to the southeast corner of Lexington Avenue and East 125th Street at street level;
- Two new street-level escalators, ESC-LEX-17 and ESC-LEX-18, connecting the IRT Lexington Avenue Line mezzanine level with the R258-Southeast paid zone at street level;
- Reconfigured street-level stair S2/M2, which would be relocated to within the R258-Southeast paid zone at the southeast corner of Lexington Avenue and East 125th Street next to ESC-LEX-17 and ESC-LEX-18;
- Existing platform-level stairs IRT-P2, IRT-P3, and IRT-P4 connecting the existing uptown IRT Lexington Avenue Line platform with the reconfigured existing IRT Lexington Avenue Line mezzanine one level below street level;
- Existing platform-level stairs IRT-PL1/PL2, IRT-PL3/PL4, IRT-PL5/PL6, and IRT-PL7/PL8, connecting existing uptown IRT Lexington Avenue Line platforms with existing downtown IRT Lexington Avenue Line platforms;
- Four new mezzanine escalators, ESC-LEX-13, ESC-LEX-14, ESC-LEX-15, and ESC-LEX-16, connecting the IRT Lexington Avenue Line mezzanine level with a new intermediate landing;
- Four new mezzanine escalators ESC-LEX-9, ESC-LEX-10, ESC-LEX-11, and ESC-LEX-12, connecting the new intermediate landing with new upper mezzanine (Underpass Transfer Level) one level below the downtown IRT Lexington Avenue Line platform;
- Four new IND Second Avenue Line mezzanine escalators, ESC-LEX-5, ESC-LEX-6, ESC-LEX-7, and ESC-LEX-8, connecting the new upper mezzanine (underpass Transfer Level) with the new IND Second Avenue Line intermediate mezzanine;
- Four of the six new IND Second Avenue Line platform stairs (IND-PLAT1, IND-PLAT2, IND-PLAT3, IND-PLAT 4) located closest to the ESC-LEX-5, ESC-LEX-6, ESC-LEX-7, and ESC-LEX-8 mezzanine escalators.

The incremental trips assigned to each of these selected analysis elements are summarized in **Table J-6** below and the detailed analysis of these transit elements is provided in Section D, “Detailed Transit Analysis.”

Table J-6
With Action Incremental Subway Trips by Element
125th Street Station (4, 5, 6, and Q lines)

Location	Element	Element ID	Project Generated Incremental Subway Trips Weekday AM	Project Generated Incremental Subway Trips Weekday PM	Selected for Analysis
Southwest corner of Lexington Ave and East 125th St	Street Stair	M1/S1	-9	-16	
Southeast corner of Lexington Ave and East 125th St (relocated within paid zone)	Street Stair	M2/S2	15	7	✓
Northwest corner of Lexington Ave and East 125th St	Street Stair	M3/S3	-3	-4	
Southeast corner of Lexington Ave and East 125th St (new within paid zone)	Street Escalator	ESC-LEX-17	82	212	✓
Southeast corner of Lexington Ave and East 125th St (new within paid zone)	Street Escalator	ESC-LEX-18	275	123	✓
Southwest/Northwest corners of Lexington Ave and East 125th St (reconfigured)	Fare Control Area	R258-West	-12	-20	
Southeast corner of Lexington Ave and East 125th St (reconfigured)	Fare Control Area	R258-SE	372	342	✓
Northeast corner of Lexington Ave and East 125th St	Fare Control Area	R258-NE	0	0	
Four new mezzanine escalators (three in peak direction, one in off-peak direction) connecting the new intermediate landing and the reconfigured existing Lexington mezzanine one level below street level	Mezzanine Escalator	ESC-LEX-13/14/15/16 (Up)	15	43	✓
Four new mezzanine escalators (three in peak direction, one in off-peak direction) connecting the new intermediate landing and the reconfigured existing Lexington mezzanine one level below street level	Mezzanine Escalator	ESC-LEX-13/14/15/16 (Down)	57	26	✓
Platform stair between IRT mezzanine (South) and Uptown IRT platform	Platform Stair	IRT-P2	133	119	✓
Platform stair between IRT mezzanine (South) and Uptown IRT platform	Platform Stair	IRT-P3	160	124	✓
Platform stair between IRT mezzanine (North) and Uptown IRT platform	Platform Stair	IRT-P4	-5	8	✓
Platform stair between IRT Uptown and Downtown platforms	Platform Stair	IRT-PL1/PL2	-2	3	✓
Platform stair between IRT Uptown and Downtown platforms	Platform Stair	IRT-PL3/PL4	93	47	✓
Platform stair between IRT Uptown and Downtown platforms	Platform Stair	IRT-PL5/PL6	121	49	✓
Platform stair between IRT Uptown and Downtown platforms	Platform Stair	IRT-PL7/PL8	0	5	✓
Platform stair between IRT Uptown and Downtown platforms	Platform Stair	IRT-PL9/PL10	-1	0	
Four new mezzanine escalators (three in peak direction, one in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	Mezzanine Escalator	ESC-LEX-9/10/11/12 (Up)	16	43	✓
Four new mezzanine escalators (three in peak direction, one in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	Mezzanine Escalator	ESC-LEX-9/10/11/12 (Down)	57	26	✓

Table J-6
With Action Incremental Subway Trips by Element
125th Street Station (4, 5, 6, and Q lines)

Location	Element	Element ID	Project Generated Incremental Subway Trips Weekday AM	Project Generated Incremental Subway Trips Weekday PM	Selected for Analysis
Four new IND Second Ave Line mezzanine escalators (three in peak direction, one in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine one level below the downtown IRT Lexington Ave Line platform	Mezzanine Escalator	ESC-LEX-5/6/7/8 (Up)	16	43	✓
Four new IND Second Ave Line mezzanine escalators (three in peak direction, one in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine one level below the downtown IRT Lexington Ave Line platform	Mezzanine Escalator	ESC-LEX-5/6/7/8 (Down)	57	26	✓
New IND platform level stair (easternmost)	Platform Stair	STR-IND-PLAT1	42	37	✓
New IND platform level stair (second easternmost)	Platform Stair	STR-IND-PLAT2	25	20	✓
New IND platform level stair (third easternmost)	Platform Stair	STR-IND-PLAT3	5	7	✓
New IND platform level stair (fourth easternmost)	Platform Stair	STR-IND-PLAT4	2	6	✓
New IND platform level stair to Park Ave mezzanine	Platform Stair	STR-IND-PLAT5	-1	-2	
New IND platform level stair to Park Ave mezzanine	Platform Stair	STR-IND-PLAT6	-1	-2	
Two new IND platform level escalators to Park Ave mezzanine	Platform Escalator	ESC-IND-3/4 (Up)	-3	1	*
Six new elevators connecting the IND Second Ave intermediate mezzanine with street level paid zone at the SE corner of Park Ave and 125th St	Mezzanine Elevator	ELV-PARK	-1	-5	
Southeast corner of Park Ave northbound and East 125th St	Fare Control Area	FCA-PARK	-1	-5	

Notes:
✓ denotes station elements selected for detailed analysis.
* denotes station elements excluded in detailed analysis in consultation with NYCT.

PEDESTRIANS

As shown in **Table J-5**, the projected peak-hour incremental pedestrian trips with the Proposed Actions would exceed the *CEQR* analysis threshold of 200 pedestrians during the weekday AM peak hour. Separate Level 2 pedestrian trip assignments were developed for all the proposed uses, as shown in **Figures J-3 through J-5** and discussed below. The trips were assigned to area pedestrian elements based on the most likely travel routes to and from the projected development sites, prevailing travel patterns, commuter O-D summaries from the census data, the configuration of the roadway network, the anticipated locations of site access and egress, locations of parking and transit facilities, and nearby land use and population characteristics. The residential trip patterns were developed based on the 2012–2016 U.S. Census ACS JTW O-D estimates. The office and artist studio staff trip patterns were developed based on the 2012–2016 U.S. Census ACS RJTW O-D estimates. The local

4.29.25



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

0 600 FEET

No Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

MTA 125TH AND LEXINGTON REZONING

Figure J-3

4.29.25



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

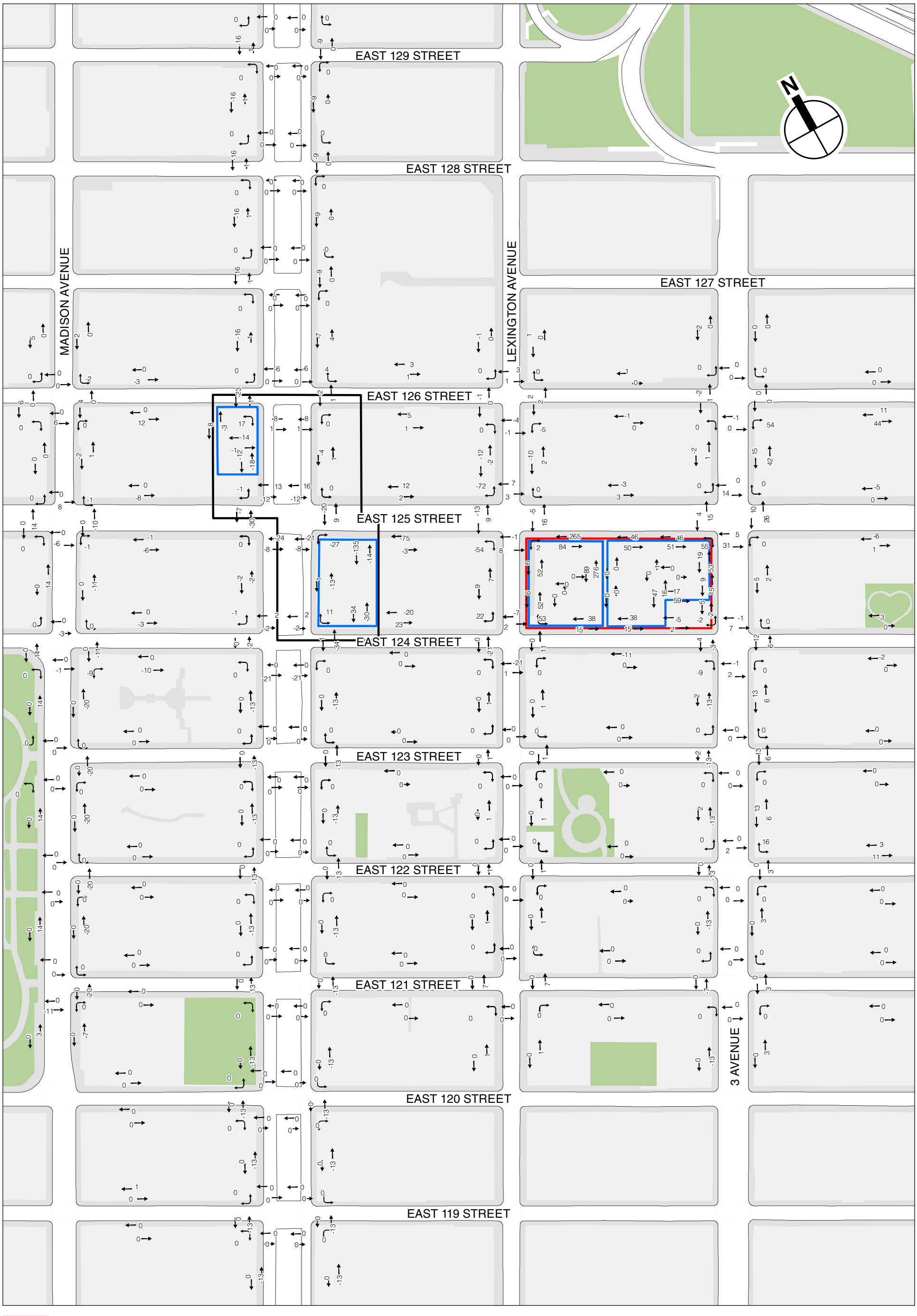
0 600 FEET

With Action Project Generated Pedestrian Trips
Weekday AM Peak Hour

MTA 125TH AND LEXINGTON REZONING

Figure J-4

4.29.25



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

0 600 FEET

With Action Incremental Pedestrian Trips
Weekday AM Peak Hour

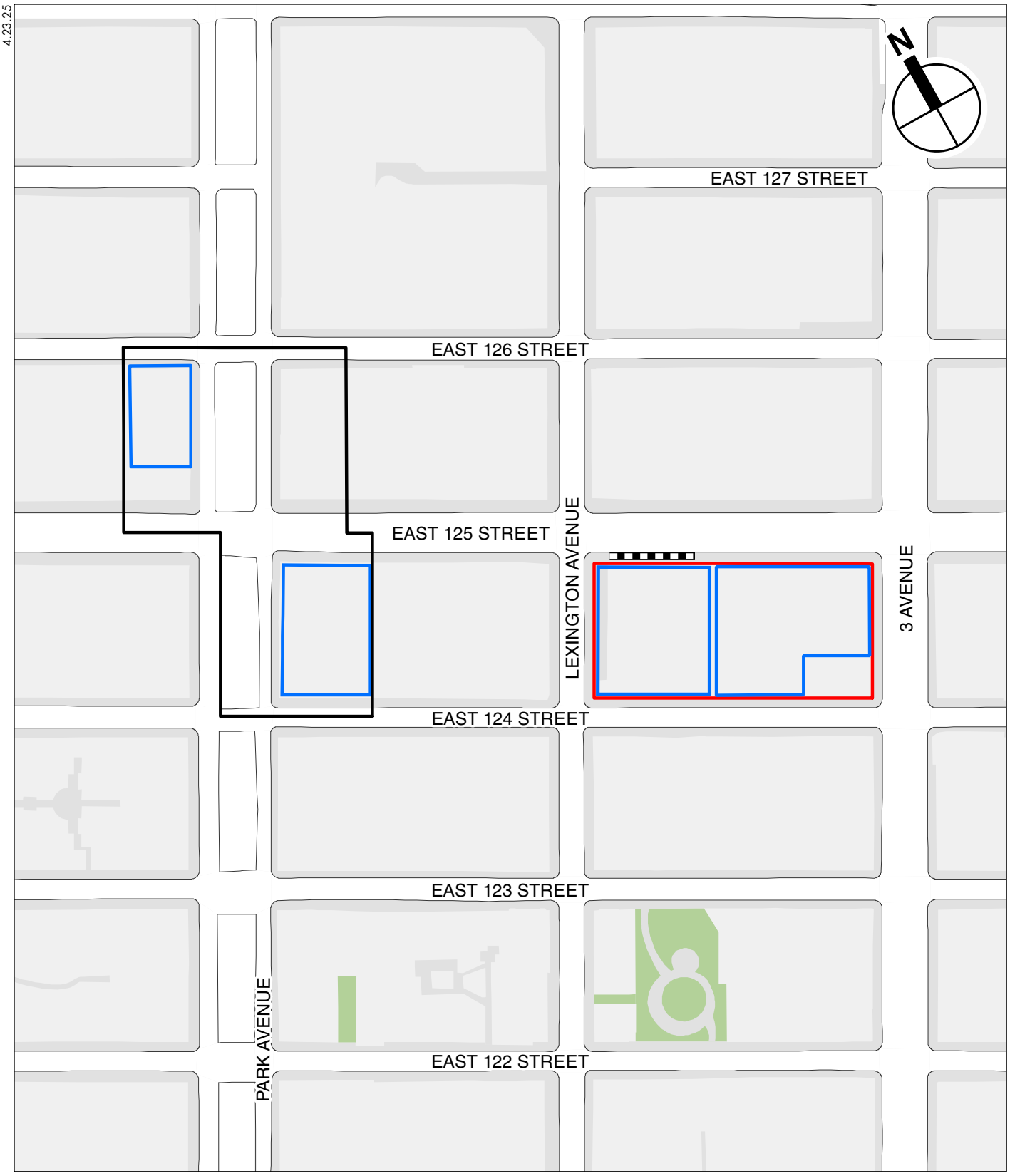
MTA 125TH AND LEXINGTON REZONING

Figure J-5

retail and FRESH grocery store trip patterns were developed based on the assumption that those stores would serve customers primarily from the immediate area, and the trips were generally assigned from the local origins within the neighborhood and adjacent residential areas. More information about the assignments is as follows:

- Auto Trips – Motorists were assigned to the off-site parking facilities identified within a 1/4-mile radius of the projected development sites, and were assumed to walk to and from these off-street parking facilities. Residential trips were assigned to nearby off-street parking facilities that were operational during the overnight period.
- Taxi Trips – Taxi patrons would be dropped off and picked up as follows:
  - Projected Development Site 1: Along East 125th Street, Lexington Avenue, and East 124th Street;
  - Projected Development Site 2: Along Third Avenue, East 124th Street, and East 125th Street;
  - Projected Development Site 3: Along East 124th and East 125th Street, and
  - Projected Development Site 4: Along Park Avenue southbound and East 126th Street.
- City Bus Trips – City bus riders would take buses stopping on East 125th Street, Lexington Avenue, Park Avenue, Madison Avenue, and Third Avenue to access the development sites; Port Authority Bus Terminal bus riders would transfer to the Q subway line to the 125th Street subway station to access the development sites.
- Subway Trips – Subway riders would exit the 125th Street subway station as follows:
  - Projected Development Sites 1 and 2: At the southeast corner of Lexington Avenue and East 125th Street;
  - Projected Development Site 3: At either the southwest corner of Lexington Avenue and East 125th Street or the southeast corner of Park Avenue northbound and East 125th Street, and
  - Projected Development Site 4: At either the northwest corner of Lexington Avenue and East 125th Street or the southeast corner of Park Avenue northbound and East 125th Street.
- Railroad Trips – Railroad trips from the Harlem-125th Street Metro-North Railroad Station would walk to the development sites from either the northwest or southwest corner of Park Avenue northbound and East 125th Street. Railroad trips from Penn Station and Grand Central Terminal would transfer to the No. 4, 5, or the Q subway lines to the 125th Street subway station to access the development sites.
- Walk-Only Trips – Walk-only trips were distributed to the surrounding area in consideration of population density and land use characteristics.

Based on the detailed pedestrian trip assignments, one sidewalk segment (south sidewalk of East 125th Street between Lexington Avenue and Projected Development Site 1 residential/retail entrance) was selected for detailed pedestrian analysis for the weekday AM peak hour, as summarized in **Table J-7** and depicted in **Figure J-6**. The detailed analysis of this sidewalk location is provided in Section E, “Detailed Pedestrian Analysis.”



Pedestrian Analysis Locations

MTA 125TH AND LEXINGTON REZONING

Figure J-6

Table J-7
Pedestrian Level 2 Screening Analysis Results

Pedestrian Elements	Incremental Pedestrian Trips Weekday AM	Selected Analysis Locations
Lexington Ave and East 125th St		
South sidewalk of East 125th St between Lexington Avenue and Projected Development Site 1 Residential/Retail Entrance	349	✓
South sidewalk of East 125th St between Projected Development Sites 1 and 2 Entrances	96	
Third Ave and East 125th St		
Southwest Corner	110	
South sidewalk of East 125th St between Projected Development Site 2 Retail Entrances and Third Ave	97	

Notes: Elements with increments that are close to or over 100 in a peak hour are shown in this table.
✓ denotes pedestrian elements selected for detailed analysis.

C. TRANSPORTATION ANALYSIS METHODOLOGIES

Based on the Level 1 and Level 2 screening analyses, detailed analyses were determined to be warranted to evaluate the effects of the Proposed Actions on operation of the 125th Street subway station's control areas and vertical circulation elements, and on pedestrian elements at one intersection near Projected Development Site 1. The analysis methodologies and significant adverse impact criteria for these transportation analysis topics are outlined below. Since detailed traffic analysis was determined to be unwarranted and the pedestrian analysis is only warranted for one study area sidewalk location, assessments of street user safety and parking supply and demand are not warranted.

TRANSIT OPERATIONS: SUBWAY STATION ELEMENTS

The methodology for evaluation of subway station elements presented in the *CEQR Technical Manual* was developed in conjunction with NYCT. The methodology for assessing station circulation (stairs, escalators, and passageways) and fare control elements (regular turnstiles, high entry/exit turnstiles, and high exit turnstiles) involves comparing the volume of passengers using a particular element with that element's design capacity, to identify the volume-to-capacity, or v/c, ratio. For stairs, the design capacity considers the effective width of a tread, which accounts for railings or other obstructions, the friction or counter-flow between upward and downward pedestrians (up to 10 percent capacity reduction is applied to account for counter-flow friction), surging of entering and exiting pedestrians (up to 25 percent capacity reduction is applied to account for surged flows off of and onto platforms), and the average area required for circulation. For passageways, similar considerations are made. For escalators and turnstiles, capacities are measured by the number and width of an element and the NYCT optimum capacity per element, and also account for the potential for surging of entering and exiting pedestrians. In the analysis for each of these elements, volumes and capacities are presented for 15-minute intervals. The estimated v/c ratio is compared with NYCT criteria to determine the level-of-service (LOS) for the operation of an element, as summarized in **Table J-8**.

Table J-8
Level of Service Criteria for Subway Station Elements

LOS	V/C Ratio	Description
A	0.00 to 0.45	Free flow
B	0.45 to 0.70	Fluid flow
C	0.70 to 1.00	Fluid flow, somewhat restricted
D	1.00 to 1.33	Crowded, walking speed restricted
E	1.33 to 1.67	Congested, some shuffling and queuing
F	Above 1.67	Severely congested, queued

Source: New York City Mayor's Office of Environmental Coordination, 2021 *CEQR Technical Manual*

At LOS A ("free flow") and B ("fluid flow"), there is sufficient area to allow pedestrians to freely select their walking speed and bypass slower pedestrians. When cross and reverse flow movement exists, only minor conflicts may occur. At LOS C ("fluid, somewhat restricted"), movement is fluid although somewhat restricted. While there is sufficient room for standing without personal contact, circulation through queuing areas may require adjustments to walking speed. At LOS D ("crowded, walking speed restricted"), walking speed is restricted and reduced. Reverse and cross flow movement is severely restricted because of congestion and the difficult passage of slower moving pedestrians. At LOS E ("congested, some shuffling and queuing") and F ("severely congested, queued"), walking speed is restricted. There is also insufficient area to bypass others, and opposing movement is difficult. Often, forward progress is achievable only through shuffling, with queues forming.

The determination of significant impacts for station elements varies based on their type and use. For stairs and passageways, significant impacts are defined in terms of width increment threshold (WIT) based on the minimum amount of additional capacity that would be required either to mitigate the location to its service conditions (LOS) under the No Action levels, or to bring it to a v/c ratio of 1.00 (LOS C/D), whichever is greater. Significant impacts are typically considered to occur once the WITs in **Table J-9** are reached or exceeded.

Table J-9
Significant Impact Guidance for Stairs and Passageways

With Action V/C Ratio	WIT for Significant Impact (inches)	
	Stairway	Passageway
1.00 to 1.09	8.0	13.0
1.10 to 1.19	7.0	11.5
1.20 to 1.29	6.0	10.0
1.30 to 1.39	5.0	8.5
1.40 to 1.49	4.0	6.0
1.50 to 1.59	3.0	4.5
1.60 and up	2.0	3.0

Note: WIT = Width Increment Threshold
Source: New York City Mayor's Office of Environmental Coordination, 2021 *CEQR Technical Manual.*

For escalators and control area elements, impacts are significant if the proposed project causes a v/c ratio to increase from below 1.00 to 1.00 or greater. Where a facility is already at or above its capacity (a v/c of 1.00 or greater) in the No Action condition, a 0.01 increase in v/c ratio is also significant.

PEDESTRIAN OPERATIONS

The adequacy of the study area's sidewalk capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 *Highway Capacity Manual (HCM)*, in accordance with procedures detailed in the *CEQR Technical Manual*. The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (SFP), which is an indicator of the quality of pedestrian movement and comfort. The calculation of the sidewalk SFP is based on the pedestrian volumes by direction, the effective sidewalk or walkway width, and average walking speed. The SFP forms the basis for a sidewalk LOS analysis. The determination of sidewalk LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform; whereas platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume.

The LOS standards for sidewalks are summarized in **Table J-10**. The *CEQR Technical Manual* specifies acceptable mid-LOS D or better (minimum of 31.5 SFP platoon flows for sidewalks) in Central Business District (CBD) settings, which include the study area for the Proposed Actions.

Table J-10
Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks	
	Non-Platoon Flow	**Platoon Flow**
A	> 60 SFP	> 530 SFP
B	> 40 and ≤ 60 SFP	> 90 and ≤ 530 SFP
C	> 24 and ≤ 40 SFP	> 40 and ≤ 90 SFP
D	> 15 and ≤ 24 SFP	> 23 and ≤ 40 SFP
E	> 8 and ≤ 15 SFP	> 11 and ≤ 23 SFP
F	≤ 8 SFP	≤ 11 SFP

Note: SFP = square feet per pedestrian.
Source: New York City Mayor's Office of Environmental Coordination, 2021 *CEQR Technical Manual.*

The determination of significant pedestrian impacts considers the level of predicted decrease in pedestrian space between the No Action and With Action conditions. For different pedestrian elements, flow conditions, and area types, the *CEQR Technical Manual* procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

For identifying significant impacts on sidewalks, the CBD sliding-scale formula for platoon flow is $Y \geq X/(9.5–0.321)$. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian space falls short of mid-LOS D. **Table J-11** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

Table J-11
Significant Impact Guidance for Sidewalks

CBD Platoon Flow Sliding Scale Formula: $Y \geq X/(9.5—0.321)$	
No Action Pedestrian Space (X, SFP)	**With Action Pedestrian Space Reduction (Y, SFP)**
No Action Pedestrian Space > 34.8	With Action Pedestrian Space < 31.5
34.0 to 34.8	≥ 3.3
33.0 to 33.9	≥ 3.2
32.1 to 32.9	≥ 3.1
31.1 to 32.0	≥ 3.0
30.2 to 31.0	≥ 2.9
29.2 to 30.1	≥ 2.8
28.3 to 29.1	≥ 2.7
27.3 to 28.2	≥ 2.6
26.4 to 27.2	≥ 2.5
25.4 to 26.3	≥ 2.4
24.5 to 25.3	≥ 2.3
23.5 to 24.4	≥ 2.2
22.6 to 23.4	≥ 2.1
21.6 to 22.5	≥ 2.0
20.7 to 21.5	≥ 1.9
19.7 to 20.6	≥ 1.8
18.8 to 19.6	≥ 1.7
17.8 to 18.7	≥ 1.6
16.9 to 17.7	≥ 1.5
15.9 to 16.8	≥ 1.4
15.0 to 15.8	≥ 1.3
14.0 to 14.9	≥ 1.2
13.1 to 13.9	≥ 1.1
12.1 to 13.0	≥ 1.0
11.2 to 12.0	≥ 0.9
10.2 to 11.1	≥ 0.8
9.3 to 10.1	≥ 0.7
8.3 to 9.2	≥ 0.6
7.4 to 8.2	≥ 0.5
6.4 to 7.3	≥ 0.4
< 6.4	≥ 0.3

Notes: SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.
Sources: New York City Mayor's Office of Environmental Coordination, 2021 *CEQR Technical Manual*

D. DETAILED TRANSIT ANALYSIS: SUBWAY STATION ANALYSIS

Based on the transportation screening assessments for the Proposed Actions presented above in Section B, "Transportation Screening Assessments," detailed analysis was conducted for subway station elements at the 125th Street subway station (existing No. 4, 5, and 6 trains and future Q train). In total, 26 vertical circulation elements, including 12 stairways (consisting of eight existing and four new stairways) and 14 new escalators, and one fare control area would warrant analysis for the weekday AM and PM peak hours.

EXISTING CONDITIONS

STATION CONFIGURATION

The existing 125th Street subway station is served by the Lexington Avenue Line No. 4, 5, and 6 trains, and the configuration of this station is as follows:

- The station has a mezzanine level above two platform levels, with Uptown service on the upper platform level and Downtown service on the lower platform level. Each platform level has a single island platform serving local (No. 6 train) and express (Nos. 4 and 5 train) service.
- The station has two fare control areas. The R258-South fare control area at the southern end of the mezzanine level has a total of eight two-way turnstiles and one high exit-only turnstile, and is one level above the Uptown IRT Lexington Avenue Line platform and two levels above the Downtown IRT Lexington Avenue Line platform. The R258-North fare control area at the northern end of the mezzanine level has a total of four two-way turnstiles and one high exit-only turnstile, and is also one level above the Uptown platform and two levels above the Downtown platform.
- The R258-South fare control area leads directly to the IRT-P2 and IRT-P3 platform stairs serving the Uptown IRT Lexington Avenue Line platform, with P3 the closest of the two stairs to the control area.
- The R258-North fare control area leads directly to the IRT-P4 platform stair serving the Uptown IRT Lexington Avenue Line platform.
- At the Uptown IRT Lexington Avenue Line platform level, there are five additional platform stairs leading directly to the Downtown IRT Lexington Avenue platform level one level below, and are listed below from north to south:
  - Platform Stair IRT-PL9/PL10, directly across from the IRT-P4 platform stair;
  - Platform Stair IRT-PL7/PL8, between the IRT-P3 and IRT-P4 platform stairs;
  - Platform Stair IRT-PL5/PL6, directly across from the IRT-P3 platform stair;
  - Platform Stair IRT-PL3/PL4, directly across from the IRT-P2 platform stair; and
  - Platform Stair IRT-PL1/PL2, at the southern end of the platform.

PASSENGER VOLUMES

In consultation with NYCT, existing passenger volumes for vertical circulation elements and fare control areas were developed based on the 2017 *East Harlem Rezoning FEIS*. NYCT considers these baseline volumes to be reasonably conservative and representative of existing conditions, as they were collected pre-COVID and do not account for any post-COVID adjustments.

EXISTING CONDITIONS STATION ELEMENT ANALYSIS

As shown in **Tables J-12 through J-15**, all analyzed vertical circulation elements and control areas in the 125th Street subway station currently operate at acceptable levels during the weekday AM and PM peak hours, with one exception:

- Platform-level stairway IRT-P3 between the Uptown IRT Lexington Avenue Line platform and the R258-South paid zone, which operates at LOS D with a v/c ratio of 1.20 and at LOS D with a v/c ratio of 1.09 in the weekday AM and PM peak hours, respectively.

Table J-12
Existing Conditions
Level of Service Summary—Stair Analysis
125th Street Station (4, 5, and 6 lines)
Weekday AM Peak Hour

Subway Stair	Location	Actual Width (ft)	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
M2/S2	SE corner of Lexington Ave and East 125th St	5.83	4.83	875	1033	273	323	90%	100%	90%	0.97	C
IRT-P2	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1179	1172	368	366	90%	100%	90%	0.88	C
IRT-P3	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1552	1369	485	428	90%	100%	75%	1.20	D
IRT-P4	Platform stair between IRT mezzanine (North) and Uptown IRT platform	7.67	6.42	648	1072	203	335	90%	100%	75%	0.75	C
IRT-PL1/PL2	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	68	372	21	116	90%	100%	75%	0.20	A
IRT-PL3/PL4	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	487	581	152	182	90%	100%	75%	0.46	B
IRT-PL5/PL6	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	878	859	274	268	90%	100%	75%	0.74	C
IRT-PL7/PL8	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	66	668	21	209	90%	100%	75%	0.35	A

Table J-13
Existing Conditions
Level of Service Summary—Stair Analysis
125th Street Station (4, 5, and 6 lines)
Weekday PM Peak Hour

Subway Stair	Location	Actual Width (ft)	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
M2/S2	SE corner of Lexington Ave and East 125th St	5.83	4.83	583	833	182	260	90%	100%	90%	0.72	C
IRT-P2	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	623	1041	195	325	90%	100%	90%	0.63	B
IRT-P3	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1546	1133	483	354	90%	100%	75%	1.09	D
IRT-P4	Platform stair between IRT mezzanine (North) and Uptown IRT platform	7.67	6.42	636	457	199	143	90%	100%	75%	0.45	A
IRT-PL1/PL2	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	119	143	37	45	90%	100%	75%	0.11	A
IRT-PL3/PL4	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	345	245	108	77	90%	100%	75%	0.25	A
IRT-PL5/PL6	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	695	388	217	121	90%	100%	75%	0.44	A
IRT-PL7/PL8	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	86	350	27	109	90%	100%	75%	0.20	A

Table J-14
Existing Conditions
Level of Service Summary—Fare Control Analysis
125th Street Station (4, 5, and 6 lines)
Weekday AM Peak Hour

Fare Control Elements	No.	Capacity		Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor Out	V/C Ratio	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
R258-South: South side of Lexington Ave and East 125th St											
Eight Two-Way Turnstiles and one High Exit-Turnstile	9	3,360	5,715	2,730	2,541	853	794	0.90	0.80	0.48	B

Note: In consultation with NYCT, capacities for the eight two-way turnstiles and one high exit-turnstile were combined into one fare control element, consistent with the fare control analysis in the 2017 *East Harlem Rezoning FEIS*.

Table J-15
Existing Conditions
Level of Service Summary—Fare Control Analysis
125th Street Station (4, 5, and 6 lines)
Weekday PM Peak Hour

Fare Control Elements	No.	Capacity		Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor Out	V/C Ratio	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
R258-South: South side of Lexington Ave and East 125th St											
Eight Two-Way Turnstiles and one High Exit-Turnstile	9	3,360	5,715	2,169	2,174	678	679	0.90	0.80	0.39	A
Note: In consultation with NYCT, capacities for the eight two-way turnstiles and one high exit-turnstile were combined into one fare control element, consistent with the fare control analysis in the 2017 *East Harlem Rezoning FEIS*.											

NO ACTION CONDITION

STATION CONFIGURATION

In the No Action condition, MTA will complete Phase 2 of the Second Avenue Subway, extending Q train (IND) service to a new terminal station at 125th Street between approximately Third and Park Avenues. The station will have two entrances, one at the southeast corner of Lexington Avenue and East 125th Street (escalators, a stair, and an elevator) and one at the southeast corner of Park Avenue and East 125th Street (elevators only). The station will have a mezzanine level above the platform level. On the platform level, a single island platform will serve the station's two tracks.

This new 125th Street Station will be connected to the existing 125th Street station on the IRT Lexington Avenue Line, and the Lexington Avenue Line station will be reconfigured as follows:

- The R258-South fare control area on the IRT Lexington Avenue Line mezzanine will be relocated up to street level on the southeast corner of Lexington Avenue and East 125th Street, operating with five two-way turnstiles as the reconfigured R258-Southeast fare control area.
- The R258-North fare control area on the IRT Lexington Avenue Line mezzanine will be reconfigured from one fare control area into two separate fare control areas: the R258-West fare control area on the west side of the IRT Lexington Avenue Line mezzanine serving the street-level access at the northwest and southwest corners of Lexington Avenue and East 125th Street, and the R258-Northeast fare control area serving the street-level access at the northeast corner of Lexington Avenue and East 125th Street.
- The existing M2/S2 street stair at the southeast corner of Lexington Avenue and East 125th Street will be relocated within the R258-Southeast paid zone, and will be reconstructed as a 13-foot-wide stair, paired with two new street escalators: ESC-LEX-17 and ESC-LEX-18. Together, the two escalators and relocated street stair will connect between the R258-southeast paid zone and the southeastern corner of the existing IRT Lexington Avenue Line mezzanine.

- Four new mezzanine escalators (ESC-LEX-13/14/15/16) will connect between the southeastern corner of the existing IRT Lexington Avenue Line mezzanine and a new intermediate landing. The escalators will operate with three escalators serving the peak direction and one escalator in the off-peak direction. Four additional new mezzanine escalators (ESC-LEX-9/10/11/12) will connect between the new intermediate landing and a new Underpass Transfer Level, and will also operate with three escalators serving the peak direction and one escalator in the off-peak direction.
- At the new Underpass Transfer Level, two new platform stairs will connect between that level and the Downtown IRT Lexington Avenue Line platform. Since these two stairs are primarily designed to accommodate transfers between the IRT Lexington Avenue Line and the IND Second Avenue Line, no project-generated trips were assigned to these stairs. Therefore, these elements were not included in the station analysis.
- Four new mezzanine escalators (ESC-LEX-5/6/7/8) will connect between the Underpass Transfer Level and the new IND Second Avenue Line mezzanine. The escalators will operate with three escalators serving the peak direction and one escalator in the off-peak direction.
- The new IND Second Avenue Line platform will be served by six platform stairs and two up-only platform escalators. Four of the six easternmost platform stairs will be closer to the ESC-LEX-5/6/7/8 mezzanine escalators, and the remaining two platform stairs and two platform escalators will be on the western side of the platform.
- Six new elevators will connect the IND Second Avenue Line mezzanine to the new street-level fare control area at the southeast corner of Park Avenue northbound and East 125th Street.

PASSENGER VOLUMES

The 2036 No Action passenger volumes for station elements were developed in consultation with NYCT based on their future Second Avenue Subway Phase 2 ridership projection modeling results for the reconfigured 125th Street station with the Second Avenue Subway Phase 2 (Q train) extension. These modeling results included transfer flows between the IRT Lexington Avenue Line and the IND Second Avenue Line, and flows between the IRT Lexington Avenue Line and IND Second Avenue Line platforms up to street level and to the adjacent 125th Street-Harlem Metro-North Railroad Station. Specifically, passenger flows within the station were assigned as follows:

- Passenger flows from the IRT Lexington Avenue Line platforms to street level were assigned through the existing IRT Lexington Avenue Line mezzanine up to street level; passengers using the reconfigured access point at the southeast corner of Lexington Avenue and East 125th Street were assigned to use the new street escalators ESC-LEX-17/18 and the adjacent, relocated M2/S2 street stair.
- Passenger flows from the IND Second Avenue Line platforms were assigned through either the existing IRT Lexington Avenue Line mezzanine up to street level, or through the new elevators leading up to street level at the southeast corner of Park Avenue northbound and East 125th Street.
- Passenger flows transferring from the downtown IRT Lexington Avenue Line platform to the IND Second Avenue Line platform were assigned to use the Underpass Transfer Level and down to the IND Second Avenue Line mezzanine via mezzanine escalators

ESC-LEX-5/6/7/8. Flows from street level via the IRT Lexington Avenue Line mezzanine down to the IND Second Avenue Line platform were also assigned to mezzanine escalators ESC-LEX-5/6/7/8. In consultation with NYCT, 90 percent of these flows were originally assigned to the closest IND Second Avenue Line platform stair (STR-IND-PLAT1) and the remaining 10 percent assigned to the second closest platform stair (STR-IND-PLAT2). However, this assignment pattern would result in congestion at the closest (easternmost) platform stair to the mezzanine escalators, and in consultation with NYCT, these transfer flows were diverted to adjacent stairs through an iterative assignment process to reflect anticipated changes in transit user behavior due to the congested conditions, as described below:

  - Due to projected congestion at the easternmost platform stair (STR-IND-PLAT1) and to reflect anticipated changes in transit user behavior due to the congested conditions, 30 percent of the transfer flows would divert to the second easternmost platform stair (STR-IND-PLAT2), for a total of 60 percent assigned to STR-IND-PLAT1 and 40 percent assigned to STR-IND-PLAT2.
  - Due to these diverted trips, STR-IND-PLAT2 would also be projected to operate above capacity. Following the same iterative assignment process to reflect anticipated changes in behavior due to the congested conditions, five percent were assumed to divert to the third easternmost platform stair (STR-IND-PLAT-3).
  - The final assignment distribution of these flows onto the IND Second Avenue Line platform among these stairs would be: 60 percent to the easternmost platform stair (STR-IND-PLAT1), 35 percent to the second easternmost platform stair (STR-IND-PLAT2), and 5 percent to the third easternmost platform stair (STR-IND-PLAT3).

- Passenger flows transferring from the IND Second Avenue Line platform to the Uptown IRT Lexington Avenue Line platform were assigned as follows: 60 percent using the easternmost platform stairs (30 percent each, to STR-IND-PLAT1 and STR-IND-PLAT2) and 40 percent using the two platform stairs further west (20 percent each, to STR-IND-PLAT-3 and STR-IND-PLAT4). All transfer flows were then assigned from the IND Second Avenue Line mezzanine to the Underpass Transfer level via mezzanine escalators ESC-LEX-5/6/7/8. In consultation with NYCT, 25 percent of the transfer flows were then assigned to arrive at the Uptown IRT Lexington Avenue Line platform via the Downtown IRT Lexington Avenue platform, and the remaining 75 percent were assigned up to the existing IRT Lexington Avenue Line mezzanine, and were then assigned down to the Uptown platform from there.
- Passenger flows transferring from the IRT Lexington Avenue Line platform to the 125th Street-Harlem MNR station were primarily assigned through the existing IRT Lexington Avenue Line mezzanine up to street level. The remaining portion was assigned down to the IND Second Avenue Line platform and back up to street level via the elevators leading to the southeast corner of Park Avenue northbound and East 125th Street, similar to the flows from the IND Second Avenue Line platform to the 125th Street-Harlem MNR station, which were assigned up to street level via the same elevators.

Stairway widths and escalator widths and operating speeds for new or reconstructed elements within the station were based on those in the 2019 Second Avenue Subway Phase 2 Vertical Circulation Report developed by the Phase 2 Partnership for MTA.

NO ACTION CONDITION STATION ELEMENT ANALYSIS

As shown in **Tables J-16 through J-21**, all analyzed vertical circulation elements and control areas will operate at acceptable levels during the weekday AM and PM peak hours in the 2036 No Action condition, with the following exceptions:

- Platform-level stairway IRT-P2 between the Uptown IRT Lexington Avenue Line platform and the reconfigured R258 paid zone (southern side of the Lexington Avenue Line mezzanine), which will operate at LOS D with a v/c ratio of 1.22 in the weekday PM peak hours.
- Platform-level stairway IRT-P4 between the Uptown IRT Lexington Avenue Line platform and the reconfigured R258 paid zone (northern side of the Lexington Avenue Line mezzanine), which will operate at LOS D with a v/c ratio of 1.09 in the weekday PM peak hours.
- Platform-level stairway STR-IND-PLAT1 between the IND Second Avenue Line platform (the easternmost platform stair) and the new IND Second Avenue Line mezzanine, which will operate at LOS E with a v/c ratio of 1.42 in the weekday AM peak hour.
- Platform-level stairway STR-IND-PLAT2 between the IND Second Avenue Line platform (the second easternmost platform stair) and the new IND Second Avenue Line mezzanine, which will operate at LOS D with a v/c ratio of 1.29 in the weekday AM peak hour and at LOS D with a v/c ratio of 1.18 in the weekday PM peak hour.

Table J-16
2036 No Action Condition
Level of Service Summary—Stair Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday AM Peak Hour

Subway Stair	Location	Actual Width (ft)	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
M2/S2	SE corner of Lexington Ave and East 125th St (relocated within paid zone)	13.00	11.50	41	0	13	0	100%	100%	90%	0.01	A
IRT-P2	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1411	707	441	221	90%	100%	90%	0.78	C
IRT-P3	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1089	852	340	266	90%	100%	75%	0.79	C
IRT-P4	Platform stair between IRT mezzanine (North) and Uptown IRT platform	7.67	6.42	984	643	308	201	90%	100%	75%	0.66	B
IRT-PL1/PL2	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	61	254	19	79	90%	100%	75%	0.14	A
IRT-PL3/PL4	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	577	601	180	188	90%	100%	75%	0.50	B
IRT-PL5/PL6	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	1012	792	316	248	90%	100%	75%	0.76	C
IRT-PL7/PL8	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	60	454	19	142	90%	100%	75%	0.24	A
STR-IND-PLAT1	New IND platform level stair (easternmost)	13.00	9.25	4887	601	1,527	188	90%	100%	75%	1.42	E
STR-IND-PLAT2	New IND platform level stair (second easternmost)	9.00	6.50	2850	583	891	182	90%	100%	75%	1.29	D
STR-IND-PLAT3	New IND platform level stair (third easternmost)	13.00	9.25	408	403	128	126	90%	100%	75%	0.24	A
STR-IND-PLAT4	New IND platform level stair (fourth easternmost)	9.00	6.50	0	387	0	121	100%	100%	75%	0.17	A

Table J-17
2036 No Action Condition
Level of Service Summary—Stair Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday PM Peak Hour

Subway Stair	Location	Actual Width (ft)	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
M2/S2	SE corner of Lexington Ave and East 125th St (relocated within paid zone)	13.00	11.50	22	0	7	0	100%	100%	90%	0.00	A
IRT-P2	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	2670	686	834	214	90%	100%	90%	1.22	D
IRT-P3	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	954	788	298	246	90%	100%	75%	0.71	C
IRT-P4	Platform stair between IRT mezzanine (North) and Uptown IRT platform	7.67	6.42	2628	308	821	96	90%	100%	75%	1.09	D
IRT-PL1/PL2	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	107	166	33	52	90%	100%	75%	0.12	A
IRT-PL3/PL4	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	373	1040	117	325	90%	100%	75%	0.64	B
IRT-PL5/PL6	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	739	1205	231	377	90%	100%	75%	0.86	C
IRT-PL7/PL8	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	77	403	24	126	90%	100%	75%	0.22	A
STR-IND-PLAT1	New IND platform level stair (easternmost)	13.00	9.25	936	2104	293	658	90%	100%	75%	0.94	C
STR-IND-PLAT2	New IND platform level stair (second easternmost)	9.00	6.50	546	2083	171	651	90%	100%	75%	1.18	D
STR-IND-PLAT3	New IND platform level stair (third easternmost)	13.00	9.25	78	1451	24	453	100%	100%	75%	0.45	B
STR-IND-PLAT4	New IND platform level stair (fourth easternmost)	9.00	6.50	0	1431	0	447	100%	100%	75%	0.61	B

Table J-18
2036 No Action Condition
Level of Service Summary—Escalator Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday AM Peak Hour

Escalator	Location	No.	Tread Width (in.)	Surging Factor	Peak Hour Volumes		Peak 15-Minute Volumes		Peak 15-Minute Capacity (w/o surging factor)	V/C Ratio	LOS
					In to Station	Out from Station	In to Station	Out from Station			
R258 Escalators											
ESC-LEX-17 (UP)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	0	495	0	155	1,170	0.17	A
ESC-LEX-18 (DN)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	771	0	241	0	1,170	0.26	A
ESC-LEX-13/14/15/16 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured existing IRT Lexington Ave Line mezzanine one level below street level	1	40	90%	0	1452	0	454	1,170	0.43	A
ESC-LEX-13/14/15/16 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured IRT Lexington Ave Line mezzanine one level below street level	3	40	90%	571	0	178	0	3,510	0.06	A
ESC-LEX-9/10/11/12 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	1	40	90%	0	1451	0	453	1,170	0.43	A
ESC-LEX-9/10/11/12 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	3	40	90%	571	0	178	0	3,510	0.06	A
ESC-LEX-5/6/7/8 (UP)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine lone level below the downtown IRT Lexington Ave Line platform	1	40	80%	0	1966	0	614	1,170	0.66	B
ESC-LEX-5/6/7/8 (DN)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine one level below the downtown IRT Lexington Ave Line platform	3	40	80%	8202	0	2,563	0	3,510	0.91	C

Table J-19
2036 No Action Condition
Level of Service Summary—Escalator Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday PM Peak Hour

Escalator	Location	No.	Tread Width (in.)	Surging Factor	Peak Hour Volumes		Peak 15-Minute Volumes		Peak 15-Minute Capacity (w/o surging factor)	V/C Ratio	LOS
					In to Station	Out from Station	In to Station	Out from Station			
R258 Escalators											
ESC-LEX-17 (UP)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	0	634	0	198	1,170	0.21	A
ESC-LEX-18 (DN)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	446	0	139	0	1,170	0.15	A
ESC-LEX-13/14/15/16 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured existing IRT Lexington Ave Line mezzanine one level below street level	1	40	90%	0	4796	0	1,499	3,510	0.47	B
ESC-LEX-13/14/15/16 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured IRT Lexington Ave Line mezzanine one level below street level	3	40	90%	246	0	77	0	1,170	0.07	A
ESC-LEX-9/10/11/12 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	1	40	90%	0	4796	0	1,499	3,510	0.47	B
ESC-LEX-9/10/11/12 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	3	40	90%	246	0	77	0	1,170	0.07	A
ESC-LEX-5/6/7/8 (UP)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine lone level below the downtown IRT Lexington Ave Line platform	1	40	80%	0	6559	0	2,050	3,510	0.73	C
ESC-LEX-5/6/7/8 (DN)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine one level below the downtown IRT Lexington Ave Line platform	3	40	80%	1589	0	497	0	1,170	0.53	B

Table J-20
2036 No Action Condition
Level of Service Summary—Fare Control Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday AM Peak Hour

Fare Control Elements	No.	Capacity		Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor Out	V/C Ratio	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
R258-Southeast: Southeast corner of Lexington Ave and East 125th St											
Five Two-Way Turnstiles	5	2,100	3,225	812	495	254	155	0.90	0.80	0.20	A

Table J-21
2036 No Action Condition
Level of Service Summary—Fare Control Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday PM Peak Hour

Fare Control Elements	No.	Capacity		Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor Out	V/C Ratio	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
R258-Southeast: Southeast corner of Lexington Ave and East 125th St											
Five Two-Way Turnstiles	5	2,100	3,225	468	228	146	71	0.90	0.80	0.11	A

WITH ACTION CONDITION

STATION CONFIGURATION

In the future with the Proposed Actions, the station configuration for the combined 125th Street subway station serving new Second Avenue Subway Line Q service and existing Lexington Avenue Line Nos. 4, 5, and 6 service would be the same as described above for the No Action condition.

PASSENGER VOLUMES

Incremental subway trips from the Proposed Actions were assigned to subway station elements and were added to 2036 No Action transit volumes to develop the 2036 With Action transit volumes. The project-generated trip assignments onto the IND Second Avenue Line platform from street level via the IRT Lexington Avenue Line mezzanine, assigned via the new mezzanine escalators, and subsequently to the three easternmost platform stairs following the same iterative assignment process as described above to develop the 2036 No Action condition volumes.

WITH ACTION CONDITION STATION ELEMENT ANALYSIS

As shown in **Tables J-22 through J-27**, in the With Action condition, the analyzed vertical circulation elements and control areas would operate at acceptable levels during the weekday AM and PM peak hours, with the following exceptions:

- Platform-level stairway IRT-P2 between the Uptown IRT Lexington Avenue Line platform and the reconfigured R258 paid zone (southern side of the Lexington Avenue Line mezzanine), which would operate at LOS D with a v/c ratio of 1.27 in the weekday PM peak hours.
- Platform-level stairway IRT-P4 between the Uptown IRT Lexington Avenue Line platform and the reconfigured R258 paid zone (northern side of the Lexington Avenue Line mezzanine), which would operate at LOS D with a v/c ratio of 1.10 in the weekday PM peak hours.
- Platform-level stairway STR-IND-PLAT1 between the IND Second Avenue Line platform (the easternmost platform stair) and the new IND Second Avenue Line mezzanine, which would operate at LOS E with a v/c ratio of 1.43 in the weekday AM peak hour.
- Platform-level stairway STR-IND-PLAT2 between the IND Second Avenue Line platform (the second easternmost platform stair) and the new IND Second Avenue Line mezzanine, which would operate at LOS D with a v/c ratio of 1.30 in the weekday AM peak hour and at LOS D with a v/c ratio of 1.19 in the weekday PM peak hour.

Although these elements would operate above capacity in the 2036 With Action condition, their corresponding WITs would not exceed CEQR impact thresholds in any peak hour. Therefore, the Proposed Actions would not result in any significant adverse transit impacts.

Table J-22
2036 With Action Condition
Level of Service Summary—Stair Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday AM Peak Hour

Subway Stair	Location	Actual Width (ft)	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
M2/S2	SE corner of Lexington Ave and East 125th St (relocated within paid zone)	13.00	11.50	56	0	18	0	100%	100%	90%	0.01	A
IRT-P2	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1520	731	475	228	90%	100%	90%	0.83	C
IRT-P3	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	1231	870	385	272	90%	100%	75%	0.85	C
IRT-P4	Platform stair between IRT mezzanine (North) and Uptown IRT platform	7.67	6.42	985	637	308	199	90%	100%	75%	0.66	B
IRT-PL1/PL2	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	61	252	19	79	90%	100%	75%	0.14	A
IRT-PL3/PL4	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	672	599	210	187	90%	100%	75%	0.54	B
IRT-PL5/PL6	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	1135	790	355	247	90%	100%	75%	0.80	C
IRT-PL7/PL8	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	60	454	19	142	90%	100%	75%	0.24	A
STR-IND-PLAT1	New IND platform level stair (easternmost)	13.00	9.25	4921	609	1,538	190	90%	100%	75%	1.43	E
STR-IND-PLAT2	New IND platform level stair (second easternmost)	9.00	6.50	2870	588	897	184	90%	100%	75%	1.30	D
STR-IND-PLAT3	New IND platform level stair (third easternmost)	13.00	9.25	411	405	128	127	90%	100%	75%	0.24	A
STR-IND-PLAT4	New IND platform level stair (fourth easternmost)	9.00	6.50	0	389	0	122	100%	100%	75%	0.17	A

Table J-23
2036 With Action Condition
Level of Service Summary—Stair Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday PM Peak Hour

Subway Stair	Location	Actual Width (ft)	Effective Width (ft)	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
				In to Station	Out from Station	In to Station	Out from Station		In to Station	Out from Station		
M2/S2	SE corner of Lexington Ave and East 125th St (relocated within paid zone)	13.00	11.50	29	0	9	0	100%	100%	90%	0.01	A
IRT-P2	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	2718	757	849	237	90%	100%	90%	1.27	D
IRT-P3	Platform stair between IRT mezzanine (South) and Uptown IRT platform	7.75	6.50	991	875	310	273	90%	100%	75%	0.77	C
IRT-P4	Platform stair between IRT mezzanine (North) and Uptown IRT platform	7.67	6.42	2616	328	818	103	90%	100%	75%	1.10	D
IRT-PL1/PL2	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	107	169	33	53	90%	100%	75%	0.12	A
IRT-PL3/PL4	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	416	1044	130	326	90%	100%	75%	0.66	B
IRT-PL5/PL6	Platform stair between IRT Uptown and Downtown platforms	7.58	6.33	781	1212	244	379	90%	100%	75%	0.88	C
IRT-PL7/PL8	Platform stair between IRT Uptown and Downtown platforms	7.67	6.42	77	408	24	128	90%	100%	75%	0.22	A
STR-IND-PLAT1	New IND platform level stair (easternmost)	13.00	9.25	952	2125	298	664	90%	100%	75%	0.95	C
STR-IND-PLAT2	New IND platform level stair (second easternmost)	9.00	6.50	555	2094	173	654	90%	100%	75%	1.19	D
STR-IND-PLAT3	New IND platform level stair (third easternmost)	13.00	9.25	79	1457	25	455	100%	100%	75%	0.46	B
STR-IND-PLAT4	New IND platform level stair (fourth easternmost)	9.00	6.50	0	1437	0	449	100%	100%	75%	0.61	B

Table J-24
2036 With Action Condition
Level of Service Summary—Escalator Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday AM Peak Hour

Escalator	Location	No.	Tread Width (in.)	Surging Factor	Peak Hour Volumes		Peak 15-Minute Volumes		Peak 15-Minute Capacity (w/o surging factor)	V/C Ratio	LOS
					In to Station	Out from Station	In to Station	Out from Station			
R258 Escalators											
ESC-LEX-17 (UP)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	0	577	0	180	1,170	0.19	A
ESC-LEX-18 (DN)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	1046	0	327	0	1,170	0.35	A
ESC-LEX-13/14/15/16 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured existing IRT Lexington Ave Line mezzanine one level below street level	1	40	90%	0	1467	0	458	1,170	0.43	A
ESC-LEX-13/14/15/16 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured IRT Lexington Ave Line mezzanine one level below street level	3	40	90%	628	0	196	0	3,510	0.06	A
ESC-LEX-9/10/11/12 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	1	40	90%	0	1467	0	458	1,170	0.43	A
ESC-LEX-9/10/11/12 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	3	40	90%	628	0	196	0	3,510	0.06	A
ESC-LEX-5/6/7/8 (UP)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine lone level below the downtown IRT Lexington Ave Line platform	1	40	80%	0	1982	0	619	1,170	0.66	B
ESC-LEX-5/6/7/8 (DN)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine one level below the downtown IRT Lexington Ave Line platform	3	40	80%	8259	0	2,581	0	3,510	0.92	C

Table J-25
2036 With Action Condition
Level of Service Summary—Escalator Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday PM Peak Hour

Escalator	Location	No.	Tread Width (in.)	Surging Factor	Peak Hour Volumes		Peak 15-Minute Volumes		Peak 15-Minute Capacity (w/o surging factor)	V/C Ratio	LOS
					In to Station	Out from Station	In to Station	Out from Station			
R258 Escalators											
ESC-LEX-17 (UP)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	0	846	0	264	1,170	0.28	A
ESC-LEX-18 (DN)	SE corner of Lexington Ave and East 125th St (new within paid zone)	1	40	80%	569	0	178	0	1,170	0.19	A
ESC-LEX-13/14/15/16 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured existing IRT Lexington Ave Line mezzanine one level below street level	3	40	90%	0	4839	0	1,512	3,510	0.48	B
ESC-LEX-13/14/15/16 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new intermediate landing and the reconfigured IRT Lexington Ave Line mezzanine one level below street level	1	40	90%	272	0	85	0	1,170	0.08	A
ESC-LEX-9/10/11/12 (UP)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	3	40	90%	0	4839	0	1,512	3,510	0.48	B
ESC-LEX-9/10/11/12 (DN)	New mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new upper mezzanine (Underpass Transfer) one level below the downtown IRT Lexington Ave Line platform and the new intermediate landing	1	40	90%	272	0	85	0	1,170	0.08	A
ESC-LEX-5/6/7/8 (UP)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine lone level below the downtown IRT Lexington Ave Line platform	3	40	80%	0	6602	0	2,063	3,510	0.73	C
ESC-LEX-5/6/7/8 (DN)	New IND Second Ave Line mezzanine escalators (3 in peak direction, 1 in off-peak direction) connecting the new IND Second Ave Line intermediate mezzanine with the new upper mezzanine one level below the downtown IRT Lexington Ave Line platform	1	40	80%	1615	0	505	0	1,170	0.54	B

Table J-26
2036 With Action Condition
Level of Service Summary—Fare Control Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday AM Peak Hour

Fare Control Elements	No.	Capacity		Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor Out	V/C Ratio	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
R258-Southeast: Southeast corner of Lexington Ave and East 125th St											
Five Two-Way Turnstiles	5	2,100	3,225	1,102	577	344	180	0.90	0.80	0.26	A

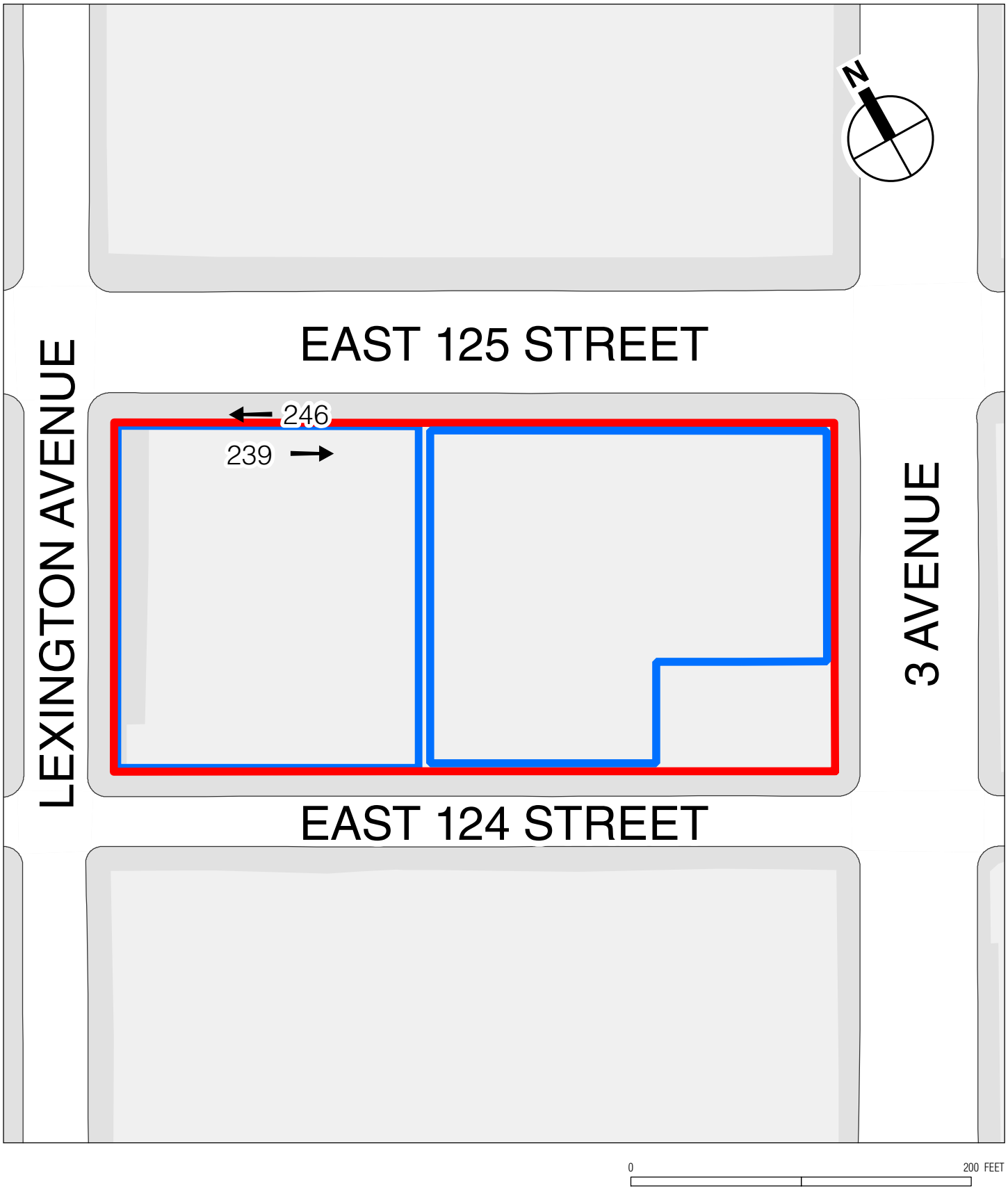
Table J-27
2036 With Action Condition
Level of Service Summary—Fare Control Analysis
125th Street Station (4, 5, 6, and Q lines)
Weekday PM Peak Hour

Fare Control Elements	No.	Capacity		Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor Out	V/C Ratio	LOS
		In to Station	Out from Station	In to Station	Out from Station	In to Station	Out from Station				
R258-Southeast: Southeast corner of Lexington Ave and East 125th St											
Five Two-Way Turnstiles	5	2,100	3,225	598	440	187	138	0.90	0.80	0.16	A

E. DETAILED PEDESTRIAN ANALYSIS

EXISTING CONDITIONS

Based on the detailed pedestrian trip assignments, one sidewalk segment (south sidewalk of East 125th Street between Lexington Avenue and Projected Development Site 1 residential/retail entrance) was selected for detailed pedestrian analysis for the weekday AM peak hour (see Section B, “Transportation Screening Assessments”). Weekday pedestrian data at this location were collected in April 2025 in accordance with procedures outlined in the *CEQR Technical Manual* during the weekday three-hour peak period of 7:00 AM to 10:00 AM. For analysis, the highest peak-hour pedestrian volumes (from 7:30 AM to 8:30 AM) during the weekday AM peak period based on the collected data were used. The existing weekday AM peak hour pedestrian volumes are shown in **Figure J-7**. As shown in **Table J-28**, the sidewalk location currently operates at favorable LOS B.



Existing Conditions Pedestrian Volumes
Weekday AM Peak Hour

MTA 125TH AND LEXINGTON REZONING

Figure J-7

Table J-28
Existing Conditions: Sidewalk Analysis
Weekday AM Peak Hour

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
South sidewalk along East 125th St between Lexington Ave and Projected Development Site 1 Residential/Retail Entrance	South	8.0	485	0.83	162.5	B

Notes: PHF = peak hour factor; SFP = square feet per pedestrian.

NO ACTION CONDITION

The 2036 No Action condition pedestrian volumes were developed by increasing existing pedestrian levels by the expected growth in overall travel through and within the study area and accounting for the incremental trips generated by the No Action developments on the projected development sites. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the first five years (2026 through 2030) and then 0.125 percent for the remaining years (2031 through 2036).

As detailed in **Table J-29**, a total of 13 future development projects are expected to occur in the 2036 No Action condition in the approximately ¼-mile study area (see **Figure J-8**). For two of these background development projects, trip generation was estimated and incorporated into the No Action analysis. For the remaining background development projects, it was determined that background growth would address the increase in pedestrian levels (for smaller projects) and/or their project-generated pedestrian trips would not be expected to traverse through the analyzed pedestrian element.

The 2036 No Action weekday AM peak hour pedestrian volumes at the analyzed sidewalk location, incorporating background growth and the background development projects, are shown in **Figure J-9**. The width of the analyzed sidewalk will remain the same as that of the existing condition (19 feet) in the 2036 No Action condition. As shown in **Table J-30**, the sidewalk location will operate at favorable LOS C in the 2036 No Action condition weekday AM peak hour.

Table J-29
Projects Planned for Study Area by 2036—1/4-Mile Study Area

Map No.	Project	Description	Transportation Notes
1	52 East 126th Street	New 5-story residential construction with 21 dwelling units.	Included in background growth
2	1971 Madison Ave	New 8-story mixed use construction with 97 dwelling units, 29,326 gsf of commercial space, and 49 parking spaces.	Not expected to traverse through analyzed pedestrian element
3	132 East 125th St	New 13-story building with 73 dwelling units, 25,202 gsf of commercial space and 49,572 gsf of community facility space.	Assigned
4	51 East 125th St	New 7-story mixed-use building with 34 dwelling units and 16,257 gsf of commercial.	Not expected to traverse through analyzed pedestrian element
5	2289 Third Ave	New mixed-use construction with 48 dwelling units and 2,500 gsf of commercial space.	Assigned
6	111 East 123rd St	New 15-story building with 82 dwelling units and 62,767 gsf of community facility space.	Not expected to traverse through analyzed pedestrian element
8	202 East 120th St	New mixed-use 21-story building with 139 dwelling units, 5,842 gsf of commercial space, and 1,664 gsf of community facility space.	Not expected to traverse through analyzed pedestrian element
9	172 East 122nd St	New residential construction with 15 dwelling units.	Included in background growth
10	72 East 120th St	New 20-story mixed-use building with 208 dwelling units, 4,755 gsf of commercial space, and 101 parking spaces.	Not expected to traverse through analyzed pedestrian element
11	2035 Fifth Ave	New 22-story mixed-use construction with 222 dwelling units and 28,750 gsf of community facility space.	Not expected to traverse through analyzed pedestrian element
12	1717 Park Ave	New 18-story mixed-use building with 57 dwelling units and 17,644 gsf of commercial space.	Not expected to traverse through analyzed pedestrian element
13	1751 Park Ave	Alteration of existing building resulting in a net gain of 110 dwelling units, 14,720 gsf of community facility space, and 4,000 gsf of manufacturing space.	Not expected to traverse through analyzed pedestrian element
14	101 East 122nd St	New 13-story mixed-use building with 47 dwelling units and 11,825 gsf of community facility space.	Not expected to traverse through analyzed pedestrian element

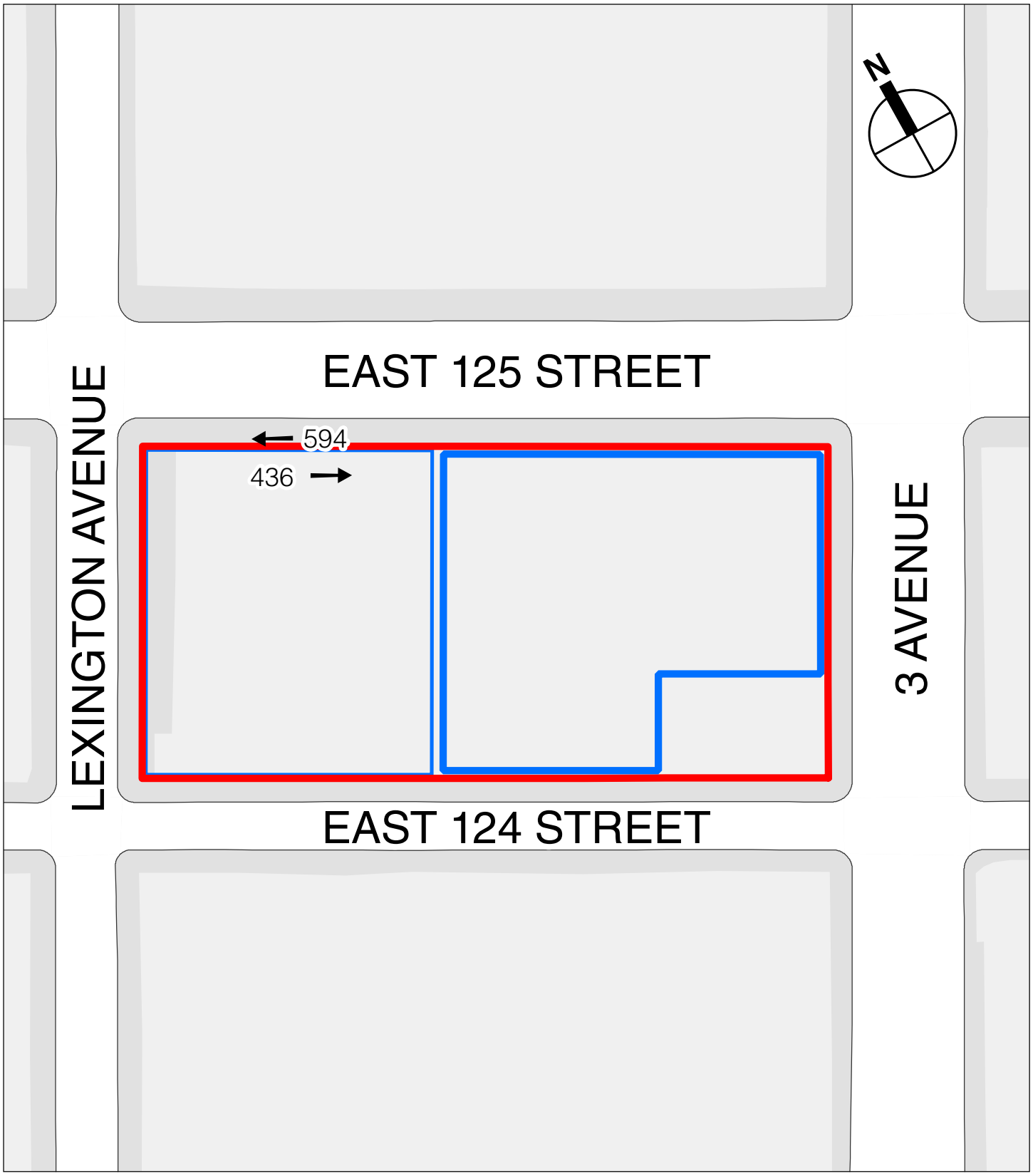
Note: See Figure J-8.
Sources: DCP Housing Database, DOB Active Major Construction Database.



No Build Projects

MTA 125TH AND LEXINGTON REZONING

Figure J-8



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

0 200 FEET

2036 No Action Condition Pedestrian Volumes
Weekday AM Peak Hour

MTA 125TH AND LEXINGTON REZONING

Figure J-9

Table J-30
2036 No Action Condition: Sidewalk Analysis
Weekday AM Peak Hour

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
South sidewalk along East 125th St between Lexington Ave and Projected Development Site 1 Residential/Retail Entrance	South	8.0	1030	0.83	76.2	C

Notes: PHF = peak hour factor; SFP = square feet per pedestrian.

WITH ACTION CONDITION

The hourly incremental pedestrian volumes resulting from the Proposed Actions presented above in Section B, "Transportation Screening Assessments," were added to the projected 2036 No Action volumes to determine the 2036 With Action pedestrian volumes for analysis (see **Figure J-10**). The width of the analyzed sidewalk would remain the same as that of the existing condition (19 feet) in the 2036 With Action condition.

As shown in **Table J-31**, the analyzed sidewalk location would continue to operate at favorable LOS C in the 2036 With Action condition weekday AM peak hour. Therefore, the Proposed Actions would not result in any significant adverse pedestrian impacts.

Table J-31
2036 With Action Condition: Sidewalk Analysis
Weekday AM Peak Hour

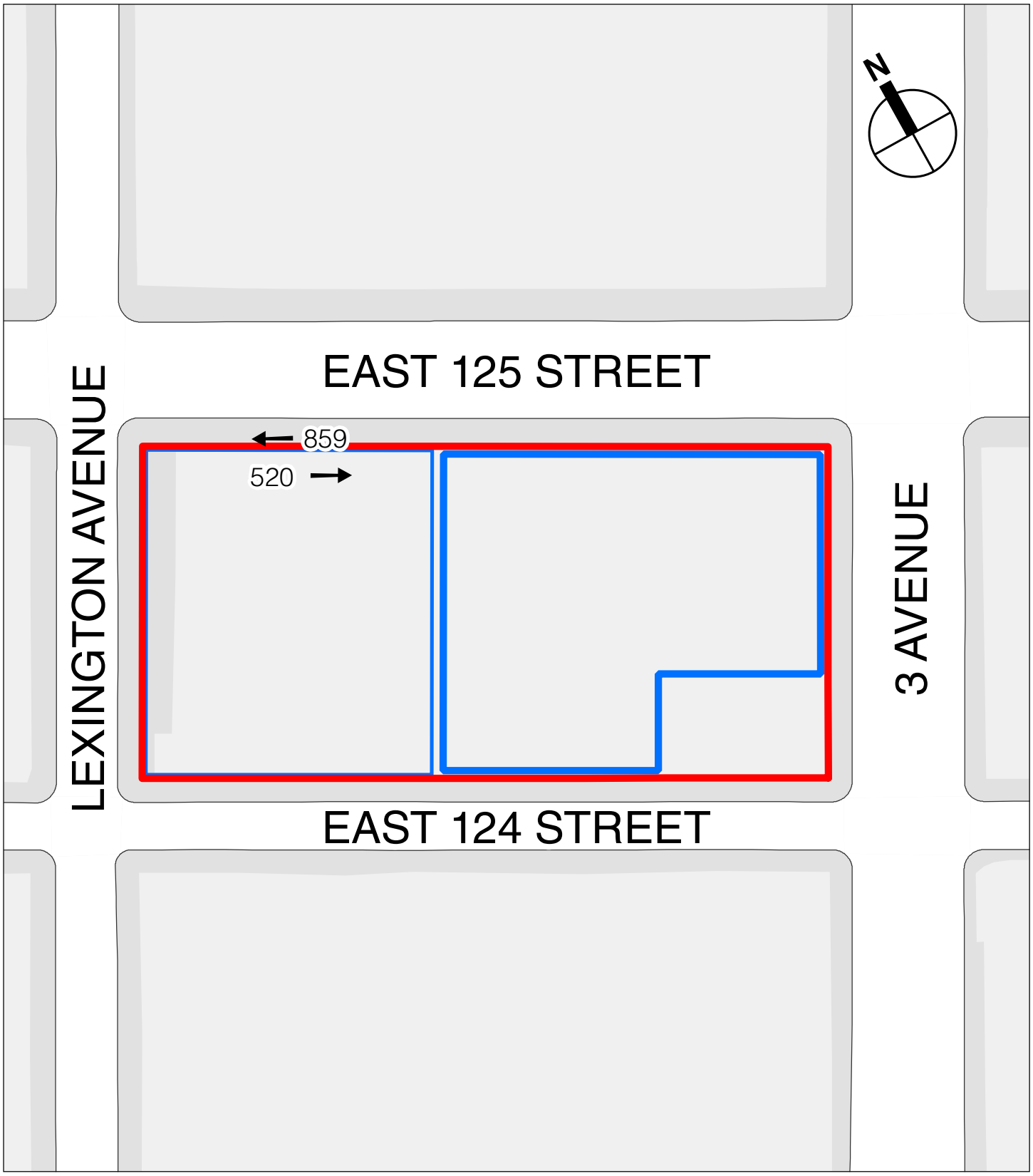
Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
South sidewalk along East 125th St between Lexington Ave and Projected Development Site 1 Residential/Retail Entrance	South	8.0	1379	0.83	56.7	C

Notes: PHF = peak hour factor; SFP = square feet per pedestrian.

F. CONCLUSIONS

As demonstrated above, the Proposed Actions would not result in any significant adverse transportation-related impacts.

✷



Project Area A (Rezoning Area)

Project Area B (Special 125th Street District - Park Avenue Hub Subdistrict)

Projected Development Site

0 200 FEET

2036 With Action Condition Pedestrian Volumes
Weekday AM Peak Hour

MTA 125TH AND LEXINGTON REZONING

Figure J-10

Attachment K: Air Quality

A. INTRODUCTION

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission to facilitate new transit-oriented developments on four sites at the future terminus of the Second Avenue Subway Phase 2 project in the East Harlem neighborhood of Manhattan. The Proposed Actions would result in an increase in allowable density and changes to height and setback regulations in two areas—Project Area A, where a rezoning is proposed, and Project Area B, where zoning text amendments are proposed. As a result of the Proposed Actions, it is anticipated that development would occur on four sites: two sites in Project Area A along East 125th Street between Lexington and Third Avenues, referred to as Projected Development Sites 1 and 2; and two sites in Project Area B on the east and west sides of Park Avenue, referred to as Projected Development Sites 3 and 4, respectively.

The potential for air quality impacts associated with the Proposed Actions is assessed in this attachment.

As described in Attachment J, "Transportation", there would be a net increase of 47, 18, 19 and 53 vehicle trips (including auto, taxi, and truck trips) in the weekday AM, weekday midday, weekday PM and Saturday peak hours, respectively. In general, projects with relatively small trip increments are not expected to create any potential significant adverse air quality impact from mobile sources. As such, a detailed mobile source impact analysis is not warranted.

The four projected development sites would not include any fossil fuel-fired hot water systems; therefore, a stationary source analysis was not required for the Proposed Actions.

The projected development sites are all located in a commercial district and some are located near a manufacturing zoned district; therefore, potential effects of stationary source emissions from existing nearby industrial facilities on the projected development sites were assessed. In addition, a review was performed to identify any large or major sources in the study area to assess their potential impacts on the projected development sites.

B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

HEATING AND HOT WATER SYSTEMS

On December 15, 2021, the New York City Council passed a bill that would effectively ban the installation of most new natural gas and other fossil fuel-fired systems in buildings in New York City (Local Law 154 of 2021).

Therefore, it is assumed that electric-powered equipment would be required for heating and hot water needs for each of these buildings under the With Action condition, and an analysis of heating and hot water systems is not required.

INDUSTRIAL SOURCES

Nearby industrial facilities were examined to identify any potential for significant adverse impacts on future residents of the projected development sites from air toxic compounds. All manufacturing and processing uses within 400 feet of the projected development sites were considered for inclusion in the air quality impact analysis, as per the *CEQR Technical Manual*.

Land use maps and aerial photographs were reviewed to identify potential sources of emissions from manufacturing/industrial operations. A search of federal, state, and city permit data within the study area was conducted using the New Yorck City Department of Environmental Protection's (DEP) Clean Air Tracking System (CATS) database[1] and New York State Department of Environmental Conservation (NYSDEC) Permits and Registrations at all commercial-zoned properties.[2]

No permitted activities were identified based on the permit search and no other sources of emissions were identified in the land use review. Therefore, no significant impacts on sensitive uses within the Project Areas are anticipated from industrial source emissions.

ADDITIONAL SOURCES

The *CEQR Technical Manual* requires an analysis of projects that may have the potential to result in a significant adverse impact due to certain types of new uses located near a "large" or "major" emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the Project Areas, a review of NYSDEC Title V and State Facility permits was performed to identify any federal or state-permitted facilities. Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Permit) within 1,000 feet of the projected development sites were surveyed.

One facility with a State Facility Permit was identified: Taino Towers, which is within 1,000 feet of Project Area A (no emission sources were identified within 1,000 feet of Project Area B). Therefore, an analysis of this emission source Projected Development Sites 1 and 2 (the two development sites within Project Area A) was performed using the AERMOD dispersion model.

The analysis was performed using a refined dispersion model, the United Stated Environmental Protection Agency's (EPA)/American Meteorological Society's (AMS) AERMOD dispersion model. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain,

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[1] DEP. *Clean Air Tracking System database*. https://data.cityofnewyork.us/Environment/Clean-Air-Tracking-System-CATS-Permits/f4rp-2kvy/data_preview.

[2] DEC. https://gisservices.dec.ny.gov/gis/dil/.

including updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and includes handling of terrain interactions. AERMOD is EPA's preferred regulatory stationary source model.

The AERMOD model calculates pollutant concentrations from one or more points (e.g., exhaust stacks) based on hourly meteorological data, and has the capability to calculate pollutant concentrations at locations where the plume from the exhaust stack is affected by the aerodynamic wakes and eddies (downwash) produced by nearby structures. The analyses of potential impacts from exhaust stacks were made assuming stack tip downwash, urban dispersion and surface roughness length, and elimination of calms. AERMOD can be run with and without building downwash (the downwash option accounts for the effects on plume dispersion created by the structure the stack is located on, and other nearby structures). In general, modeling "without" building downwash produces higher estimates of pollutant concentrations when assessing the impact of elevated sources on elevated receptor locations. Therefore, since the AERMOD analysis was performed to evaluate potential project-on-project and project-on-existing air quality impacts, the analysis was performed using the AERMOD model with both the no downwash and downwash option.

EMISSION ESTIMATES AND STACK PARAMETERS

The facility emissions were estimated using the information developed for the air permit and applying the EPA's Compilations of Air Pollutant Emission Factors (AP-42)[3] emission factors for boilers. The boiler plant primarily uses natural gas, with ultra low-sulfur No. 2 oil as a back-up fuel during gas curtailment. **Table K-1** presents the emission rates and stack parameters used in the AERMOD analysis for the analyzed facility.

[3] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, http://www.epa.gov/ttn/chief/ap42.

Table K-1
Stack Parameters and Emission Rates from Taino Towers

Parameter	Value	
Stack Height (ft)[1]	360	
Stack Diameter (ft)[1] [2]	4.51	
Exhaust Flow Rate (acfm) [2][3]	24,549 / 21,824	
Exhaust Temperature (°F)[4]	150	
Fuel Type	Fuel Oil	Natural Gas
NO_x Short Term Emission Rate (g/s) [5]	1.993	1.367
NO_x Annual Emission Rate (g/s)[6]	0.035	0.178
SO_2 Short Term Emission Rate (g/s) [5]	0.021	0.008
PM_{10} Short Term Emission Rate (g/s) [5]	0.307	0.102
$PM_{2.5}$ Short Term Emission Rate (g/s) [5]	0.212	0.102
$PM_{2.5}$ Annual Emission Rate (g/s) [6]	0.004	0.013

Notes:

1 The stack height is based on DEC State Facility Permit.

2 The stack diameter in the DEC State Facility is listed as 48 inches in width by 48 inches in length. The equivalent circular diameter is shown.

2 acfm = actual cubic feet per minute.

3 The stack exhaust flow rate estimated based on the type of fuel and heat input rate. The second number presents the acfm for natural gas.

4 The stack exhaust temperature is based on the DEP Permit.

5 The short-term emissions conservatively assume No. 2 fuel oil is used.

6 The annual emissions are based on annual fuel consumption reported in the DEC State Facility Permit.

SO_2 = Sulfur dioxide

$PM_{2.5}$ = Fine particulate matter in the air, specifically particles with a diameter of 2.5 micrometers or less

One-hour average nitrogen dioxide (NO_2) concentration increments associated with the existing facility's combustion sources were estimated using AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate nitrogen oxide (NO_x) transformation within the source plume. The model applied ozone concentrations measured in 2015–2019 at the IS 52 monitoring station, which is the nearest ozone monitoring station to Project Area A.[4] An initial NO_2 to NO_x ratio of 10 percent at the source exhaust stack was assumed, which is considered representative for boilers.

The methodology used to determine the compliance of total one-hour NO_2 concentrations from the proposed sources with the one-hour NO_2 NAAQS was based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources were first added to the seasonal hourly background monitored

[4] 2020 and 2021 background data were not used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, consistent with DEP guidance. 2022 and 2023 background data were not used since it needs to be paired with 2022/2023 meteorological data, which NYSDEC has stated is missing a significant number of days of upper air measurements. Consequently, this data is not available for use in modeling analyses.

concentrations; then the highest combined daily one-hour NO_2 concentration was determined at each receptor location and the 98th percentile daily one-hour maximum concentration for each modeled year was calculated within the AERMOD model; finally, the 98th percentile concentrations were averaged over the latest five years. This methodology is referenced in EPA modeling guidance and is recognized by the City.[5]

Annual NO_2 concentrations from heating and hot water sources were estimated using the Tier 1 method, which conservatively assumes a full conversion of NO to NO_2.[6]

BACKGROUND CONCENTRATIONS

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table K-2**). To develop background levels, concentrations measured at the most representative DEC ambient monitoring station a recent three-year period (2017–2019) were used for background concentrations. The 2020 and 2021 background data were not used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, based on available guidance from DEP.

Table K-2
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)
NO_2	1-hour	IS 52, Bronx	110.6	188
	Annual	IS 52, Bronx	32.8	100
$PM_{2.5}$	24-hour	JHS 45, Manhattan	18.3	35
	Annual	JHS 45, Manhattan	7.6	9
PM_{10}	24-hour	IS 52, Bronx	36.0	150
SO_2	1-hour	IS 52, Bronx	14.6	196

Source: New York State Air Quality Report Ambient Air Monitoring System, DEC, 2017–2019.

METEOROLOGICAL DATA

The meteorological data set consisted of five consecutive years of meteorological data: surface data collected at the LGA Airport NWS Station (2015–2019), and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data were processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model. The land uses around the site where meteorological surface data were available were classified using categories defined in digital United States Geological Survey (USGS) maps to determine surface parameters used by the AERMET program.

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[5] Additional Clarification Regarding Application of Appendix W Modeling Guidance for the 1-Hour NO_2 National Ambient Air Quality Standard, EPA, March 1, 2011.

[6] Appendix W to Part 51, Guideline on Air Quality Models, Section 4.2.3.4.

RECEPTOR PLACEMENT

Discrete receptors (i.e., locations at which concentrations are calculated) were modeled along the building façades of the projected development sites to represent potentially sensitive locations such as operable windows and intake vents. Receptors were placed at elevated locations on all façades and at multiple elevations on buildings, to identify maximum pollutant concentrations. Generally, receptors were spaced at a three-meter (approximately 10 feet) interval vertically to represent individual floors of a building, while horizontally, receptor spacing would be a minimum of three meters and a maximum of 10 meters (approximately 33 feet).

C. THE FUTURE WITH THE PROPOSED ACTIONS

ADDITIONAL SOURCES

Potential stationary source impacts on the Projected Development Sites 1 and 2 from the nearby large source were determined using the AERMOD model. The results of the AERMOD analysis are presented in **Table K-3**.

Table K-3
Maximum Modeled Pollutant Concentrations on the Proposed Project (µg/m^3)—Taino Towers

Pollutant	Averaging Period	Maximum Modeled Impact	Background	Total Concentration	NAAQS
NO_2	Annual	0.83	32.8	33.6	100
	1-hour [(1)]	184.1	--	184.1	188
$PM_{2.5}$	24-hour	5.03	18.3	23.3	35
	Annual	0.07	7.6	7.7	9
PM_{10}	24-hour	12.01	36.0	48.0	150
SO_2	1-hour	2.89	14.6	17.5	196

Notes:
[(1)] The 1-hour NO_2 concentration presented represents the maximum of the total 98th percentile 1-hour NO_2 concentration predicted at any receptor using seasonal-hourly background concentrations.

As shown in **Table K-3**, the predicted pollutant concentrations for each of the pollutant time averaging periods shown are below their respective standards. Therefore, no potential for significant adverse air quality impacts on the Projected Development Sites 1 and 2 from the existing large source is predicted. ✷

Attachment L: Noise

A. INTRODUCTION

This attachment assesses the potential for the Proposed Actions to result in significant adverse noise impacts. According to the guidelines established in the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, a noise analysis examines an action for its potential effects on sensitive noise receptors, and the effects of ambient noise on the interior noise levels of new receptors (e.g., residential, commercial, and community facility spaces) resulting from the action. The analysis considers the potential effects of mobile sources (e.g., motor vehicles, aircraft noise) and stationary sources (e.g., industrial uses or mechanical equipment).

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New York City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. This assessment concludes that the Proposed Actions would not result in any significant adverse noise impacts.

B. NOISE ASSESSMENT

The area immediately surrounding the Project Areas includes multiple residential uses that would constitute sensitive receptors for the noise analysis. This assessment considers the effects on those sensitive receptors of mobile and stationary noise sources associated with the Proposed Actions. It also considers the effects of ambient noise levels on new development anticipated on the projected development sites.

MOBILE SOURCES

In terms of mobile sources, the number of incremental vehicle trips generated by the Proposed Actions would be lower than the *CEQR Technical Manual* threshold indicating the need for detailed analysis. (Information on the number of vehicle trips associated with the Proposed Actions is presented in Attachment J, "Transportation.") Consequently, with the moderate to relatively high volume of vehicular traffic on roadways adjacent to nearby noise receptors, it is not expected that the Proposed Actions would result in sufficient traffic to have the potential to cause a significant noise impact—i.e., the Proposed Actions not result in a doubling of noise passenger car equivalents [Noise PCEs], which is the level of increase necessary to result in a 3 dBA increase in noise levels, indicating a potential for significant impact. Therefore, the Proposed Actions would not result in significant adverse noise impacts related to mobile sources, and further assessment is not warranted.

STATIONARY SOURCES

In terms of stationary sources, Projected Development Site 1 (Block 1773, Lot 20) and Projected Development Site 3 (Block 1773, Lots 1, 4, 67, 69, and 72) will each include a new ancillary facility for the Second Avenue Subway Phase 2 project, which will be constructed on the two sites independent of, but in coordination with, the Proposed Actions. The ancillary facilities will include critical ventilation systems and other mechanical equipment related to the new Second Avenue Subway 125th Street Station. These ancillary facilities will be designed and operated so that they do not result in significant adverse impacts on nearby uses.

The Second Avenue Subway, including its ancillary facilities, was previously reviewed in a 2004 Final Environmental Impact Statement (FEIS) and a 2018 Supplemental Environmental Assessment prepared in accordance with the National Environmental Policy Act (NEPA) and is not part of the Proposed Actions subject to review under the New York State Environmental Quality Review Act. As required by commitments associated with the 2004 FEIS for the Second Avenue Subway and the NEPA Record of Decision issued for the subway project by the lead federal agency, the Federal Transit Administration, MTA will design all above-ground mechanical equipment (as well as any below-ground equipment requiring above-ground vents or similar structures) so that the noise level produced when the equipment is in use would not exceed 60 dBA as measured from the façade of the nearest residential property. Noise levels less than or equal to 60 dBA would be considered "acceptable" according to *CEQR Technical Manual* noise exposure guidance and would not result in any significant increase in ambient noise levels.

Mechanical systems associated with development on the projected development sites, such as heating, ventilation, and air conditioning systems, would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings [DOB] Code) to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, significant adverse noise impacts related to stationary sources would not be expected from the new buildings on the projected development sites as a result of the Proposed Actions.

AMBIENT NOISE LEVELS

In terms of the potential effects of ambient noise levels on new development on the projected development sites that would result from the Proposed Actions, the existing noise levels of the immediate area were previously evaluated in other noise assessments conducted in accordance with CEQR. As a result of those previous evaluations, each of the four projected development sites is subject to requirements to incorporate building construction measures that reduce the interior noise levels at any new buildings on the sites, as discussed below.

The four projected development sites were evaluated in the following previous CEQR analyses:

- Projected Development Site 1 was previously analyzed in the 2008 *125th Street Corridor Rezoning and Related Actions FEIS* (07DCP030M) as "Potential Development Site 48."
- Projected Development Site 2 (Block 1773, Lot 27) was previously analyzed in the 2023 *180 East 125th Street FRESH Environmental Assessment Statement (EAS)* (23DCP058M).

- Projected Development Sites 3 (and 4 (Block 1750, Lot 40) were previously analyzed in the 2017 *East Harlem Rezoning FEIS* (17DCP048M).

The ambient noise levels evaluated in those previous noise analyses included contributions from multiple developments projected to occur in the surrounding area and are therefore conservative in representing expected noise exposure at each projected development site. As a result of these analyses, noise (E) Designations[1] were recorded for each projected development site, as discussed below, requiring specific minimum window/wall attenuation for new buildings on these sites together with an alternative means of ventilation to allow building occupants to avoid opening their windows if they so choose.

Individual (E) Designations are assigned specific numbers. They are recorded against specific properties and can be reviewed in Appendix C of the New York City Zoning Resolution (Table 1, "City Environmental Quality Review (CEQR) Environmental Requirements: (E) Designations") and also in the New York City Department of Buildings' online information systems.

The specific requirements recorded for each of the projected development sites in their respective noise (E) Designations is as follows.

REQUIREMENTS FOR PROJECTED DEVELOPMENT SITE 1 (BLOCK 1773, LOT 20) – E-201

The noise (E) Designation for Projected Development Site 1 states the following:

> In order to ensure an acceptable interior noise environment, future residential/commercial must provide a closed window condition with a minimum of 35 dBA and 40 dBA window/wall attenuation on some façades in order to maintain an interior noise level of 45 dBA. To achieve 40 dBA of building attenuation, special design features that go beyond normal double-glazed windows are necessary and may include using specially designed windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.) and additional building attenuation. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning.

REQUIREMENTS FOR PROJECTED DEVELOPMENT SITE 2 (BLOCK 1773, LOT 27) – E-703

The noise (E) Designation for Projected Development Site 2 states the following:

> In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum

[1] (E) Designations are institutional controls implemented as a result of CEQR review of a zoning map, text amendment, or action pursuant to the Zoning Resolution. They provide a mechanism to ensure that measures aimed at avoiding a significant adverse impact are part of future developments related to noise or certain other environmental issues. For (E)-Designated lots, the New York City Department of Buildings will not issue building permits or certificates of occupancy in connection with new buildings until the (E) requirements have been met.

of 36 dBA window/wall attenuation on the façades facing East 125th Street, and 35 dBA window/wall attenuation on the facades facing Lexington Avenue within 100 feet of East 125th Street and the façades facing 3rd Avenue within 50 feet of East 125th Street, and 31 dBA of attenuation on the façades facing 3rd Avenue beyond 50 feet of East 125th Street up to 60 feet from East 124th Street and façades facing East 124th Street within 50 feet of 3rd Avenue, and 28 dBA of attenuation on the façades facing 3rd Avenue within 60 feet of East 124th Street and façades facing East 124th Street beyond 50 feet of 3rd Avenue and façades facing Lexington Avenue beyond 100 feet of East 125th Street, to maintain an interior L_{10} noise level not greater than 45 dBA for residential uses as illustrated in the EAS. To maintain a closed window condition, alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

REQUIREMENTS FOR PROJECTED DEVELOPMENT SITE 3 (BLOCK 1773, LOTS 1, 4, 67, 69, AND 72) – E-422

The noise (E) Designation for Projected Development Site 3 states the following:

To ensure an acceptable interior noise environment, the building façade(s) or future development must provide minimum composite building façade attenuation as shown in Appendix F of the East Harlem Rezoning Environmental Impact Statement in order to maintain an interior L_{10} noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial uses. To maintain a closed-window condition in these areas, an alternative means of ventilation that brings outside air into the building without degrading the acoustical performance of the building façade(s) must also be provided.

REQUIREMENTS FOR PROJECTED DEVELOPMENT SITE 4 (BLOCK 1750, LOT 40) – E-422

The noise (E) Designation for Projected Development Site 4 states the following:

To ensure an acceptable interior noise environment, the building façade(s) or future development must provide minimum composite building façade attenuation as shown in Appendix F of the East Harlem Rezoning Environmental Impact Statement in order to maintain an interior L_{10} noise level not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial uses. To achieve up to 44 dBA of building attenuation, special design features that go beyond the normal double-glazed windows are necessary and may include using specifically designed windows (i.e., windows with small sizes, windows with air gaps, windows with thicker glazing, etc.), and additional building attenuation. To maintain a closed-window condition in these areas, an alternate means of ventilation that brings outside air into the building without degrading the acoustical performances of the building façade(s) must also be provided.

CONCLUSION

Development at the projected development sites would be required to adhere to the requirements of the noise (E) Designation recorded against those sites, which include the provision of an alternate means of ventilation and window/wall attenuation based on achieving the *CEQR Technical Manual* interior noise level guideline of 45 dBA $L_{10(1)}$ or lower for residential or community facility uses.

The attenuation of a composite structure is a function of the attenuation provided by each of its component parts and how much of the area is made up of each part. Normally, a building façade consists of wall, glazing, and any vents or louvers associated with the building mechanical systems in various ratios of area. The buildings at the projected development sites would be required to provide a composite façade attenuation level equal to or greater than those listed in the noise (E) Designations recorded on their properties, along with an alternate means of ventilation, and would therefore comply with the Noise (E) Designations.

With these measures in place, there would be no potential for significant adverse noise impacts associated with ambient noise levels as a result of the Proposed Actions. ✷

Attachment M: Construction

A. INTRODUCTION

As described in Attachment A, "Project Description and Screening Analyses," the Metropolitan Transportation Authority (MTA) is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New York City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan. The Proposed Actions would facilitate the development of up to 2,097 new dwelling units and approximately 69,300 gross square feet (gsf) of commercial retail and office space on the four sites. In comparison to the development anticipated on those sites in the future absent the Proposed Actions (the No Action condition), the Proposed Actions would result in the addition of 799 incremental new dwelling units and the net reduction of approximately 58,500 gsf of commercial and community facility space.

Construction for the development on Projected Development Site 1 would begin after construction of the Second Avenue Subway 125th Street Station is complete in 2032 and would be complete and operational in 2036. Construction of development on Projected Development Site 2 would occur earlier, commencing shortly after land use approvals. Construction on this site is projected to take approximately 46 months and, assuming the Proposed Actions are approved by the end of 2025, is anticipated to be operational in late-2029/early-2030. Projected Development Sites 3 and 4 are also assumed to be developed by 2036.

This attachment summarizes the projected construction program for the Proposed Actions (or With Action condition) and assesses the potential for significant adverse impacts during the construction period. The City, state, and federal regulations and policies that govern construction are described, followed by the anticipated construction schedule, types of activities likely to occur during construction, and the measures that would be implemented to minimize the effects of construction.

As described below, as is the case with most construction activity, construction under the Proposed Actions may result in localized, temporary disruptions. However, a variety of measures (e.g., noise control, air emissions control, traffic control plans, etc.) would be employed during construction to minimize the effects of construction. With the implementation of these measures, construction under the Proposed Actions would not result in significant adverse impacts.

B. GOVERNMENTAL COORDINATION AND OVERSIGHT

Construction oversight involves several city, state, and federal agencies. **Table M-1** lists the primary involved agencies and their areas of responsibility.

Table M-1
Construction Oversight in New York City

Agency	Areas of Responsibility
New York City	
Department of Buildings	Primary oversight for Building Code and site safety
Department of Environmental Protection	Noise, dewatering, construction near DEP water and sewer infrastructure.
Department of Sanitation	Storage, transport, and disposal of asbestos waste
Fire Department	Compliance with Fire Code
Department of Transportation	Traffic lane and sidewalk closures
New York City Transit	Work at the Development Site within 200 feet of NYCT property/structures
Landmarks Preservation Commission	Historic and archaeological resources
New York State	
Department of Labor	Asbestos Workers
Department of Environmental Conservation	Hazardous materials and fuel/chemical storage tanks
Office of Parks, Recreation and Historic Preservation	Historic and archaeological resources
United States	
Environmental Protection Agency	Air emissions, noise, hazardous materials, poisons
Occupational Safety and Health Administration	Worker safety

For projects in New York City, primary construction oversight lies with the New York City Department of Buildings (DOB), which ensures that construction projects meet the requirements of the New York City Building Code and that buildings are structurally, electrically, and mechanically safe. In addition, DOB enforces safety regulations to protect workers and the general public during construction: the areas of oversight include installation and operation of equipment such as cranes, sidewalk sheds, and safety netting and scaffolding. The New York City Department of Environmental Protection (DEP) enforces the New York City Noise Code and regulates water disposal into the sewer system. The City of New York Department of Sanitation (DSNY) has regulatory and enforcement oversight of the storage, transport, and disposal of asbestos waste. The New York City Fire Department (FDNY) has primary oversight of compliance with the New York City Fire Code. The New York City Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) reviews and approves any traffic lane and sidewalk closures. Coordinating with New York City Transit (NYCT) is required where work at the Project Site is within 200 feet of subway structures. The New York City Landmarks Preservation Commission (LPC) reviews any archaeological testing or monitoring that may be required. LPC also reviews and approves construction protection plans (CPPs) and any monitoring measures necessary to prevent damage to historic structures.

At the state level, the New York State Department of Labor (DOL) licenses asbestos workers. The New York State Department of Environmental Conservation (DEC) regulates disposal of hazardous materials, and construction and operation of bulk petroleum and chemical storage tanks. For state-sponsored construction projects, the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) reviews and approves CPPs and any monitoring measures necessary to prevent damage to historic structures.

At the federal level, the U.S. Environmental Protection Agency (EPA) has wide-ranging authority over environmental matters, including air emissions, noise, hazardous materials, and the use of poisons, although much of the responsibility is delegated to the state level. EPA regulates construction or demolition work disturbing asbestos, including asbestos abatement work. The Occupational Safety and Health Administration (OSHA) sets standards for work site safety and construction equipment.

C. ANTICIPATED CONSTRUCTION SCHEDULE

PROJECTED DEVELOPMENT SITES 1 AND 2

Table M-2 presents the anticipated construction schedule for the With Action condition and the No Action condition for Projected Development Sites 1 and 2.

Table M-2
Anticipated Construction Schedule for With Action and No Action Condition

Projected Development Site	With Action Condition			No Action Condition		
	Start Month	Finish Month	Duration (Months)	Start Month	Finish Month	Duration (Months)
1	September 2032	April 2036	44	September 2032	February 2035	30
2	March 2026	December 2029	46	March 2026	February 2029	36

Construction on Projected Development Site 1 would be expected to begin in September 2032 after completion of the Second Avenue Subway 125th Street Station. In the With Action condition, construction would last approximately 44 months with completion estimated for April 2036. In the No Action condition, construction will last approximately 30 months and is estimated to be completed in February 2035.

Construction on Projected Development Site 2 is anticipated to begin in March 2026. In the With Action condition, construction would last approximately 46 months with completion estimated for December 2029. In the No Action condition, construction will last approximately 30 months and is estimated to be completed in February 2029.

PROJECTED DEVELOPMENT SITES 3 AND 4

Projected Development Site 3 and 4 will be redeveloped regardless of the Proposed Actions. The Proposed Actions would allow for some added flexibility to lower floor uses at these developments and to the maximum base height at Projected Development Site 3; however, the overall building size and development footprint would be the same. Therefore, the construction duration at these locations are anticipated to be similar between the With Action condition and the No Action condition. Projected Development Sites 3 and 4 are assumed to be developed by 2036 and is estimated to take approximately 30 months and 23 months to complete, respectively, in both the No Action and With Action conditions.

D. GENERAL CONSTRUCTION PRACTICES

This section describes the construction practices that are likely to be employed during construction under the Proposed Actions, including hours of work, access, deliveries, and staging areas, public safety, and rodent control.

HOURS OF WORK

Construction work would typically begin at 7:00 AM on weekdays, with most workers arriving between 6:00 AM and 7:00 AM. Normally work would end at 3:30 PM, but it can be expected that in order to complete certain critical tasks (e.g., finishing concrete placement for a floor deck), the workday may be extended beyond normal work hours. Extended workdays would generally last until approximately 6:00 PM and would not include all construction workers on-site, but only those involved in the specific task requiring additional work time.

In addition, weekend or night work may also be required for certain construction activities and/or to meet the project construction schedule due to weather delays or other circumstances. Appropriate work permits from DOB would be obtained for any necessary work outside of the permissible construction hours (7:00 AM to 6:00 PM on weekdays) for weekend or night work.

ACCESS, DELIVERIES, AND STAGING AREAS

During construction, access to the construction site would be fully controlled. Work areas would be fenced off and limited access points for workers and trucks would be provided. Material deliveries to the construction areas would be controlled and scheduled. As is typical with New York City construction in a confined urban environment, parking lanes and/or sidewalks immediately adjacent to the construction areas may need to be closed or narrowed for varying periods of time during the construction period. Maintenance and Protection of Traffic (MPT) plans would be developed for any required temporary sidewalk and lane narrowing and/or closures to protect the safety of the construction workers and the public passing through the area. Approval of these plans and implementing the closures would be coordinated with DOT's OCMC. Anticipated MPT measures would include parking lane closures, safety signs, safety barriers, and construction fencing. Construction staging of materials and equipment would primarily occur within the construction site and, where applicable, the adjacent parking lane.

PUBLIC SAFETY

A variety of measures would be employed to protect public safety during the construction. Public safety measures would include: sidewalk bridges to provide overhead protection; safety signs to alert the public about active construction work; safety barriers to protect the safety of the public passing by construction areas; flag persons to control trucks entering and exiting the construction areas and/or to provide guidance for pedestrians and bicyclists safety; and safety nettings as the superstructure work advances upward to prevent debris from falling to the ground. All DOB safety requirements would be followed to ensure the safety of the community and the construction workers.

RODENT CONTROL

Construction contracts would include provisions for a rodent (i.e., mouse and rat) control program. Before the start of construction, the contractor would survey and bait the appropriate areas and provide for proper site sanitation. During construction, the contractor would carry out a maintenance program, as necessary. Signage would be posted, and coordination would be conducted with the appropriate agencies.

E. DESCRIPTION OF CONSTRUCTION ACTIVITIES

Prior to the commencement of construction, the work area would typically be prepared for construction, including the installation of public safety measures such as barriers, netting, and signs. The construction areas would be fenced off, worker and truck access points would be established, and existing street trees would be protected.

Building construction at the four projected development sites for the With Action and No Action conditions would then proceed with demolition, excavation and foundations, superstructure, exteriors, and interiors activities, which are discussed below.

DEMOLITION

Before the commencement of demolition activities, existing buildings would be surveyed for asbestos by a New York City-certified asbestos investigator and if present, those materials would be removed by a DOL-licensed asbestos abatement in accordance with local, state, and federal requirements. Abatement would occur simultaneously with any demolition activities necessary to make abatement possible. Asbestos abatement is strictly regulated by DEP, DOL, EPA, and OSHA to protect the health and safety of construction workers and nearby residents, workers, and visitors. Any activities with the potential to disturb lead-based paint (LBP) would be performed in accordance with the applicable OSHA regulations (including federal OSHA regulation 29 CFR 1926.62—*Lead Exposure in Construction*). In addition, any suspected polychlorinated biphenyls (PCB)-containing equipment that would be disturbed (such as fluorescent light ballasts) would be evaluated prior to disturbance. Unless labeling or test data indicate the contrary, such equipment would be assumed to contain PCBs, and would be removed and disposed of at properly licensed facilities in accordance with all applicable regulatory requirements.

Prior to demolition, any economically salvageable materials that could be reused would typically be removed. Then the buildings would be demolished using excavators with hoe ram attachments. Demolition activities would also involve the use of jackhammers, compressors, and generators. Demolition debris would typically be sorted prior to being disposed of at landfills to maximize recycling opportunities.

EXCAVATION AND FOUNDATIONS

The No Action and With Action condition construction would require excavation activities at the projected development sites for the buildings' cellars and foundations. Excavation work would begin with the installation of walls to contain soil around the excavation area, and excavators would then be used to excavate soil. The soil would be loaded onto dump trucks for transport to a licensed disposal facility or stored for reuse on any portion of the development sites that needs fill. Excavation would be followed by the construction of the

foundation and below-grade elements of the proposed building. Piles would be installed with the use of drill rigs. Excavation and foundations activities may also involve the use of a crawler crane, concrete trowels, welder, and rebar benders.

Dewatering

Water from rain and snow collected in the excavation area during construction would be removed using a dewatering pump. If groundwater dewatering is required, it would be performed in accordance with DEP sewer use requirements.

SUPERSTRUCTURE

The superstructure work would include the frameworks for the proposed buildings, such as beams, slabs, and columns. Construction of the interior structures—or cores—of the buildings would include elevator shafts; vertical risers for mechanical, electrical, and plumbing systems; electrical and mechanical equipment rooms; core stairs; and restroom areas. A tower or mobile crane would first be brought onto each of the development sites during the superstructure task and would be used to lift structural components and other large materials. Superstructure activities may also include the use of compressors, rebar benders, concrete vibrators, concrete trowels, and a variety of trucks. In addition, temporary construction elevators (hoists) would be used for the vertical movement of workers and materials during superstructure activities.

EXTERIORS

This stage would include the installation of the exterior envelope systems of the proposed buildings. The exterior units would either be transported via a hoist to the appropriate floors for installation or lift into place by a crane.

INTERIORS

Activities during the interiors stage would include the construction of interior partitions, installation of lighting fixtures and interior finishes (e.g., flooring, painting, etc.), and mechanical and electrical work, such as the installation of elevators and lobby finishes. Final cleanup and touchup of the building and final building systems (e.g., electrical system, fire alarm, plumbing, etc.) testing and inspections would be part of this stage of construction. Equipment used during interiors would include a hoist and a variety of small handheld tools.

Interiors would typically be the quietest period of construction in terms of its effect on the public, because most of the construction activities would occur inside the buildings with the façades substantially complete and the proposed buildings enclosed.

F. CONSTRUCTION EFFECTS OF THE PROPOSED ACTIONS

Construction can be disruptive to the surrounding area for periods of time. The following analyses describe the potential impacts that could result from construction under the Proposed Actions with respect to transportation, air quality, and noise and vibration as well as land use and neighborhood character, socioeconomic conditions, community facilities, open space, historic and cultural resources, hazardous materials, and water and sewer infrastructure.

TRANSPORTATION

As described in the *CEQR Technical Manual*, construction activities may affect several elements of the transportation system, including traffic, transit, pedestrians, and parking. A transportation analysis of construction activities is predicated upon the duration, intensity, complexity and/or location of construction activity. The effects of the construction activities for the With Action condition were compared with the construction activities under the No Action condition to assess the potential transportation impacts during construction.

Similar to the construction under the No Action condition, construction under the With Action condition would be staged primarily within the development sites, and/or on streets adjacent to the development sites, thereby limiting any effects on surrounding roadways. However, it is anticipated that sidewalks and/or parking lanes adjacent to the development sites may be temporarily closed or replaced by protected walkways during construction. Construction-related closures are anticipated to be the type of routine closure typically addressed by MPT plans required by DOT's OCMC at the time of closure(s). Approval of these plans and implementation of the closures would be coordinated with DOT's OCMC. The construction manager for the Proposed Actions would coordinate with the MTA where necessary to avoid delays and inefficiencies that may arise due to construction activities occurring on adjacent sites (i.e., potential overlapping activities between construction of the Second Avenue Subway 125th Street Station and activities on Projected Development Site 2).

Throughout the construction period, construction workers would travel to and from the projected development sites by personal vehicle or public transportation. Construction workers who travel by vehicles are expected to park at nearby parking resources (i.e., within ¼-mile of the projected development sites), either on-street or within off-street parking facilities. Construction would also generate truck trips from the deliveries of materials and excavated materials. Although the construction activities at Projected Development Sites 1 and 2 are anticipated to take approximately 14 months and 10 months longer to complete as compared to the duration of proposed buildings under the No Action condition, it is anticipated that construction under the Proposed Actions would have the same number of daily construction workers and deliveries as the construction under the No Action condition during the peak construction period since the peak construction activities would have similar intensity, just for a longer period of time. Similarly, for construction activities at Projected Development Sites 3 and 4 where the construction duration is expected to be similar between the Proposed Actions and No Action condition, it is anticipated that the number of daily construction workers and deliveries would be the same between the Proposed Actions and No Action condition. Therefore, the incremental construction-related trips would not exceed the *CEQR Technical Manual* 50-vehicle-trip, 200-transit-trip, or the 200-pedestrian-trip analysis thresholds, and, as a result, no further quantified analysis is warranted. Therefore, construction under the Proposed Actions would not result in significant adverse transportation impacts.

AIR QUALITY

Construction in the No Action and With Action conditions would require use of both non-road construction equipment and on-road vehicles, which would result in emissions that have the potential to affect air quality. Non-road construction equipment includes equipment operating on-site, such as excavators, loaders, and mobile cranes. On-road vehicles include

construction delivery trucks and construction worker vehicles arriving at and departing from the development sites, as well as operating on-site. In addition, emissions from dust-generating construction activities (i.e., truck loading and unloading operations) also have the potential to affect air quality.

EMISSIONS REDUCTION MEASURES

Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These measures include:

- *Clean Fuel.* Ultra-low-sulfur diesel (ULSD) fuel would be used exclusively for all diesel engines throughout the project site.
- *Dust Control.* To minimize dust emissions from construction activities, a dust control plan, including a robust watering program, would be required. Under such plans, trucks hauling loose material would be equipped with tight-fitting tailgates and have their loads securely covered prior to leaving the project site; and water sprays would be used for all demolition, excavation, and transfer of soils to ensure that materials are dampened as necessary to minimize the suspension of dust into the air. Stockpiles of loose materials would be watered, stabilized with a chemical suppressing agent, or covered. All measures called for by the sections of DEP's Construction Dust Rules regulating construction-related dust emissions would be required.
- *Idling Restriction.* In accordance with Section 24-163 of the NYC Administrative Code, the local law restricting unnecessary idling on roadways, truck idling time would be restricted to 3 minutes except for vehicles that are using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or are otherwise required for the proper operation of the engine.

In addition, the following measures would be implemented to the extent practicable on MTA-controlled sites (Projected Development Sites 1 and 3) and would likely be implemented on non MTA-controlled sites (Projected Development Sites 2 and 4) based on current industry standards in New York City construction to further reduce air pollutant emissions during construction under the Proposed Actions:

- *Utilization of Newer Equipment.* EPA's Tier 1 through 4 standards for non-road engines regulate the emission of criteria pollutants from new engines, including particulate matter (PM), carbon monoxide (CO), nitrogen oxide (NOx), and hydrocarbons (HC). Diesel-powered non-road construction equipment with a power rating of 50 hp or greater used in construction would meet at least the Tier 3 emissions standard.
- *Best Available Tailpipe Reduction Technologies*. Non-road diesel engines with a power rating of 50 hp or greater and controlled truck fleets (i.e., truck fleets under long-term contract) including but not limited to concrete mixing and pumping trucks, would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particulate filters (DPFs) have been identified as being the tailpipe technology currently proven to have the highest reduction capability. Construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed by the original equipment manufacturer or retrofitted. Retrofitted DPFs must be verified by EPA or the California Air Resources Board. Active DPFs or other technologies proven to achieve an equivalent reduction may also be used.

Overall, the emissions control measures identified above are expected to substantially reduce air pollutant emissions during construction under the Proposed Actions.

POTENTIAL AIR QUALITY EFFECTS DURING CONSTRUCTION

The construction intensity and duration for the most intense construction activities in terms of air pollutant emissions (excavation and foundation stages when the largest number of large non-road diesel engines would be employed) at Projected Development Sites 1 and 2 would be similar for under the With Action and the No Action conditions, but the superstructure, exterior, and interiors stages of construction would last an additional 12 months overall at Projected Development Site 1 and an additional 10 months at Projected Development Site 2 in the With Action condition as compared to the No Action condition. However, these latter stages would result in much lower air pollutant emissions since they would require few pieces of heavy-duty diesel equipment and would generally have smaller engines that would be dispersed vertically throughout the building. In addition, the latter stages of construction would not involve soil disturbance activities and therefore would result in substantially lower dust emissions. Further, interiors activities would be better shielded from nearby sensitive receptors by the proposed buildings themselves. As discussed above in "Transportation," it is anticipated that construction under the Proposed Actions would have similar numbers of daily construction workers and deliveries as the construction under the No Action condition during the peak construction period. Therefore, construction under the Proposed Actions would not result in significant adverse air quality impacts related to vehicular traffic, and further mobile-source analysis is not required.

Therefore, based on the information presented above and with the implementation of an emissions reduction program, construction under the Proposed Actions would not result in any significant adverse construction air quality impacts, and no further analysis is required.

NOISE

Potential impacts on community noise levels during construction could result from the operation of construction equipment and from construction and delivery vehicles traveling to and from a project site. Noise levels at a given location are dependent on the type and quantity of construction equipment being operated, the distance of sensitive receptors from the construction site, and any shielding effects (e.g., from structures such as walls or barriers). Noise levels caused by construction activities would vary widely and the location of the construction activities relative to noise-sensitive receptor locations would also vary.

NOISE CONTROL MEASURES

Construction activities must follow the requirements of the New York City Noise Control Code (also known as Chapter 24 of the Administrative Code of the City of New York, or Local Law 113) for construction noise control measures.

In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures for construction would be implemented for construction under the With Action condition and the No Action condition:

- Equipment that meets the sound level standards specified in Subchapter 5 of the New York City Noise Control Code and Table 22-1 of the *2021 CEQR Technical Manual* would be utilized from the start of construction.
- Pursuant to customary industry practice, as early in the construction period as logistics allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable. Where electrical equipment cannot be used, diesel or gas-powered generators and pumps would be located within buildings to the extent feasible and practicable.
- Where feasible and practicable, the construction site would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than 3 minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the New York City Administrative Code.
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

In terms of path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures for construction would be implemented for construction under the With Action and the No Action conditions:

- Pursuant to customary industry practice, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations to the extent practicable given site limitations (i.e., receptors on multiple sides).
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents) for certain dominant noise equipment as necessary to remain consistent with New York City Noise Control Code Requirements. The details to construct portable noise barriers, enclosures, tents, etc. are shown in DEP's Rules for Citywide Construction Noise Mitigation.

POTENTIAL NOISE EFFECTS DURING CONSTRUCTION

Construction noise includes noise generated by on-site construction equipment and activity and noise generated by construction-related traffic, including delivery trucks and worker vehicles, traveling to and from a development site. During these peak construction activities, as is typical with high-rise building construction in New York City, there would be some noise disruption to the nearby areas, but such effects would be temporary and would not be materially different between construction under the With Action and No Action conditions. During the superstructure, exteriors, and interiors stages of construction (when construction at Projected Development Sites 1 and 2 would take an additional 12 months and 10 months, respectively compared to the No Action condition), construction equipment with higher noise levels, such as auger drill rigs, excavators, etc., would not be used; further, interiors work would be better shielded from the nearby sensitive receptors by the buildings being constructed. Therefore, construction under the With Action condition would not result in any material increase in construction noise levels compared to the construction under the No Action condition.

As discussed in "Transportation," it is anticipated that construction under the With Action condition would have similar numbers of daily construction workers and deliveries as the construction under the No Action condition during the peak construction period. In addition, the construction-related vehicles would be distributed amongst the different routes to and from the development sites. Accordingly, the construction under the Proposed Actions would not result in significant adverse construction noise impacts due to mobile sources, and no further analysis is required.

Therefore, based on the information presented above and that construction would follow the requirements of the *New York City Noise Control Code* for construction noise control measures, no significant adverse noise impacts would be expected from construction under the Proposed Actions.

VIBRATION AND NEARBY ARCHITECTURAL RESOURCES

Construction activities have the potential to result in vibration levels that may in turn result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive resources. In general, vibratory levels at a receiver are a function of the source strength (which in turn is dependent upon the construction equipment and methods utilized), distance between the equipment and the receiver, characteristics of the transmitting medium, and receiver building construction. Construction equipment operation causes ground vibrations, which spread through the ground and decrease in strength with distance. Vehicular traffic, even in locations close to major roadways, typically does not result in perceptible vibration levels unless there are discontinuities in the roadway surface. With the exception of the case of fragile and possibly historically significant structures or buildings, generally construction activities do not reach the levels that can cause architectural or structural damage, but can rise to levels that may be perceptible and annoying in buildings or structures (i.e., elevated subway structures) close to a construction site. Localized increases in vibration associated with construction under either the No Action or With Action condition would be of short duration.

The projected development sites are located within 90 feet of the following historic resources:

- Projected Development Sites 1 and 2 are located within 90 feet of 166 East 124th Street, a former stable that has been determined eligible for listing on the State and National Registers (S/NR-eligible);
- Projected Development Site 3 is located within 90 feet of the S/NR-eligible Park Avenue Viaduct and the S/NR-eligible former loft building 116-120 East 124th Street; and
- Projected Development Site 4 is located within 90 feet of the Mount Morris Bank Building (a New York City Landmark and S/NR-listed structure), the S/NR-eligible Metro North 125th Street Station, the S/NR-eligible Park Avenue Viaduct, and the S/NR-eligible East-Central Harlem Historic District.

To avoid inadvertent demolition and/or construction-related damage from ground-borne construction period vibrations, falling debris, collapse, etc. associated with construction of the new residential buildings on Projected Development Site 1 and Projected Development Site 3, which are owned by MTA, the resources within 90 feet of these sites would be included in a Construction Protection Plan (CPP) for historic structures that would be prepared by MTA in coordination with LPC and implemented in consultation with a licensed professional

engineer. The CPP would be prepared and implemented prior to construction activities related to the new residential buildings on Site 1 and Site 3, and project-related demolition and construction activities would be monitored as specified in the CPP.

As in the No Action condition, pursuant to the terms of the Programmatic Agreement for the Second Avenue Subway project, a CPP also would be developed by MTA, in consultation with the Federal Transit Administration (FTA) and the New York State Historic Preservation Office (SHPO) and all other appropriate New York City agencies, and implemented to avoid damage to historic resources from construction of the new subway-related structures to be constructed on Site 1 and Site 3 prior to the development of the new residential buildings on these sites.

For the new development on Projected Development Site 2 and Projected Development Site 4, as in the No Action scenario for these sites, since the resources within 90 feet of these sites are not S/NR-listed, a NYCL, or within a NYCHD (with one exception as noted below), these historic resource would be afforded limited protection under DOB regulations applicable to all buildings adjacent to construction sites, but the special protections to avoid construction-related damage to historic structures under *TPPN #10/88* would not be required. Since these sites are not owned by MTA and are not anticipated to be developed in accordance with a development agreement with MTA, there is no mechanism to require the implementation of *TPPN #10/88* or the preparation of a CPP. Additional protective measures afforded under *TPPN #10/88* would only become applicable if the resources were listed on the S/NR or designated as a NYCL or NYCHD in the future prior to the initiation of construction. The With Action condition for Site 2 and Site 4 would not have any additional potential for construction-related impacts beyond those identified for the No Action scenario.

As the Mount Morris Bank Building is a NYCL and S/NR-listed; it is expected that *TPPN #10/88* would be implemented for the No Action and With Action development on Projected Development Site 4, which is located directly adjacent to this resource.

For these reasons, the Proposed Actions would not result in any potential significant adverse vibration impacts during construction.

OTHER TECHNICAL AREAS

LAND USE AND NEIGHBORHOOD CHARACTER

Construction activities would not affect land use on the projected development sites as they are mostly vacant or, in the case of Projected Development Site 4, have a parking use that will be displaced in the With Action condition. Construction activities would also not affect land use conditions and patterns outside of the development sites. As is typical with construction projects, during periods of peak activity, there would be some disruption to nearby areas. There would be construction trucks and construction workers coming to the development sites as well as trucks and other vehicles backing up, loading, and unloading. These disruptions would have limited effects on land uses in the larger study area, as most construction would take place within the development sites and the parking lane immediately adjacent to these sites. Overall, the temporary and localized nature of construction would not result in any significant adverse impacts on local land use patterns of the nearby area.

Construction would adhere to the provisions of the New York City Building Code and other applicable regulations. In addition, throughout the construction period, measures would be implemented to control air quality, noise, and vibration within the construction areas. For example, as discussed above, under "Air Quality," an emissions reduction program would be implemented for the Proposed Actions to minimize the air quality effects of construction on the surrounding community. Measures would include, to the extent practicable, dust suppression (e.g., a watering program), idling restrictions, use of ULSD fuel for construction vehicles, diesel equipment reduction, use of newer equipment, and best available technologies. As discussed under "Noise and Vibration," a number of measures would be implemented during construction to reduce potential noise effects, including the erection of construction fencing, location of noisy equipment away from sensitive receptor locations where practicable, early electrification, idling restrictions, and proper maintenance of equipment.

During construction, the development sites and the immediately surrounding area would be subject to additional traffic from construction trucks and worker vehicles and partial sidewalk and lane closures. In addition, staging activities, temporary sidewalks, construction fencing, and construction equipment and building superstructure would be visible to pedestrians in the immediate vicinity of the development sites. However, the effects would be localized, confined largely to streets surrounding the development sites, and no immediate area would experience the effects of the Proposed Actions' construction activities for the full project construction duration. MPT plans would be developed for any temporary sidewalk, lane, and/or street closures. Fencing would be erected to reduce potentially undesirable views of construction areas, to buffer noise emitted from construction activities, and to protect the safety of pedestrians during construction. Access to surrounding businesses would be maintained throughout the duration of the construction period. Additionally, similar condition would occur during construction in the No Action condition. Therefore, although there is the potential for adverse effects during construction, these effects would be temporary and localized and would not result in significant impacts to neighborhood character.

SOCIOECONOMIC CONDITIONS

Construction activities could temporarily affect pedestrian and vehicular access to businesses near the projected development sites. However, the temporary lane and/or sidewalk closures needed to accommodate construction under the With Action condition are not expected to obstruct entrances to any existing businesses, and businesses are not expected to be significantly affected by any temporary reductions in the amount of pedestrian foot traffic or vehicular delays that could occur as a result of construction activities. MPT plans would be developed and implemented to ensure that access to existing businesses near development sites would be maintained throughout the construction period.

Construction would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits near the development sites created by expenditures by material suppliers, construction workers, and other employees involved in the construction activity. Construction also would contribute to increased tax revenues for the City and state, including those from personal income taxes. Therefore, construction activities associated with the Proposed Actions would not result in any significant adverse impacts on socioeconomic conditions.

COMMUNITY FACILITIES

While construction under the With Action condition result in temporary increases in duration of construction traffic during the construction period as compared to the No Action condition, access to and from any community facilities in the area would not be affected during the construction period. In addition, the development sites would be surrounded by construction fencing and barriers that would limit the effects of construction on nearby facilities. Construction workers would not place any burden on public schools and would have minimal, if any, demands on libraries, childcare facilities, and health care. In addition, construction in the With Action condition would not materially affect emergency response times. Therefore, construction activities associated with the Proposed Actions would not result in any significant adverse impacts on community facilities.

OPEN SPACE

There are no publicly accessible open spaces within the projected development sites, and no open space resources would be used for staging or other construction activities. At limited times, outdoor construction activities may generate noise that could impair the enjoyment of any nearby open space users, but such noise effects would be temporary. Further, given the intervening existing traffic on adjacent roadways and the construction fences around the development sites, the noise increases may not be perceptible to nearby open space users. Construction under the Proposed Actions would not limit access to open space resources in the vicinity of the projected development sites. Therefore, construction under the Proposed Actions would not result in significant adverse impacts on open space.

HISTORIC AND CULTURAL RESOURCES

A detailed assessment of potential impacts on historic and cultural resources is described in Attachment G, “Historic and Cultural Resources.”

In a letter dated April 22, 2025, LPC determined that the development sites have no archaeological significance (see **Appendix 2**). Therefore, the Proposed Actions would not result in significant adverse impacts on archaeological resources during construction.

HAZARDOUS MATERIALS

A detailed assessment of potential impacts on hazardous materials is described in Attachment I, “Hazardous Materials.” In the With Action condition, all four projected development sites would be redeveloped with new buildings. As described in Attachment A, “Project Description and Screening Analyses,” the buildings on Projected Development Sites 1 and 2 would be larger than those in the No Action condition, but are assumed to have the same footprint and disturbance area. On Projected Development Sites 3 and 4, no new development would be induced by the Proposed Actions, and it is assumed that the same development would occur on those sites as in the No Action condition, with small changes in the uses within the buildings and the shape of the building on Projected Development Site 4.

The Phase I Environmental Site Assessment conducted for Projected Development Sites 1 and 2 identified Recognized Environmental Conditions (REC) and Vapor Encroachment Conditions (VECs) in connection with the past on-site generation of hazardous wastes, past petroleum storage and use, buried building materials from former on-site structures, a

reported petroleum spill, and nearby former industrial facilities and a Brownfield Cleanup Program (BCP) site with the potential to have affected subsurface conditions at the these sites were and identified. The potential for hazardous or contaminated materials to be present on Projected Development Sites 1 and 2 was previously evaluated in accordance with New York City's City Environmental Quality Review (CEQR) procedure and, as a result of that evaluation, the sites have a hazardous materials (E) Designation recorded on them (E-201 on Projected Development Site 1 and E-703 on Projected Development Site 2) specifying the testing and remediation or other measures to be taken to address potential hazardous and contaminated materials on those sites

For Projected Development Sites 3 and 4, the footprint of the development would not be changed by the Proposed Action. The development would, therefore, be governed by the existing (E) Designations and associated requirements for those parcels (E-201 on Projected Development Site 3 and E-201 from the *125th Street Corridor Rezoning and Related Actions FEIS* on Projected Development Site 4).

On each of the projected development sites, any future residential development must comply with the requirements of the hazardous materials (E) Designations recorded on the properties requiring testing and remediation protocols. This would minimize the potential for exposure to hazardous materials as a result of implementation of new development on these sites.

In addition, adhering to federal, state and local regulations would govern the transportation of material leaving the site for off-site disposal, which would be conducted in accordance with all applicable requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc. If dewatering activities are required, the activities would be implemented in accordance with local requirements for discharge to sanitary/combined sewers. Pretreatment would be performed if necessary to meet the New York City Department of Environmental Protection (DEP) requirements.

With the implementation of these procedures, no significant adverse impacts related to hazardous materials would result from the Proposed Actions.

WATER AND SEWER INFRASTRUCTURE

Infrastructure activities at the development sites would include utility connections to existing water, sewer, electric, gas, and telecommunications. These activities would be coordinated with DEP, Con Edison, or the appropriate private utility company to ensure that service to customers in nearby areas is not disrupted. All utility lines would be located either in the street bed or within the below-grade space. Residents and workers in nearby buildings are not expected to experience substantial disruptions to water supply or wastewater removal. Any disruption to service that may occur when new equipment (e.g., a transformer, or a sewer or water line) is put into operation is expected to be very short-term (i.e., hours). Therefore, the construction under the Proposed Actions would not cause any significant adverse impacts to nearby users of these services. ✷

Attachment N: Other SEQRA Analyses Applicable to MTA

A. INTRODUCTION

This attachment provides assessments of the Proposed Actions with respect to with several statewide public policies applicable to the Metropolitan Transportation Authority (MTA) when it undertakes proposed projects. Specifically, this attachment provides an evaluation of the Proposed Actions with respect to the New State Smart Growth Infrastructure Policy Act, the New York State Climate Leadership and Community Protection Act, and the New York State Environmental Justice Siting Law.

MTA is seeking a zoning map amendment and zoning text amendments (the Proposed Actions) from the New York City Planning Commission and New York City Council to facilitate new transit-oriented developments on four sites at the future terminus of Phase 2 of the Second Avenue Subway in the East Harlem neighborhood of Manhattan (see Attachment A, "Project Description and Screening Analyses").

The Proposed Actions include a zoning map change for the full block bounded by East 124th Street on the south, East 125th Street on the north, Third Avenue on the east, and Lexington Avenue on the west (part of Manhattan Block 1773), to facilitate transit-oriented development on this block. They also include zoning text amendments to modify certain regulations of the existing Special 125th Street District established in the New York City Zoning Resolution. The Proposed Actions would affect two areas, collectively referred to as the Project Areas: Project Area A, the rezoning area; and Project Area B, the Park Avenue Hub Subdistrict of the Special 125th Street District

With or without the Proposed Actions, development is anticipated at four sites in the Project Areas: two sites in Project Area A (the rezoning area), referred to as Projected Development Site 1 and Projected Development Site 2, and two sites in Project Area B (the Park Avenue Hub Subdistrict), referred to as Projected Development Sites 3 and 4, respectively. It is anticipated that the Proposed Actions would increase the size of the buildings planned for Projected Development Site 1 and Projected Development Site 2 and would result in modest changes to the form and mix of uses in the buildings to be constructed on Projected Development Sites 3 and 4.

MTA owns Projected Development Sites 1 and 3 and plans to develop them with new subway station entrances and subway ancillary facilities as part of the new Second Avenue Subway's 125th Street Station, as well as related joint development with new residential buildings.

B. NEW YORK STATE SMART GROWTH PUBLIC INFRASTRUCTURE POLICY ACT

The New York State Smart Growth Public Infrastructure Policy Act (the Smart Growth Act), enacted in 2010, is an amendment to New York State's Environmental Conservation Law intended to minimize the unnecessary cost of sprawl development. The law requires state

infrastructure agencies, such as MTA, to evaluate the consistency of a proposed new or expanded public infrastructure project with the 11 Smart Growth criteria specified in the Smart Growth Act. The agency must attest in a written smart growth impact statement that the project, to the extent practicable, meets the relevant criteria. For any criteria that are not met or for which compliance is considered to be impracticable, a detailed statement of justification must be provided.

This section presents the 11 smart growth public infrastructure criteria established in the Smart Growth Act and an assessment of the consistency of the Proposed Actions with those criteria. The Smart Growth Act does not include a definition of "infrastructure project," so this assessment conservatively assumes that development resulting from the Proposed Actions would constitute an infrastructure project.

Criterion A: To advance projects for the use, maintenance, or improvement of existing infrastructure.

The Proposed Actions would encourage transit-oriented development by increasing allowable housing density near the new Second Avenue Subway infrastructure. This increased density is critical for creating vibrant, transit-connected communities anchored by the future Second Avenue Subway 125th Street Station, as well as its direct connections to the Lexington Avenue Line (Nos. 4, 5, and 6 lines) and Metro-North Railroad's 125th Street commuter rail station one block to the west. The area is also well served by several MTA bus routes. By allowing more housing around a significant transit hub in East Harlem, the Proposed Actions would allow development that serves the needs of residents by providing convenient access to public transit, linking them to jobs, education, and services throughout New York City and the greater region. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion B: To advance projects located in municipal centers.

The Smart Growth Act defines "municipal centers" as areas of concentrated and mixed land uses that serve as centers for various activities, including, but not limited to, central business districts, main streets, downtown areas, brownfield opportunity areas, downtown areas of local waterfront revitalization program areas, transit-oriented development, environmental justice areas, and hardship areas.

The Proposed Actions would encourage transit-oriented development within a densely developed area in the East Harlem neighborhood of Manhattan. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion C: To advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.

The Proposed Actions would encourage transit-oriented development within a densely developed area in the East Harlem neighborhood of Manhattan. They would facilitate new mixed-use residential development with affordable housing and ground-floor retail space, activating the neighborhood in place of sites that are currently vacant. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion D: To protect, preserve and enhance the state's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources.

The Proposed Actions would facilitate new development in the East Harlem neighborhood of Manhattan and would not affect agricultural land, forests, or surface and groundwater. As detailed in the other attachments of this Environmental Assessment Form, the Proposed Actions would not adversely affect air quality (see Attachment K, "Air Quality"), recreation and open space (Attachment E, "Open Space"), scenic areas (Attachment H, "Urban Design and Visual Resources"), or significant historic and archaeological resources (Attachment G, "Historic and Cultural Resources"). Therefore, the Proposed Actions would be consistent with this criterion.

Criterion E: To foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups.

The Proposed Actions would encourage transit-oriented development within a densely developed area in the East Harlem neighborhood of Manhattan. They would activate the neighborhood by facilitating new mixed-use residential development with affordable housing and ground-floor retail space in place of sites that are currently vacant. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion F: To provide mobility through transportation choices including improved public transportation and reduced automobile dependency.

The Proposed Actions would encourage transit-oriented development by increasing allowable housing density near the new Second Avenue Subway infrastructure. This increased density is critical for creating vibrant, transit-connected communities anchored by the future Second Avenue Subway 125th Street Station, as well as its direct connections to the Lexington Avenue Line (Nos. 4, 5, and 6 lines) and Metro-North Railroad's 125th Street commuter rail station one block to the west. The area is also well served by several MTA bus routes. By allowing more housing around a significant transit hub in East Harlem, the Proposed Actions would allow development that serves the needs of residents by providing convenient access to public transit, linking them to jobs, education, and services throughout New York City and the greater region. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion G: To coordinate between state and local government and intermunicipal and regional planning.

MTA is the project sponsor seeking approvals for the Proposed Actions from the New York City Planning Commission and New York City Council. While MTA is the lead agency for the environmental review of the Proposed Actions in accordance with the New York State Environmental Quality Review Act (SEQRA), it also coordinated with various New York City agencies—including the Mayor's Office of Environmental Coordination, the New York City Department of City Planning, and the New York City Landmarks Preservation Commission—

during development of the SEQRA documentation. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion H: To participate in community-based planning and collaboration.

MTA is the project sponsor seeking approvals for the Proposed Actions from the New York City Planning Commission and New York City Council. The Proposed Actions are subject to review in accordance with New York City's Uniform Land Use Review Procedure (ULURP). The ULURP process is New York City's approval process for changes to how land is used, as required by the City Charter. The goal of ULURP is to provide a standardized and transparent review process for important land use decisions that incorporates public feedback. The process involves four separate periods for public review and comment: during review by the affected Community Board, the relevant Borough President, the City Planning Commission, and the City Council. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion I: To ensure predictability in building and land use codes.

MTA is seeking approvals for the Proposed Actions from the New York City Planning Commission and New York City Council for a proposed rezoning and amendments to the New York City Zoning Resolution. New buildings on the projected development sites would be developed in accordance with the New York City Zoning Resolution. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion J: To promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation.

The Proposed Actions would encourage transit-oriented development in an area well served by transit, including the existing Lexington Avenue Subway Line, Metro-North Railroad, and multiple bus routes, as well as the future Second Avenue Subway Line. As a transit-oriented development in an existing developed urban area, this would reduce greenhouse gas emissions in comparison to other types of developments. As noted in response to Criterion H, the Proposed Actions are subject to review in accordance with New York City's ULURP process, which involves four separate periods for public review and comment. Therefore, the Proposed Actions would be consistent with this criterion.

Criterion K: To mitigate future physical climate risk due to sea level rise, and/or storm surges and/or flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data if applicable.

The Project Areas that would be affected by the Proposed Actions are not within the 1 percent annual chance or 0.2 percent annual chance floodplain, based on a review of the Federal Emergency Management Agency (FEMA) preliminary Flood Insurance Rate Map (FIRM). Therefore, the Proposed Actions would be consistent with this criterion.

C. NEW YORK STATE CLIMATE LEADERSHIP AND COMMUNITY PROTECTION ACT

The New York State Climate Leadership and Community Protection Act (CLCPA), enacted in 2019, is intended to reduce greenhouse gas emissions and achieve net-zero emissions, increase renewable energy use, and ensure all communities equitably benefit in the clean energy transition. The CLCPA sets a goal of reducing greenhouse gas (GHG) emissions from human activities in New York State by 40 percent by 2030 and 85 percent by 2050, compared with statewide 1990 levels. Other goals include producing 70 percent of electricity from renewable sources and increasing energy efficiency from 2012 levels by 23 percent by 2030 and reducing 100 percent of the electricity sector's GHG emissions by 2040.

Section 7(2) of the CLCPA requires state agencies, including MTA, to consider their projects' consistency with New York State's statewide GHG emission limits. Section 7(3) of the CLCPA requires state agencies, including MTA, to consider impacts to disadvantaged communities in agency administrative decisions, including but not limited to, issuing permits, licenses and the execution of grants, loans, and contracts. CLCPA Section 7(3) provides that agency administrative decisions: (1) shall not disproportionately burden disadvantaged communities; and (2) shall prioritize reductions of GHG emissions and co-pollutants in disadvantaged communities.

This section of Attachment N discusses the consistency of the Proposed Actions with the CLCPA.

CONSISTENCY WITH GREENHOUSE GAS EMISSION LIMITS

Section 7(2) of the CLCPA requires state agencies, including MTA, to consider a project's consistency with New York State's statewide GHG emission limits.

As an authority of the State of New York, MTA is not subject to local regulations. Nonetheless, for purposes of environmental review in accordance with SEQRA, MTA followed the methodologies and procedures outlined in New York City's 2021 *City Environmental Quality (CEQR) Technical Manual* for the analysis of the environmental effects of the Proposed Actions. The *CEQR Technical Manual* was developed by the City of New York specifically for evaluation of the environmental impacts of projects proposed in New York, based on local conditions and issues. The methodologies and criteria for adverse impacts presented in the *CEQR Technical Manual* are well suited for evaluation of effects in New York City and were therefore used for this SEQRA evaluation.

For evaluation of GHG emissions, the *CEQR Technical Manual* notes that quantification of potential emissions is generally appropriate for those projects that have the greatest potential to produce GHG emissions that may result in inconsistencies with the GHG reduction goal to a degree considered significant and, correspondingly, have the greatest potential to reduce those emissions through the adoption of project measures and conditions. The *CEQR Technical Manual* calls for a quantified GHG assessment for larger projects that would result in development of 350,000 gross square feet or greater and that are being evaluated in an Environmental Impact Statement (EIS), for City capital projects, and for projects that include large-scale power generation or have the potential to fundamentally change the City's solid waste management system. The Proposed Actions do not meet these thresholds and no

additional analysis of GHG emissions is required in accordance with the methodologies of the *CEQR Technical Manual*.

The buildings to be constructed at the two MTA-owned projected development sites (Projected Development Sites 1 and 3) would be designed to comply with New York City's carbon intensity limits for the 2030–2034 period specified by New York City Department of Buildings. The buildings would also be required at a minimum to achieve the energy efficiency requirements of the New York City Building Code under the New York City Energy Conservation Code, consistent with the NYStretch Energy Code within the 2020 Energy Conservation Code of New York State. The building developers would implement measures required under such programs, as legally applicable.

Furthermore, the buildings on all four projected development sites would be designed with fully electric heating and hot water system pursuant to Local Law 154 of 2021, which established GHG emission limits that prohibit fossil fuel systems in new buildings. Therefore, the construction of these buildings would not hinder or interfere with the statewide greenhouse gas emissions limits for 2030 or 2050. Instead, the Proposed Actions would provide much needed additional housing at lower emission levels than existing residential buildings in New York City.

In addition, the Proposed Actions would not result in substantial numbers of new vehicle trips and therefore would not result in GHG emissions associated with vehicle travel (see Attachment J, "Transportation"). The Proposed Actions would encourage transit-oriented development by increasing allowable housing density near the new Second Avenue Subway infrastructure. This increased density is critical for creating vibrant, transit-connected communities anchored by the future Second Avenue Subway 125th Street Station, as well as its direct connections to the Lexington Avenue Line (Nos. 4, 5, and 6 lines) and Metro-North Railroad's 125th Street commuter rail station one block to the west. The area is also well served by several MTA bus routes. By allowing more housing around a significant transit hub in East Harlem, the Proposed Actions would not increase, and may decrease, GHG emissions associated with its residential development.

Based on this assessment, the Proposed Actions would be consistent with Section 7(2) of the CLCPA.

EFFECTS ON DISADVANTAGED COMMUNITIES

Section 7(3) of the CLCPA requires state agencies, including MTA, to consider impacts to disadvantaged communities in agency administrative decisions, including but not limited to, issuing permits, licenses and the execution of grants, loans, and contracts. CLCPA Section 7(3) provides that agency administrative decisions: (1) shall not disproportionately burden disadvantaged communities; and (2) shall prioritize reductions of greenhouse gas emissions and co-pollutants in disadvantaged communities. In addition, New York's Environmental Justice Siting Law and New York State's Environmental Conservation Law also require consideration of projects on disadvantaged communities and provide certain tools for conducting the analysis. Accordingly, the analysis of the Proposed Actions' effects on disadvantaged communities is provided in the following section (Section D, "New York State Environmental Justice Siting Law").

As described below in Section D, the Project Areas are located in a disadvantaged community. The Proposed Actions would encourage the construction of much-needed housing, including affordable housing, in the Project Areas and would not disproportionately burden disadvantaged communities. In addition, the Proposed Actions would not increase GHG emissions or other pollutants (see Attachment I, "Hazardous Materials" and Attachment K, "Air Quality"). Therefore, the Proposed Actions would be consistent with Section 7(3) of the CLCPA.

D. NEW YORK STATE ENVIRONMENTAL JUSTICE SITING LAW

The New York State Environmental Justice Siting Law of 2022, amended in 2023, requires the consideration of impacts and existing burdens in disadvantaged communities in certain environmental decision-making. Specifically, the Environmental Justice Siting Law amended Articles 8 and 70 of the New York State Environmental Conservation Law to require consideration of effects of proposed actions on disadvantaged communities as part of SEQRA (Article 8) and the New York State Department of Environmental Conservation's (NYSDEC) permitting process for certain types of permits (Article 70).

In accordance with the Environmental Justice Siting Law, effective December 30, 2024, SEQRA requires that in making a determination of significance for a proposed action, an agency must consider whether the action may cause or increase a disproportionate pollution burden on disadvantaged communities (DACs). On January 29, 2025, NYSDEC proposed amendments to the SEQRA regulations at 6 NYCRR Part 617 to implement this new statutory provision.

IDENTIFICATION OF DISADVANTAGED COMMUNITIES

The term, "disadvantaged communities," is defined in Section 75-0101(5) of the Environmental Conservation Law as "communities that bear burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high concentrations of low- and moderate-income households…." New York State has identified DACs in the state based on criteria adopted in 2023 by the Climate Justice Working Group (CJWG), a group composed of representatives from State agencies and environmental justice groups throughout New York State. The CJWG used 45 indicators to identify census tracts in the state that can be considered DACs.[1] Census tracts with higher scores relative to other census tracts statewide or to their region (i.e., New York City) were identified as DACs. Using this approach, 35 percent of the census tracts in the state are DACs. NYSDEC's DAC Assessment Tool identifies DACs by census tracts, indicating for each tract whether it has comparatively higher existing burdens or vulnerabilities or comparatively lower existing burdens or vulnerabilities.[2]

The study area for consideration of effects of the Proposed Actions on DACs encompasses the area most likely to be affected by the environmental effects of the Proposed Actions.

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[1] NYSDEC and NYSERDA. New York State's Disadvantaged Communities Criteria. Fact Sheet. 2024. Available: https://climate.ny.gov/resources/disadvantaged-communities-criteria/.

[2] NYSDEC, *Disadvantaged Community Assessment Tool Methodology*, https://dec.ny.gov/sites/default/files/2025-01/part617risdactoolappa.pdf.

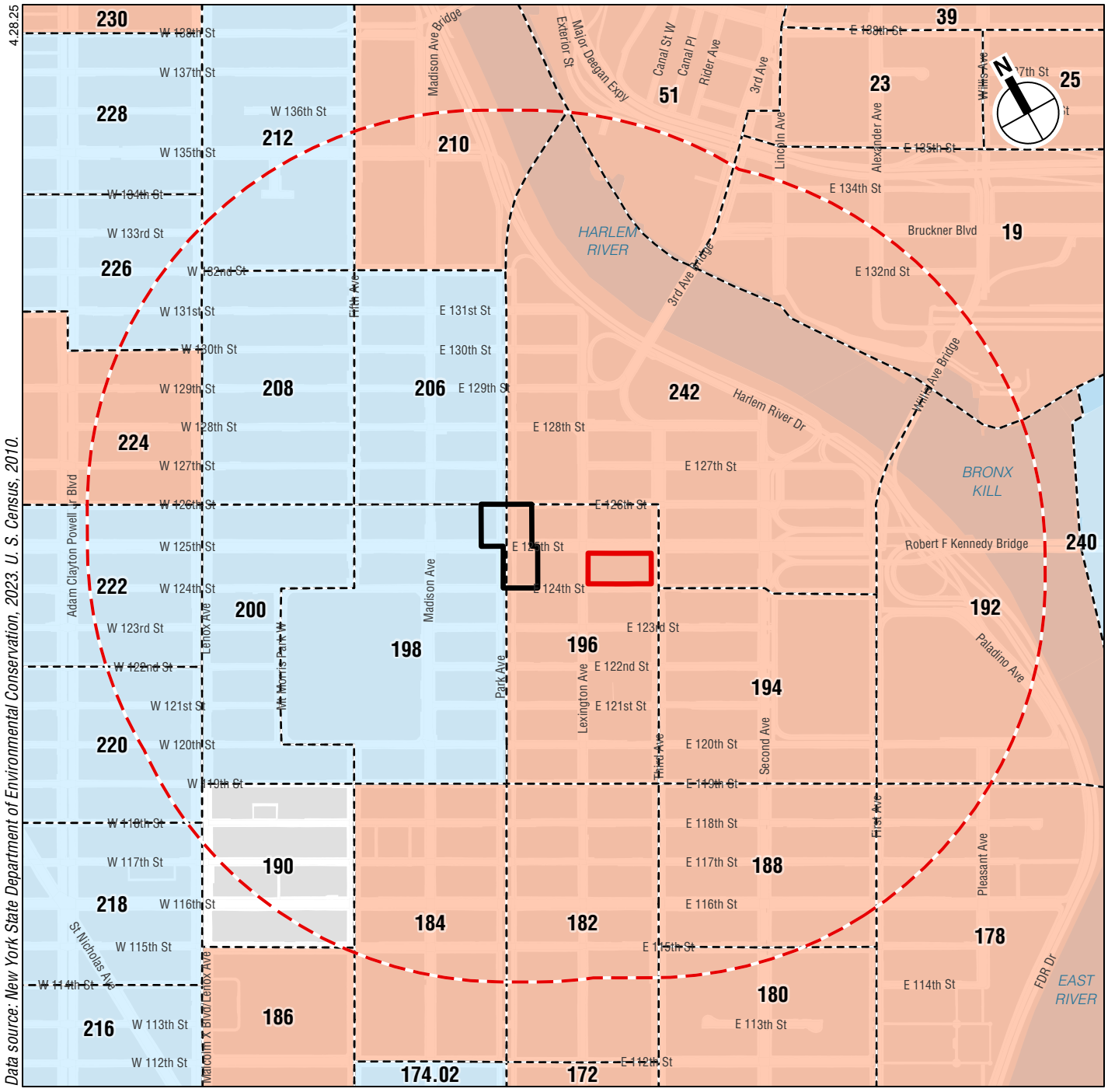
Following draft guidance prepared by NYSDEC, the study area for this assessment encompasses the area within a half-mile of the Project Areas. As shown in **Figure N-1**, the half-mile study area extends into the South Bronx. However, given the barrier between Harlem and the South Bronx that the Harlem River creates, this part of the study area is unlikely to be affected by the Proposed Actions.

Table N-1
Disadvantaged Communities in the Half-Mile Study Area

Study Area Census Tracts	DAC Census Tracts	DAC Burdens & Vulnerabilities
Bronx 19	**Yes**	Higher
Bronx 51	**Yes**	Higher
178	**Yes**	Higher
180	**Yes**	Higher
182	**Yes**	Higher
184	**Yes**	Higher
188	**Yes**	Higher
190	No	—
192	**Yes**	Higher
194	**Yes**	Higher
196	**Yes**	Higher
198	**Yes**	Lower
200	**Yes**	Lower
206	**Yes**	Lower
208	**Yes**	Lower
210	**Yes**	Higher
212	**Yes**	Lower
220	**Yes**	Lower
222	**Yes**	Lower
224	**Yes**	Higher
226	**Yes**	Lower
242	**Yes**	Higher

Notes: Refer to **Figure N-1**. Census tracts are in Manhattan unless otherwise indicated.
The CJWG designated DACs based on the 2010 Census.
Orange shading indicates DACs with comparatively higher burdens and vulnerabilities. Blue shading indicates DACs with comparatively lower burdens and vulnerabilities.
Source: NYSDEC DAC Assessment Tool.

As shown in **Figure N-1** and listed in **Table N-1**, all census tracts in the half-mile study area—with the exception of one tract at the southwestern edge of the study area—are DACs. Moreover, a review of NYSDEC's Disadvantaged Community Assessment Tool indicates that all of East Harlem, from approximately East 96th Street on the south to the Harlem River on the north, between Fifth Avenue and the East River, consists of DACs, and all of Central Harlem, other than the single census tract at the southwestern edge of the half-mile study area, also consists of DACs.



Disadvantaged Communities Study Area

MTA 125TH AND LEXINGTON REZONING

Figure N-1

Approximately two-thirds of the study area, including all of the area east of Park Avenue, consists of DACs identified as having higher burdens and vulnerabilities. This includes Project Area A (the rezoning area) and more than half of Project Area B, including Projected Development Site 3 (see **Figure N-1**).

DISADVANTAGED COMMUNITIES ASSESSMENT

According to NYSDEC's Environmental Justice Siting Law Guidance, "a disproportionate pollution burden is a pollution burden within an affected disadvantaged community that is, or would be, significantly greater than that same burden in comparable non-DACs, as a result of the proposed action."[3] Many of the same potential impacts may be identified when evaluating impacts to DACs and non-DACs, such as traffic, noise, air emissions, discharge of pollutants to water bodies, etc. The methods by which those impacts are identified may also be similar. However, DACs are more likely to experience higher pollution burdens and population vulnerabilities than non-DACs, which increases the potential that actions undertaken within or near DACs may cause significant adverse impacts. According to the draft proposed revised SEQRA EAF, direct or indirect impacts that may affect a DAC include new noise sources or expansions/modifications of existing noise sources (i.e., noise from operational sources or construction activities); emissions of air pollutants including mobile source emissions; wastewater discharges; generation of odors; light pollution; new or modified radiation sources; or new or modified sources of solid waste generation, management, or disposal.

As presented in previous sections of this EAF, the Proposed Actions would not result in significant adverse impacts in any of the technical areas evaluated in this EAF, nor would it cause a combination of moderate effects that together may result in a pollution impact in the study area. With respect to the types of potential effects identified in the draft proposed revised SEQRA EAF, this EAF makes the following conclusions:

- **Noise (Attachment L):**
  - The Proposed Actions would not result in a significant adverse noise impact related to mobile sources; the number of incremental vehicle trips generated by the Proposed Actions would be relatively small and lower than the *CEQR Technical Manual* threshold indicating the need for detailed analysis.
  - The Proposed Actions would not introduce new stationary noise sources with the potential to result in adverse effects on the surrounding area.
  - Buildings on the projected development sites would be required to incorporate building construction measures that reduce the interior noise levels at any new buildings on the sites, so that no significant noise impacts would occur to residents within the building from ambient noise.
  - As with all construction projects, construction activities would be noisy. These effects would be temporary and would not be materially different between the No Action and With Action condition (see Attachment M). Construction activities would last an additional 14 months overall at Projected Development Site 1 and an additional 10

[3] NYSDEC, *Environmental Justice Siting Law Guidance*, available at: https://dec.ny.gov/sites/default/files/2025-01/ejsitinglawseqrfaqs.pdf.

months at Projected Development Site 2 in the With Action condition as compared to the No Action condition. This difference would be relatively short in duration and would not result in significant impacts. Overall, the Proposed Actions would not result in significant adverse noise impacts during construction.

- **Air pollutants (Attachment K):**
  - The Proposed Actions would not result in a significant adverse air quality impact related to mobile sources. The number of incremental vehicle trips generated by the Proposed Actions would be relatively small and lower than the CEQR Technical Manual threshold indicating the need for detailed analysis.
  - The four projected development sites would not include any fossil fuel-fired hot water systems; therefore, a stationary source analysis was not required for the Proposed Actions.
  - An analysis of potential emissions from nearby stationary sources of air pollutants on the projected development sites concluded that all air pollutants would be below the National Ambient Air Quality Standards.
  - Construction activities associated with the Proposed Actions would not be materially different than in the No Action condition, except that construction would last an additional 14 months overall at Projected Development Site 1 and an additional 10 months at Projected Development Site 2 in the With Action condition as compared to the No Action condition (see Attachment M). Measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes, including a requirement to use diesel engines powered by ultra-low-sulfur diesel fuel, to implement dust control measures, and to limit unnecessary idling. Overall, the Proposed Actions would not result in significant adverse air quality impacts during construction.
- **Wastewater discharges:** The Proposed Actions would facilitate the development of new residential structures. The new buildings on the projected development sites would not result in substantial new wastewater discharges. The Project Areas are served by a combined sewer system, and the incremental development expected with the Proposed Actions would not exceed the applicable threshold for detailed analysis for projects in Manhattan (1,000 dwelling units and/or 250,000 gsf of commercial or community facility space). Therefore, the Proposed Actions would not result in any significant adverse impacts on water and sewer infrastructure.
- **Odors:** The Proposed Actions would facilitate the development of new residential structures. The new buildings on the projected development sites would not result in new odor sources.
- **Light pollution:** The Proposed Actions would facilitate the development of new residential structures in a densely developed neighborhood in Manhattan. The new buildings on the projected development sites would not result in light pollution.
- **New or modified radiation sources:** The Proposed Actions would not introduce any new or modified sources of radiation.
- **New or modified sources of solid waste generation, management, and disposal:** The Proposed Actions would facilitate the development of new residential structures. The new buildings on the projected development sites would not result in generation of

substantial amounts of solid waste nor alter existing solid waste management and disposal practices. The amount of incremental new solid waste generated by the four buildings would be well under the *CEQR Technical Manual* threshold requiring detailed analysis. Therefore, the Proposed Actions would not result in any significant adverse impacts related to solid waste and sanitation services.

Overall, therefore, the Proposed Actions would not result in a disproportionate impact on DACs with respect to any of these technical areas, including cumulative effects from multiple technical areas.

Moreover, the purpose of the Proposed Actions is to facilitate new transit-oriented development in East Harlem, a neighborhood that consists entirely of census tracts that are DACs. By increasing housing density around a significant transit hub in East Harlem, the Proposed Actions would allow development that serves the needs of residents by providing convenient access to public transit, linking them to jobs, education, and services throughout New York City and the greater region.

The Proposed Actions would also increase the supply of housing, including affordable housing, in an area with a housing shortage. In 2023, Governor Hochul tasked MTA and other State agencies with identifying properties in their portfolios that could support the creation of new housing opportunities. In 2024, the State Legislature amended the New York State Multiple Dwelling Law, allowing cities to increase residential density limits. Later that year, the City of New York adopted a series of zoning changes to encourage higher density and affordable housing production, including the recently passed City of Yes for Housing Opportunity zoning text amendment. In line with the recent legislation, the Proposed Actions would help to meet the goals of both the City and State by further encouraging the construction of housing around and on MTA sites following the construction of the Second Avenue Subway. In addition, as part of the Proposed Actions, a requirement for Mandatory Inclusionary Housing would be mapped on the rezoning area, which would ensure that future developments in the rezoning area include much-needed affordable housing.

Additionally, the Proposed Actions would improve constructability for transit-oriented development around the new Second Avenue Subway within the rezoning area. The necessary infrastructure for the Second Avenue Subway, including the new subway entrance and the ancillary facility to be built on Projected Development Site 1, constrains the buildable area of development above. By increasing the allowable density in the rezoning area, the Proposed Actions would facilitate the construction of high-quality residential buildings that account for Projected Development Site 1's limitations.

Overall, the Proposed Actions would effectively balance the goals of transit-oriented development, housing production, and construction feasibility. They would reflect appropriate density levels for the area, create much-needed affordable housing, and ensure that new developments are practical and aligned with future transportation infrastructure.

According to the New York State Environmental Justice Siting Law, the determination of environmental significance must consider whether the proposed action "may cause or increase a disproportionate pollution burden on a disadvantaged community that is directly or significantly indirectly affected by such action."[4] The term "pollution" is defined as "the

[4] ECL § 8-0109(4).

presence in the environment of conditions and or contaminants in quantities of characteristics which are or may be injurious to human, plant or animal life or to property or which unreasonably interfere with the comfortable enjoyment of life and property."[5]

Based on the assessment summarized above, the Proposed Actions would not cause or increase a disproportionate pollution burden on any DACs. ✷

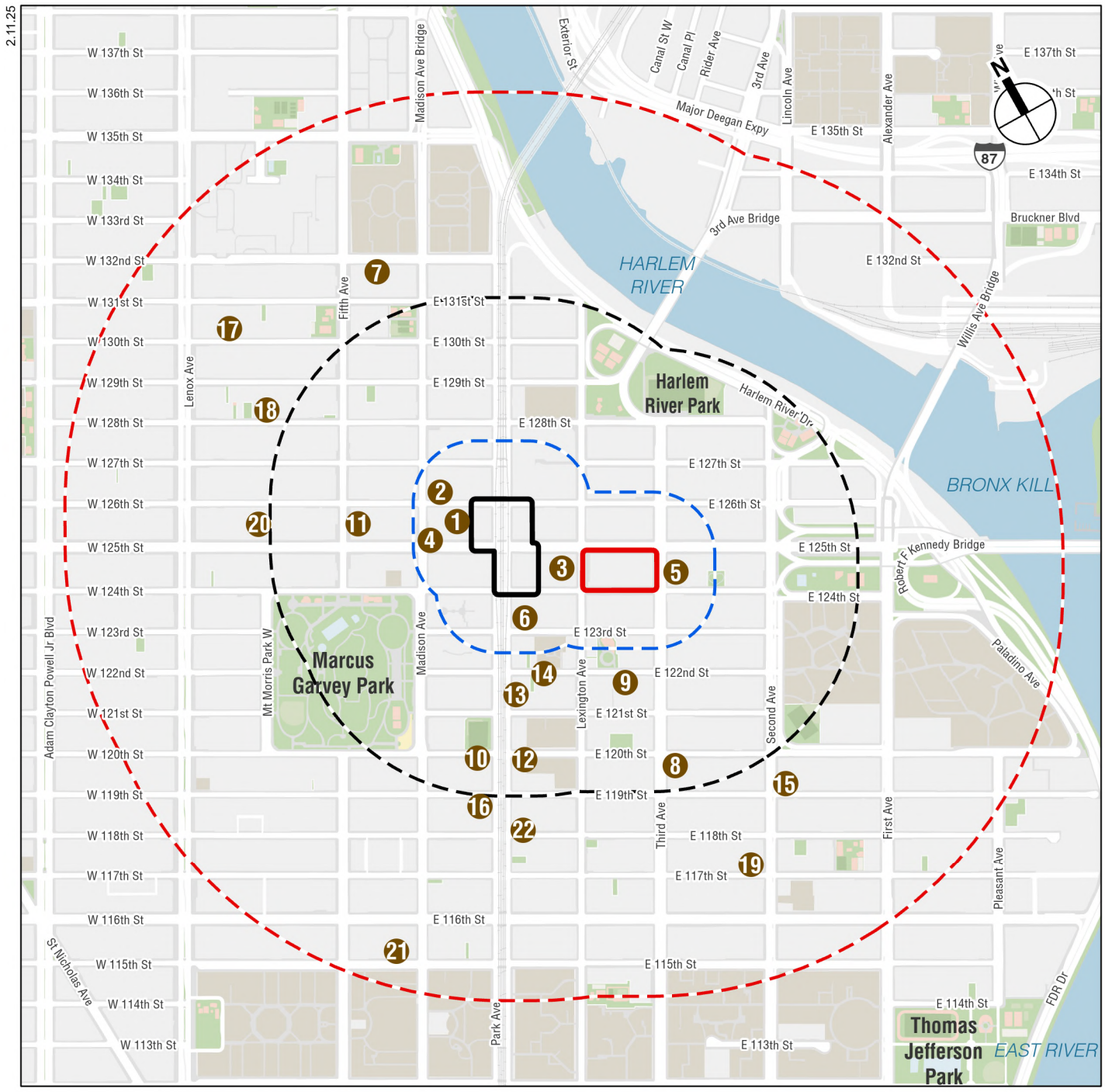
[5] ECL § 1-0303(19) (cross-referenced in ECL § 8-0105(10)).

Appendix 1- Planned Developments

Table 1-1
Projects Planned for Study Area by 2036

Map No.	Project	Description
400-foot Study Area		
1	52 East 126th Street	New 5-story residential construction with 21 DUs.
2	1971 Madison Avenue	New 8-story mixed use construction with 97 DUs, 29,326 sf of commercial space, and 49 parking spaces.
3	132 East 125th Street	New 13-story building with 73 DUs, 25,202 sf of commercial space and 43,106 sf of community facility space.
4	51 East 125th Street	New 7-story mixed-use building with 34 DUs and 16,257 sf of commercial.
5	2289 3rd Avenue	New mixed-use construction with 48 DUs and 2,500 sf of commercial space.
6	111 East 123rd Street	New 15-story building with 82 DUs and 54,580 sf of community facility space.
Quarter-Mile Study Area		
8	202 East 120th Street	New mixed-use 21-story building with 139 DUs, 5,842 sf of commercial space, and 1,447 sf of community facility space.
9	172 East 122nd Street	New residential construction with 15 DUs.
10	72 East 120th Street	New 20-story mixed-use building with 208 DUs, 4,755 sf of commercial space, and 101 parking spaces.
11	2035 5th Avenue	New 22-story mixed-use construction with 222 DUs and 25,000 sf of community facility space.
12	1717 Park Avenue	New 18-story mixed-use building with 57 DUs and 17,644 sf of commercial space.
13	1751 Park Avenue	Alteration of existing building resulting in a net gain of 110 DUs, 12,800 sf of community facility space, and 4,000 sf of manufacturing space.
14	101 East 122nd Street	New 13-story mixed-use building with 47 DUs and 10,283 sf of community facility space.
Half-Mile Study Area		
7	8 East 132nd Street	New mixed-use construction with 17 DUs and 4,084 sf of commercial space.
15	2324 2nd Avenue	New 11-story mixed-use building with 21 DUs and 238 sf of commercial space.
16	77 East 118th Street	New 20-story mixed-use building with 204 DUs, 42 parking spaces and 4,721 sf of commercial space
17	61 West 130th Street	New 6-story residential building with 10 DUs.
18	39 West 128th Street	New 9-story mixed-use building with 92 DUs, 43,816 sf of community facility and 3 parking spaces.
19	247 East 117th Street	New 15-story residential building with 51 DUs.
20	35 West 125th Street	New 21-story mixed-use construction with 180 DUs and 10,378 sf of commercial space.
21	21 East 115th Street	Conversion of an existing multifamily building into a non-profit community service space with 9,430 sf of community facility. Loss of 10 DUs.
22	105 East 118th Street	New 19-story mixed-use building with 341 DUs, 10,006 sf of community facility, and 75 parking spaces.

Notes: Subject to change if new information becomes available.
Sources: DCP Housing Database, DOB Active Major Construction Database.



No Build Projects

MTA 125TH AND LEXINGTON REZONING

Figure 1-1

Appendix 2- Agency Correspondence

Landmarks Preservation Commission

253 Broadway
11th Floor
New York, NY 10007

Voice (212) 669-7700
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: MTA / 25MTA001M
Project: MTA 125TH AND LEXINGTON REZONING
Date Received: 4/16/2025

Properties with no Archaeological significance:

1) 1824 PARK AVENUE, BBL: 1017500040
2) 1801 PARK AVENUE, BBL: 1017730001
3) 1807 PARK AVENUE, BBL: 1017730004
4) EAST 125 STREET, BBL: 1017730020
5) EAST 125 STREET, BBL: 1017730027
6) 110 EAST 125 STREET, BBL: 1017730067
7) 1815 PARK AVENUE, BBL: 1017730069
8) 1811 PARK AVENUE, BBL: 1017730072

Gina Santucci 4/22/2025

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37622_FSO_DNP_04222025.docx

Landmarks Preservation Commission

253 Broadway
11th Floor
New York, NY 10007

Voice (212) 669-7700
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: MTA / 25MTA001M
Project: MTA 125TH AND LEXINGTON REZONING
Date Received: 4/29/2025

Comments:

LPC is in receipt of the Historic and Cultural Resources EAF dated 4/28/25. Item 16 of Table G-1, "Known Architectural Resources", 1961-1969 Madison Avenue, should be corrected to read East-Central Harlem Historic District. Item 17 should be "Urban Assembly School for Global Commerce."

The rest of the document appears acceptable.

Gina Santucci 4/29/2025

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37622_FSO_GS_04292025.docx