Chapter 21: Mitigation Measures

21.1 Introduction

In accordance with the *City Environmental Quality Review (CEQR) Technical Manual*, where significant adverse impacts have been identified, mitigation measures must be examined that eliminate or reduce the impacts to the fullest extent practicable. These mitigation measures are examined and described below.

21.2 Principal Conclusions

The Proposed Actions would result in significant adverse impacts related to community facilities (elementary school), open space, shadows, historic and cultural resources (architectural and archaeological resources), transportation (traffic, transit, and pedestrians), and construction (traffic, architectural resources, and noise), and result in a significant parking shortfall. Mitigation measures being proposed to address those impacts, where feasible and/or practical, are discussed below. If no feasible mitigation can be identified, an unavoidable significant adverse impact would result.

COMMUNITY FACILITIES

The Proposed Actions would result in significant adverse impacts on elementary schools. Compared to the No-Action condition, the RWCDS associated with the Proposed Actions would introduce a net increment of 3,574 total students, consisting of approximately 1,798 elementary school students, 804 intermediate school students, and 972 high school students spread across CSD 11, Sub-district 1 and CSD 12, Sub-district 2, with the majority of students being introduced by projected development sites within CSD 11, Sub-district 1. In the 2033 future with the Proposed Actions, CSD 11, Sub-district 1 would experience significant adverse impacts to elementary schools, with an increased utilization rate from 86.5 to 103.7 percent and a deficit of 340 elementary school seats, around the completion of 661 residential units. CSD 12, Sub-district 2 would not experience significant adverse impacts to either elementary or intermediate schools.

To eliminate these impacts in CSD 11, Sub-district 1, the Draft Environmental Impact Statement (DEIS) identified the following mitigation measures that could be applied in conjunction with the City's monitoring of capacity: a) restructure or reprogram existing school space under the Department of Education's control in order to make available more capacity in existing school buildings located within CSD 11, Sub-district 1; b) relocate administrative functions to another site, thereby freeing up space for

classrooms; and/or c) create additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 11, Sub-district 1. ~~These preliminary mitigation options will continue to be explored between the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS).~~ The feasibility of these potential mitigation measures were explored between the publication of the DEIS and the Final Environmental Impact Statement (FEIS) and options a) and b) were found to be infeasible, however, if a need for additional capacity is identified, SCA/DOE will evaluate the appropriate timing and mix of measures to address increased school enrollment. If additional school construction is warranted and if funding is available, it will be identified in the Five-Year Capital Plan that covers the period in which the capacity need would occur.

New York City Department of City Planning (DCP), as lead agency, will continue to explore these mitigation measures with the SCA/DOE. If these mitigation measures cannot be implemented, the impact will be unavoidable.

OPEN SPACE

The Proposed Actions would result in a significant adverse indirect impact to total, passive, and active open space in the residential (½-mile) study area.

Possible measures that could mitigate the Proposed Actions' significant adverse open space impact in the residential study area may include: expanding existing parks; creating new open space on publicly owned sites; pursuing opportunities to encourage owners of large privately-owned sites to create new open space as part of their redevelopment; making playgrounds accessible to the community after school hours through the Schoolyards to Playgrounds program, establishing new pedestrian plazas in streets through the City's Plaza Program, and/or improving existing parks to allow for more diverse programming and enhanced usability. ~~These potential mitigation measures are currently being explored in coordination with the lead agency, DCP, and the New York City Department of Parks and Recreation (DPR) and will be refined between the DEIS and FEIS.~~

Although many of the potential mitigation measures listed above could substantially increase the amount and usability of open space resources for the additional population introduced by the Proposed Actions, opportunities to create new publicly accessible open space resources in sufficient amounts (i.e., approximately ten acres) within the study area to fully mitigate the identified significant adverse open space impact are limited. As a consequence, the Proposed Actions' significant adverse open space impact would not be completely eliminated and, as a result, an unavoidable significant adverse indirect open space impact would occur.

SHADOWS

The Proposed Actions would result in significant adverse shadow impacts on three sunlight-sensitive resources: a portion of Pelham Parkway, the Greenstreet at Sacket Avenue, and a small portion of the larger 129-acre Parkchester Special Planned Community Preservation District. For all three identified resources, the analysis determined that they would not receive adequate sunlight during the growing season (at least the six to eight hour minimum specified in the *CEQR Technical Manual*) as a result of incremental shadow coverage, and vegetation at these resources could therefore be significantly impacted.

According to the *CEQR Technical Manual*, possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating, replacing, or monitoring vegetation for a set period of time; undertaking additional maintenance to reduce the likelihood of species loss; or providing for replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space to provide for replacement facilities, vegetation, or other features. The *CEQR Technical Manual* guidance also discusses strategies to reduce or eliminate shadow impacts, including modifications to the height, shape, size, or orientation of a proposed development that creates the significant adverse shadow impact. DCP, as lead agency, explored ~~M~~measures to reduce or eliminate the Proposed Actions' shadow impacts ~~will be explored~~ in coordination with NYC Parks between the DEIS and FEIS. ~~Absent the identification and implementation of feasible mitigation measures that would mitigate the shadow impacts,~~ No feasible measures were identified to mitigate the shadows impacts discussed above and, therefore the Proposed Actions would result in unmitigated significant adverse shadows impacts on the identified resources.

HISTORIC AND CULTURAL RESOURCES

The Proposed Actions would result in direct and indirect significant adverse impacts to both architectural and archaeological resources, as described below.

Architectural Resources

The Proposed Actions would result in a significant adverse impact to architectural resources as a result of demolition, shadows, and adjacent construction. The Proposed Actions would result in significant adverse direct impacts to the State/National Registers of Historic Places (S/NR)-eligible Parkchester Special Planned Community Preservation District as a result of the demolition and/or modification of contributing resources to the historic district (2000, East Tremont Avenue, 14 Metropolitan Oval, and 2040 East Tremont Avenue). The significant adverse impacts as a result of demolition would be unavoidable, as the contributing buildings are privately owned and could be demolished and modified to allow for developments constructed as-of-right under the Proposed Actions.

In addition, potential significant adverse impacts would occur to contributing resources in the S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, as a result of adjacent construction located within 90 feet of projected or potential development sites. The S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, could experience construction-related damage, as neither the district nor the individual landmark are S/NR-listed or designated New York City Landmarks (NYCL) and would therefore, not be afforded the added special protections under New York City Department of Buildings (DOB) requirements, potentially resulting in an unavoidable impact.

Archaeological Resources

The Proposed Actions would result in construction activity on the project site that the Phase 1A Archaeological Study concluded was potentially sensitive for 19th century historic archaeological resources and human remains. In order to mitigate significant adverse impact on archaeological resources, additional archaeological analysis would be required on the site before it is redeveloped. While there are no mechanisms currently in place to ensure that this archaeological analysis would occur on the privately owned site subsequent to the rezoning, if redevelopment would involve either federal or state funding or permitting, then further environmental review could be required, and historic resource issues could be addressed. Environmental review could necessitate Phase 1B archaeological testing and possibly mitigation for identified significant resources through avoidance or data recovery. If future development does not entail federal or state funding and occurs as-of-right, the proposed action would result in significant adverse impacts on archaeological resources and there would be no mechanism available to require archaeological analysis to determine the presence of archaeological resources; therefore, these impacts would be unmitigated.

TRANSPORTATION

Traffic

As described in Chapter 13, "Transportation," the Proposed Actions would result in significant adverse traffic impacts at 40 ~~38~~ study area intersections during one or more analyzed peak hours; specifically, 81 ~~79~~lane groups at 39 ~~37~~ intersections during the weekday AM peak hour, 63 lane groups at 29 intersections in the weekday midday peak hour, 71 ~~70~~ lane groups at 36 ~~35~~ intersections in the weekday PM peak hour, and 39 ~~38~~ lane groups at 21 ~~20~~ intersections during the Saturday midday peak hour. Potential mitigation measures include traffic engineering improvements such as signal timing changes and modifications to curbside parking regulations, and the construction of a new bridge on Marconi Street. The traffic engineering improvements and the construction of the new Marconi Bridge are subject to review and approval by DOT. If DOT determines that an identified traffic engineering improvement is infeasible, and no alternative and equivalent measure is identified, then that impact would remain unmitigated and would constitute an unavoidable adverse impact. In addition, absent construction of the Marconi Bridge,

there could be different or additional unmitigated locations constituting additional unavoidable adverse impacts.

Table 21-1, "Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts," lists that significant adverse impacts would not be fully mitigated at 68 ~~66~~ lane groups at 28 intersections during the weekday AM peak hour, 48 ~~50~~ lane groups at 19 ~~20~~ intersections during the midday peak hour, 55 ~~56~~ lane groups at 24 ~~25~~ intersections during the PM peak hour, and 24 ~~25~~ lane groups at ~~ten~~ nine intersections during the Saturday midday peak hour. Table 21-2, "Lane Groups with Unmitigated Significant Adverse Traffic Impacts," provides a more detailed summary of the intersections and lane groups that would have unmitigated significant adverse traffic impacts. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at up to 30 study intersections.

Table 21-1: Summary of Lane Groups/Intersections with Significant Adverse Traffic Impacts*

Peak Hour	Lane Groups/ Intersections Analyzed	Lane Groups/ Intersections with No Significant Impacts	Lane Groups/ Intersections with Significant Impacts	Mitigated Lane Groups/ Intersections	Unmitigated Lane Groups/ Intersections
Weekday AM	252/59	171/20	81/39	13/11	68/28
Weekday Midday	250/59	188/30	63/29	15/10	48/19
Weekday PM	251/59	180/23	71/36	16/12	55/24
Saturday Midday	250/59	211/38	39/21	15/11	24/9
Note: The small difference in number of lane groups analyzed between time periods is due to the presence of de-facto left-turn/right-turn lanes in certain time periods					

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Table 21-2: Lane Groups with Unmitigated Significant Adverse Traffic Impacts**

Signalized Intersections	Peak Hour			
	Weekday AM	**Weekday Midday**	**Weekday PM**	**Saturday Midday**
East Tremont Avenue at Boston Road/West Farms Road	WB-L, WB-TR, NE-LTR, SW-LTR, NB-LR, NB-R	WB-L, NE-LTR, SW-LTR, NB-LR	WB-L, WB-TR, NE-LTR, SW-LTR, NB-LR, NB-R	WB-L, NE-LTR, SW-LTR
East Tremont Avenue at Devoe Avenue	WB-L, WB-TR	WB-TR	--	--
East Tremont Avenue at Morris Park Avenue	EB-L, WB-LTR	--	EB-L, WB-LTR	--
East Tremont Avenue at White Plains Road	EB-L, WB-TR, NB-L, NB-TR, SB-T	EB-L, WB-LTR, NB-TR	EB-L, WB-LTR, NB-TR, SB-T	EB-L, WB-LTR, NB-TR
East Tremont Avenue at Unionport Road	EB-LTR, WB-LTR, SB-LTR	EB-LTR, WB-LTR	WB-LTR	--
East Tremont Avenue at Purdy Street	WB-LTR	--	WB-LTR	--
East Tremont Avenue at Bronxdale Avenue	EB-LT, SB-L, SB-R	EB-LT, SB-L, SB-R	EB-LT, SB-L, SB-R	--
East Tremont Avenue at Castle Hill Avenue	EB-T, WB-L, WB-TR, NB-R	EB-T, WB-L, WB-TR, NB-R	WB-L, WB-TR, NB-R	EB-T, WB-L, WB-TR, NB-R
East Tremont Avenue at Overing Street	--	WB-T	NB-LR	--
East Tremont Avenue at Silver Street	EB-L, SB-R	EB-L, SB-R	EB-L, SB-R	EB-L, SB-R
Williamsbridge Road at Pelham Parkway South Service Road	EB-R, NB-TR	--	--	--
Williamsbridge Road at Morris Park Avenue	NB-TR, SB-TR, EB-TR	NB-TR, SB-TR, EB-TR	NB-TR, SB-TR	--
Williamsbridge Road at Eastchester Road	NB-LTR, SB-LTR	NB-LTR, SB-LTR	NB-LTR, SB-LTR	NB-LTR, SB-LTR
Eastchester Road at Pelham Parkway North	WB-L, SB-T	--	WB-L, WB-T, SB-T	--
Eastchester Road at Pelham Parkway South	SB-LT	--	SB-LT	--
Eastchester Road at Pelham Parkway South Service Road	EB-TR, SB-LT	--	NB-TR, SB-LT	--
Eastchester Road at Stillwell Avenue	NB-LT, NB-R	NB-LT, NB-R	NB-LT, NB-R	NB-LT, NB-R
Eastchester Road at Morris Park Avenue	NB-L, NB-TR, SB-LTR, EB-L, EB-R	NB-L, SB-LTR, EB-L, EB-R	NB-L, NB-TR, SB-LTR, EB-L, EB-R	SB-LTR, EB-L, EB-R
Eastchester Road at Sackett Avenue	NB-L, NB-T, SB-TR	NB-L, NB-T, SB-TR	--	--
Eastchester Road at Bassett Avenue	NB-TR, SB-T	NB-TR, SB-T	NB-TR, SB-T	NB-TR
Eastchester Road at Waters Place	NB-T, NB-R, SB-L, WB-L	NB-T, NB-R, SB-L, SB-T, WB-L	NB-T, NB-R, SB-L, WB-L	NB-T, NB-R, SB-L, WB-L
Eastchester Road at Blondell Avenue	WB-LTR, NB-LT, SB-TR	WB-LTR, NB-LT, SB-TR	WB-LTR, SB-TR	--
Stillwell Avenue at Pelham Parkway	WB-TR	--	WB-TR	--
Waters Place at Marconi Street	WB-T, WB-R	--	WB-T	--
Waters Place at Fink Avenue/Hutchinson River Parkway Off-Ramp	SB-TR, WB-R	SB-TR	--	--
Bronxdale Avenue at Poplar Street	NB-L	NB-L	NB-L	--
Williamsbridge Road at Poplar Street	EB-LT	EB-LT	--	--
Eastchester Road at Loomis Street	--	NB-LT	NB-LT	--
Stillwell Avenue at McDonald Street	EB-LTR	--	EB-LTR	--
Bassett Avenue at Morris Park Avenue	EB-LR	--	EB-LR	--

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Transit

Bus

The Proposed Actions would result in a capacity shortfall on the southbound Bx4A, north- and southbound on the Bx21 and Bx31, east- and westbound Bx40, eastbound Bx42, and southbound BxM10 in the AM peak hour. In the PM peak hour, there would be a capacity shortfall on northbound Bx4A, southbound Bx21, northbound Bx31, east- and westbound Bx40 and Bx42, and north- and southbound BxM10. The significant adverse impacts to bus service could be fully mitigated by the addition of a total of 32 standard buses on the Bx21 and Bx31, 15 articulated buses on the Bx4A, Bx40, and Bx42, and one over-the-road motorcoach on the BxM10 in the AM peak hour and by the addition of 19 standard buses, nine articulated buses, and three over-the-road motorcoaches on the same routes, respectively, in the PM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Pedestrians

Incremental demand from the Proposed Actions would significantly adversely impact 14 sidewalks and ~~ten~~ 11 crosswalks in one or more analyzed peak hours. There would be no significant impacts to any corner areas in any period. Recommended measures to mitigate pedestrian impact consist of the relocation/removal of impediments to sidewalk flow, the widening of the paved sidewalk area, and the widening of crosswalks. These measures would fully mitigate the impacts to three sidewalks and seven crosswalks, and would improve pedestrian conditions in the pedestrian network. Implementation of the proposed mitigation measures would be subject to review and approval by NYCDOT, as well as NYC Department of Parks and Recreation (DPR) for street tree removal/relocation. If DOT or DPR determines that an identified mitigation measure is infeasible, and no equivalent alternative mitigation measure is identified, then that impact would remain unmitigated.

Parking

The increased parking demand resulting from the Proposed Actions would result in a shortfall of 2,134 spaces within the 1/4 -mile radius of the Affected Area during the weekday midday period. During the overnight period, excess demand would result in a shortfall of 1,446 spaces in the study area. During the Saturday midday period, the excess demand would also result in a shortfall of 1,289 spaces in the study area. As a result, the Affected Area is expected to result in a ~~parking~~ significant parking shortfall per *CEQR Technical Manual* guidance.

CONSTRUCTION

Transportation

As described in Chapter 19, "Construction," construction-related traffic would have significant adverse impacts at eight intersections during the weekday construction 6-7 AM peak hour and ~~23~~ 24 intersections during the weekday construction PM peak hour (3-4 PM). Most significant adverse impacts would be mitigated with the implementation of recommended mitigation measures, but unmitigated significant adverse impacts remain at three intersections during the construction AM peak hour and ~~11~~ ten intersections during the construction PM peak hour and these impacts would constitute unmitigated significant adverse traffic impacts as a result of the Proposed Actions. The recommended mitigation measures are subject to review and approval by DOT. If DOT determines that an identified traffic mitigation measure is infeasible, and no alternative and equivalent measure is identified, then that impact would remain unmitigated and would constitute an unavoidable adverse impact. ~~No basic intersection improvement measures could mitigate the significant adverse construction-related impacts at these twelve total intersections. Further measures to address these impacts will be explored with the relevant agencies between the DEIS and FEIS. If no additional practicable mitigation is identified, these impacts would constitute unmitigated significant adverse traffic impacts as a result of the Proposed Actions.~~

Historic and Cultural Resources

Architectural Resources

Potential significant adverse impacts would occur to contributing resources in the S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, as a result of adjacent construction located within 90 feet of projected or potential development sites. The S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, could experience construction-related damage, as neither the district nor the individual landmark are S/NR-listed or designated New York City Landmarks (NYCL) and would therefore not be afforded the added special protections under New York City Department of Buildings (DOB) requirements, potentially resulting in an unavoidable impact.

Noise

As described in Chapter 19, "Construction," the Proposed Actions would have the potential to result in significant adverse construction noise impacts throughout the Affected Area. Because the analysis is based on construction phases, it does not capture the natural daily and hourly variability of construction noise at each receptor. The level of noise produced by construction fluctuates throughout the days and months of the construction phases, while the construction noise analysis is based on the worst-case time periods only, which is conservative. The noise analysis results show that the predicted noise levels could exceed the impact criteria throughout the Affected Area. The analysis is based on RWCDS conceptual site plans and construction schedules, with the possibility that the actual construction may be of less

magnitude, or that construction on multiple projected development sites may not overlap, in which case construction noise would be less than the analysis predicts.

~~Specific noise control measures would be incorporated in noise mitigation plan(s) required under the NYC Noise Control Code. These measures could include a variety of source and path controls. These mitigations will be further explored between the DEIS and FEIS. If no practicable or feasible mitigation is identified, these impacts would constitute unavoidable significant adverse noise impacts as a result of the Proposed Action.~~

Between publication of the DEIS and FEIS, mitigation measures were explored, however none were determined feasible and practicable. Mitigation measures identified in this chapter could partially mitigate significant adverse impacts (and substantially reduce construction-related noise levels) at some locations. However, because there is no mechanism to require additional measures beyond what is required by the New York City Noise Control Code to partially or fully mitigate the significant adverse construction noise impact, the significant adverse construction noise impacts associated with the construction of large Projected Development Sites would be unavoidable and remain unmitigated.

21.3 Community Facilities

PUBLIC SCHOOLS

The Proposed Actions would result in significant adverse impacts on public elementary schools. According to the 2021 *CEQR Technical Manual*, a significant adverse elementary school impact may result if a proposed action would result in both of the following: (1) A utilization rate of elementary schools that is equal to or greater than 100 percent in the With-Action condition; and (2) 100 or more new students generated by the proposed development past the 100 percent utilization rate.

As discussed in Chapter 4, "Community Facilities and Services," the utilization rate for elementary school seats within CSD 11, Sub-district 1 would increase from 86.5 percent in the No-Action to 103.7 percent in the With-Action. Under the RWCDS, the Proposed Actions would introduce approximately 1,597 elementary school students. As such, the Proposed Actions would result in significant adverse impacts on elementary schools. The significant adverse elementary school impact would occur with completion of approximately 5,292 residential units and therefore, assuming the development under the Proposed Actions occurs in accordance with the conceptual construction schedule (per Chapter 19, "Construction"), this significant adverse impact to CSD 11, Sub-district 1 elementary schools could occur in in January 2029.

To avoid the significant adverse elementary school impact in CSD 11, Sub-district 1, the number of incremental dwelling units that could be developed in the sub-district would have to be reduced to 661, generating 157 elementary school students, as compared to No-Action conditions. This would represent a decrease of 6,063 DU (approximately 90 percent) in CSD 11, Sub-district 1. Alternately, based on the RWCDS for the Proposed Actions, an additional 1,440 elementary school seats would be needed in order

to reduce the incremental increase in utilization rates to less than the *CEQR Technical Manual* impact thresholds.

To avoid these impacts in CSD 11, Sub-district 1, the DEIS identified the following mitigation measures that could be applied in conjunction with the City's monitoring of capacity: a) restructure or reprogram existing school space under the Department of Education's control in order to make available more capacity in existing school buildings located within CSD 11, Sub-district 1; b) relocate administrative functions to another site, thereby freeing up space for classrooms; and/or c) create additional capacity in the area by constructing a new school(s), building additional capacity at existing schools, or leasing additional school space constructed as part of projected development within CSD 11, Sub-district 1. The feasibility of these potential mitigation measures were explored between the publication of the DEIS and the FEIS and options a) and b) were found to be infeasible, however, if a need for additional capacity is identified, SCA/DOE will evaluate the appropriate timing and mix of measures to address increased school enrollment. If additional school construction is warranted and if funding is available, it will be identified in the Five-Year Capital Plan that covers the period in which the capacity need would occur.

~~These preliminary mitigation options will be further explored between the DEIS and FEIS.~~ New York City Department of City Planning (DCP), as lead agency, will continue to explore these mitigation measures with the SCA/DOE. If these mitigation measures cannot be implemented, the impact will be unavoidable.

21.4 Open Space

As discussed in Chapter 5, "Open Space," given the anticipated decrease in the total, passive, and active open space ratios in the residential study area and the fact that open space ratios in the study area would remain below the City guideline ratios, the Proposed Actions would result in a significant adverse indirect impact to the total, passive, and active open space resources in the residential study area. Within the residential study area, the total, active and passive open space ratios would remain below the City's planning goal ratios of 2.5 acres, which includes 2.0 acres of active and 0.5 acres of passive space per 1,000 residents, respectively, in the future with the Proposed Actions. The residential study area total open space ratio would decline by 14.4 percent to 0.50 acres per 1,000 residents; the residential study area active open space ratio would decline by 14.4 percent to 0.22 acres per 1,000 residents; and the residential study area passive open space ratio would decline by 14.4 percent to 0.28 acres per 1,000 residents. As these decreases would exceed the *CEQR Technical Manual* thresholds indicating the potential for an impact, and the Affected Area and significant portions of the residential study area are within walk gap areas, the Proposed Actions would result in a significant adverse indirect impact on total, active, and passive open space in the residential study area.

The Proposed Actions are expected to introduce 20,349 residents to the ½-mile residential study area under the RWCDS. To avoid the identified significant adverse residential study area total open space impact, the number of additional residents that could be introduced on the projected development sites would have to be reduced to less than 2,441 (or less than approximately 897 residential units), whereas a reduction to less than 3,720 residents (or less than approximately 1,368 residential units) would needed

to fully mitigate the impact to passive open space, and the additional residents that could be introduced on the projected development sites would have to be reduced to less than 1,215 (or less than approximately 447 residential units) to mitigate the impact to active open space. This would represent an approximately 50 to 94 percent reduction in the number of additional residential units anticipated under the RWCDS. Alternately, in order to avoid a significant adverse open space impact, the Proposed Actions would have to provide approximately 10.3 acres of additional open space (including a minimum of 5.36 acres of passive open space and a minimum of 4.835 acres of active open space) to the study area.

Possible measures that could mitigate the Proposed Actions' significant adverse open space impact in the residential study area may include: expanding existing parks; creating new open space on publicly owned sites; pursuing opportunities to encourage owners of large privately-owned sites to create new open space as part of their redevelopment; making playgrounds accessible to the community after school hours through the Schoolyards to Playgrounds program, establishing new pedestrian plazas in streets through the City's Plaza Program, and/or improving existing parks to allow for more diverse programming and enhanced usability. ~~These potential mitigation measures are currently being explored in coordination with the lead agency, DCP, and the New York City Department of Parks and Recreation (DPR) and will be refined between the DEIS and FEIS.~~

Although many of the potential mitigation measures listed above could substantially increase the amount and usability of open space resources for the additional population introduced by the Proposed Actions, opportunities to create new publicly accessible open space resources in sufficient amounts (i.e., approximately ten acres) within the study area to fully mitigate the identified significant adverse open space impact are limited. As a consequence, the Proposed Actions' significant adverse open space impact may not be completely eliminated and, an unavoidable significant adverse open space impact would occur.

21.5 Shadows

The Proposed Actions would result in new significant adverse shadow impacts on three sunlight-sensitive resources: a portion of Pelham Parkway, the Greenstreet at Sacket Avenue, and a small portion of the larger 129-acre Parkchester Special Planned Community Preservation District. For all three identified resources, the analysis determined that they would not receive adequate sunlight during the growing season (at least the six to eight hour minimum specified in the *CEQR Technical Manual*) as a result of incremental shadow coverage, and vegetation at these resources could therefore be significantly impacted.

As discussed in Chapter 6, "Shadows," Pelham Parkway would experience incremental shadow coverage during the March 21/September 21, May 6/August 6, and December 21 analysis days. Incremental shadow duration on these analysis days would range between four hours and 26 minutes on the May 6/August 6 analysis day and eight hours and 37 minutes on the March 21/September 21 analysis day. Incremental shadow from the development at Projected Development Site 58 would be cast on Pelham Parkway between Seymour Avenue and Eastchester Road. The area cast in shadow includes a bus stop, vegetation,

bicycle paths, and greenways. Though incremental coverage would occur for extended durations, Pelham Parkway would continue to receive some direct sunlight on all representative analysis days. Across the three analysis days where Pelham Parkway would receive incremental shadow, the incremental shadow would only be cast on an approximately five-acre portion of the larger 108.91-acre open space resource. Incremental shadow would not alter the public's use and enjoyment of this resource. However, some areas of the Pelham Parkway may not receive adequate sunlight during the growing season (at least the six to eight hours specified in the *CEQR Technical Manual*), specifically the segment directly north of Projected Development Site 58 on the March 21/September 21 analysis day, and as a result, some trees found within this segment could be significantly impacted and this segment of the larger 108.91-acre Pelham Parkway may no longer be able to support a variety of plant life, as compared to the No-Action condition. Therefore, Pelham Parkway would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

The Greenstreet at Sacket Avenue is comprised of approximately 0.08 acres at the intersection of Eastchester Road and Sacket Avenue and includes five trees and other vegetation. Incremental shadow coverage would occur on this Greenstreet on each of the four representative analysis days, ranging between two hours and three minutes on the December 21 analysis day and four hours 14 minutes on the June 21 analysis day. As shadows are not static and move from west to east throughout the day, the Greenstreet would continue to receive some direct sunlight on all representative analysis days. However, some areas of the Sacket Avenue Greenstreet may not receive adequate sunlight during the growing season (at least the six to eight hours specified in the *CEQR Technical Manual*) and as a result, some trees found within the Greenstreet could be significantly impacted and the Greenstreet may no longer be able to support a variety of plant life, as compared to the No-Action condition. Therefore, the Sacket Avenue Greenstreet would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

The Parkchester Special Planned Community Preservation District is a 129-acre complex that, according to the New York State Office of Parks, Recreation, and Historic Preservation's Resource Evaluation Report, is significant for its open space, traffic calming, limited access, affordability, and for its outstanding terra cotta ornamentation that represent animal and human figures designed by Joseph Kiselewski and Raymond Granville Barger, which are situated throughout the complex. The complex is also fully landscaped and includes recreational areas, playgrounds, ball fields, gardens, sitting areas, green malls, and tree-lined walkways between the buildings. As these terra cotta sculptures are not considered sunlight-sensitive, (i.e., possessing design elements that depends on the contrast between light and dark), the analysis for potential adverse shadows impacts at this resource will focus on the complex's landscaping. Projected Development Sites 7 and 8 would cast incremental shadow on the complex's landscaping on each of the four representative analysis days ranging from approximately three hours 52 minutes on the December 21 analysis day to approximately ten hours and 33 minutes on the June 21 analysis day. The complex's 129-acre area would continue to receive direct sunlight on all representative analysis days. However, vegetation in the yard between 1596-1598 Unionport Road and the street and the pedestrian path between Projected Development Site 8 and 1950-1970 East Tremont Avenue may no

longer receive adequate sunlight during the growing season (at least the six to eight hours specified in the *CEQR Technical Manual*) as a result of development at the projected development sites. Therefore, vegetation in this area could be significantly impacted and this small portion of the larger 129-acre area may no longer be able to support a variety of plant life, as compared to the No-Action condition. Therefore, a small portion of the larger 129-acre Parkchester Special Planned Community Preservation District's landscaping would experience a significant adverse shadow impact due to development resulting from the Proposed Actions.

Possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating, replacing, or monitoring vegetation for a set period of time; undertaking additional maintenance to reduce the likelihood of species loss; or providing for replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space site plan to provide for replacement facilities, vegetation, or other features. Where the affected open space is a city park, it is appropriate for the lead agency to coordinate mitigation options with NYC Parks. The *CEQR Technical Manual* guidance also discusses strategies to reduce or eliminate shadow impacts, including modifications to the height, shape, size, or orientation of a proposed development that creates the significant adverse shadow impact. DCP, as lead agency, ~~will~~ explored potential mitigation measures in coordination with NYC Parks between the DEIS and FEIS. No feasible measures were identified to mitigate the shadows impacts discussed above and, therefore, ~~Absent the identification and implementation of feasible mitigation measures that would mitigate the shadow impacts to the greatest extent practicable,~~ the Proposed Actions would result in unmitigated significant adverse shadows impacts.

21.6 Historic and Cultural Resources

ARCHITECTURAL RESOURCES

The Proposed Actions would result in a significant adverse impact to architectural resources as a result of demolition, shadows, and adjacent construction. The Proposed Actions would result in significant adverse direct impacts to the S/NR-eligible Parkchester Special Planned Community Preservation District as a result of the demolition and/or modification of contributing resources to the historic district (2000 East Tremont Avenue, 14 Metropolitan Oval, and 2040 East Tremont Avenue). The significant adverse impacts as a result of demolition would be unavoidable, as the contributing buildings are privately owned and could be demolished and modified to allow for developments constructed as-of-right under the Proposed Actions.

In addition, potential significant adverse impacts would occur to contributing resources in the S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, as a result of adjacent construction located within 90 feet of projected or potential development sites. The S/NR-eligible Parkchester Special Planned Community Preservation District,

including the S/NR-eligible 1595 Unionport Road, could experience construction-related damage, as neither the district nor the individual landmark are S/NR-listed or designated New York City Landmarks (NYCL) and would therefore, not be afforded the added special protections under New York City Department of Buildings (DOB) requirements, potentially resulting in an unavoidable impact.

ARCHAEOLOGICAL RESOURCES

The Proposed Actions could result in direct significant adverse impacts to archaeological resources. The Proposed Actions would result in construction activity on the site that was identified as potentially archaeologically sensitive by LPC. A Phase 1A Archaeological Documentary Study confirmed the potential for two historical archaeological resource types to exist on a portion of the site; 19th century shaft features associated with the church on the western section of the site, and potential human remains associated with the Methodist Episcopal Church of Westchester cemetery on the eastern section of the site. The church was built in 1818, and the cemetery was in use from approximately 1809 through 1906.

As discussed in Chapter 7, "Historic and Cultural Resources," the Phase 1A Study recommended additional archaeological analysis for the site in the form of Phase 1B Archaeological Testing in addition to continued consultation with LPC and submission and concurrence of a work plan.

In order to mitigate the significant adverse impact on archaeological resources, additional archaeological analysis would be required on the development site before it is redeveloped. While there are no mechanisms currently in place to ensure that this archaeological analysis would occur on the privately owned site subsequent to rezoning, if redevelopment would involve either federal or state funding or permitting, or if the site were to be developed through future discretionary actions that would be subject to review under CEQR, then further environmental review could be required, and historic resource issues could be addressed. Environmental review could necessitate Phase 1B archaeological testing and possibly mitigation for identified significant archaeological resources through avoidance or data recovery (e.g., Phase 2 or Phase 3 excavations). With completion of additional archaeological analysis as necessary and continued consultation with LPC, the Proposed Actions would not result in significant adverse impacts on the site. If future development does not entail federal or state funding or permitting and occurs as-of-right, the proposed action could result in significant adverse impacts to archaeological resources.

21.7 Transportation

TRAFFIC

As described in Chapter 13, "Transportation," the Proposed Actions would result in significant adverse traffic impacts at ~~38~~ 40 study area intersections during one or more analyzed peak hours; specifically, ~~79~~ 81 lane groups at ~~37~~ 39 intersections during the weekday AM peak hour, 63 lane groups at 29 intersections

during the midday peak hour, ~~70~~ 71 lane groups at ~~35~~ 36 intersections during the PM peak hour, and ~~38~~ 39 lane groups at ~~20~~ 21 intersections during the Saturday midday peak hour.

As demonstrated below, some of these impacts could be mitigated through the implementation of traffic engineering improvements, including:

- Modification of traffic signal phasing and/or timing
- Elimination of on-street parking within 100 feet of intersections to add a limited travel/turn lane, known as "daylighting"
- Installation of a traffic signal at a stop-controlled intersection

The types of mitigation measures proposed herein are standard measures that are routinely identified by the City and considered feasible for implementation. Additionally, the Proposed Actions include a mapping action to map portions of Block 4226, Lost 1, 5, and 75 and Block 4411, Lot 75 as street to accommodate the proposed extension of Marconi Street to connect with Pelham Parkway. The northern end of Marconi Street currently terminates at the Hutchinson Metro Center. The proposed mapping action would accommodate the Marconi Street bridge over the Amtrak right-of-way to connect with Pelham Parkway. The bridge would help redirect inbound traffic from Eastchester Road to the new access at Marconi Street and Pelham Parkway and would also help redirect outbound traffic from Waters Place and Eastchester Road to the new access at Pelham Parkway. The Marconi Street bridge is considered as a traffic mitigation measure and adjustments to the traffic network have been applied to account for redirected traffic.

Table 21-3, "Proposed Traffic Mitigation Measures," summarizes the recommended mitigation measures for each of the intersections with significant adverse traffic impacts during the weekday AM, midday, and PM, and Saturday midday peak hours. The traffic engineering improvements and the construction of the new Marconi Bridge are subject to review and approval by DOT. If DOT determines that an identified traffic engineering improvement is infeasible, and no alternative and equivalent measure is identified, then that impact would remain unmitigated. In addition, absent construction of the Marconi Bridge, there could be different or additional unmitigated locations.

As discussed previously in Chapter 13, "Transportation," the With-Action RWCDS includes the development of a total of 60 projected development sites that were identified and are considered for the purposes of the transportation analyses (see Chapter 13, "Transportation," Figure 13-1, "Traffic Study Areas"). Table 13-1, "RWCDS No-Action and With-Action Land Uses," lists the total anticipated No-Action and With-Action land uses on projected development sites in 2026 in the RWCDS. As listed in Table 13-1, in the RWCDS, the Proposed Actions would facilitate the incremental development of up to approximately 7,474 dwelling units (DUs); 1,231,972 gross square feet (gsf) of commercial uses; and 1,290,628 gsf of community facility uses (including 1,080,212 gsf for medical offices, 184,046 gsf for education, and 26,411 gsf for houses of worship); as well as a net reduction of 405,096 gsf of industrial uses.

Tables 21-4 through 21-7 show the v/c ratios, delays, and levels of service (LOS) for impacted lane groups at each intersection with implementation of these mitigation measures and compares them to No-Action and With-Action conditions for the weekday AM, midday, and PM, and Saturday midday peak hours, respectively. The Action-With-Mitigation level of service analyses for all lane groups at each impacted intersection are listed in Appendix F2, "Level of Service (LOS) Tables and Parking Regulations." According to *CEQR Technical Manual* criteria, an impact is considered fully mitigated when the resulting LOS degradation under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant following the impact criteria described in Chapter 13, "Transportation." Tables 21-4 through 21-7 demonstrate that significant adverse impacts would not be fully mitigated at 68 ~~66~~ lane groups at 28 intersections during the weekday AM peak hour, 48 ~~50~~ lane groups at 19 ~~20~~ intersections during the midday peak hour, 55 ~~56~~ lane groups at 24 ~~25~~ intersections during the PM peak hour, and 24 ~~25~~ lane groups at ~~ten~~ nine intersections during the Saturday midday peak hour. Table 21-2, "Lane Groups with Unmitigated Significant Adverse Traffic Impacts," provides a more detailed summary of the intersections and lane groups that would have significant adverse traffic impacts. In total, impacts to one or more approach movements would remain unmitigated in one or more peak hours at up to 30 study intersections. Consequentially, these impacts would constitute unmitigated significant adverse traffic impacts as a result of the Proposed Actions (refer to Chapter 22, "Unavoidable Adverse Impacts").

Table 21-3: Proposed Traffic Mitigation Measures*

Intersection	Signal Phase	No-Action Signal Timing				Proposed Signal Timing				Recommended Mitigation
		AM	MD	PM	SAT MD	AM	MD	PM	SAT MD	
East Tremont Avenue and Boston Road/West Farms Road	EB/WB	62	63	63	63	62	63	63	63	Unmitigateable in all time periods.
	Ped	7	7	7	7	7	7	7	7	
	NB/SWB	23	25	25	25	23	25	25	25	
	NEB	28	25	25	25	28	25	25	25	
East Tremont Avenue and Devoe Avenue	WB-L	20	20	20	20	20	20	20	20	Unmitigateable in AM and Midday.
	EB/WB	50	35	55	35	50	35	55	35	
	NB/SB	50	35	45	35	50	35	45	35	
East Tremont Avenue and Morris Park Avenue	EB-L	11	11	13	11	11	16	13	11	Unmitigateable in AM and PM.
	EB/WB	64	46	64	46	64	45	64	46	During Midday, transfer 4 seconds of green time from NB/SB phase to EBL phase and 1 second from EB/WB phase to EBL phase
	NB/SB	45	33	43	33	45	29	43	33	
East Tremont Avenue and Beach Avenue	EB/WB	78	50	78	50	78	50	78	50	Remove striped median to provide a 10' wide WB-L storage lane for 100' in length for AM.
	Ped	10	10	10	10	10	10	10	10	
	NB	32	30	32	30	32	30	32	30	
East Tremont Avenue and White Plains Road	EB/WB	67	40	71	40	67	40	71	40	Unmitigateable in all time periods.
	Ped	10	10	10	10	10	10	10	10	
	NB/SB	43	40	39	40	43	40	39	40	
East Tremont Avenue and Unionport Road	EB/WB	67	42	67	42	67	42	67	49	Unmitigateable in AM, Midday, and PM.
	NB-L	11	11	11	11	11	11	11	11	Transfer 7 seconds of green time from NB/SB phase to EB/WB phase and change offset to 30 on Saturday.
	NB/SB	42	37	42	37	42	37	42	30	
East Tremont Avenue and Purdy Street	EB/WB	77	50	77	50	77	55	77	50	Unmitigateable in AM and PM.
	Ped	10	10	10	10	10	10	10	10	Transfer 5 seconds of green time from SB phase to EB/WB phase during Midday.
	SB	33	30	33	30	33	25	33	30	
East Tremont Avenue and Bronxdale Avenue	EB-L	22	13	22	13	22	13	22	13	Unmitigateable in AM, Midday, and PM.
	EB/WB	40	30	40	30	40	30	40	49	On Saturday, remove the 19 second WB only phase and transfer the time to the EB/WB phase.
	WB	30	19	30	19	30	19	30	-	
	SB	28	28	28	28	28	28	28	28	
East Tremont Avenue and Castle Hill Avenue	EB/WB	41	26	41	26	41	26	41	26	Unmitigateable in all time periods.
	WB-L	17	11	17	11	17	11	17	11	
	Ped	34	34	34	34	34	34	34	34	
	NB/EB-R	28	19	19	19	28	19	19	19	
East Tremont Avenue and Seddon Street	EB/WB	76	47	76	47	80	59	85	47	Transfer 4 seconds of green time from NB phase to EB/WB phase in AM.
	Ped	10	10	10	10	10	10	10	10	Transfer 12 seconds from NB to EB/WB in Midday.
	NB	34	33	34	33	30	21	25	33	Transfer 9 seconds from NB to EB/WB in PM.
East Tremont Avenue and Overing Street/Silver Street	EB/WB	47	28	46	28	47	28	46	28	Unmitigateable in all time periods.
	SB-R/EB-L	43	35	47	35	43	35	47	35	
	NB	30	27	27	27	30	27	27	27	
White Plains Road and Guerlain Street	NB/SB	33	54	33	54	68	63	54	55	Remove existing left-turn bay and daylight the SB approach to provide two 10' wide travel lanes. In AM and PM, revert signal timing to existing conditions (90 second cycle with 54/36 split). In AM, shift 14 seconds from NB/SB phase to EB/WB phase. Transfer 9 seconds during Midday and 1 second on Saturday from the EB/WB phase to the NB/SB phase.
	EB/WB	27	36	27	36	22	27	36	35	

Table 21-3: Proposed Traffic Mitigation Measures (cont.)

Intersection	Signal Phase	No-Action Signal Timing				Proposed Signal Timing				Recommended Mitigation
		AM	MD	PM	SAT MD	AM	MD	PM	SAT MD	
Williamsbridge Road and Pelham Parkway North Mainline/South Mainline/Service Road	WB/SB/SB-L	43	43	43	43	43	37	39	38	Transfer 6 seconds of green time during Midday and 5 seconds on Saturday from WB/SB-L phase to NB/SB phase in Midday.
	NB/SB	31	31	31	31	32	37	36	36	
	Ped	10	10	10	10	10	10	10	10	During AM and PM, transfer 1 second from the EB/NB-L phase to the NB/SB phase. During PM only, transfer an additional 4 seconds from the WB/SB phase to the NB/SB phase.
	EB/NB/NB-L	36	36	36	36	35	36	35	36	
Williamsbridge Road and Morris Park Avenue	EB/WB	46	46	46	46	46	46	46	41	Unmitigatable in AM, Midday, and PM.
	Ped	7	7	7	7	7	7	7	7	On Saturday, transfer 5 seconds of green time from EB/WB phase to NB/SB phase.
	NB/SB	30	30	30	30	30	30	30	35	
	Ped	7	7	7	7	7	7	7	7	
Williamsbridge Road and Eastchester Road	EB/WB	41	44	44	45	41	44	44	45	Unmitigatable in all time periods.
	NB/SB	49	46	46	45	49	46	46	45	
Eastchester Road and Pelham Parkway North Service Road	NB/SB	32	32	42	32	35	35	45	32	During AM, Midday, and PM, transfer 3 seconds of green time from NB-L phase to NB/SB phase.
	NB-L	30	30	38	30	27	27	35	30	
	WB	28	28	40	28	28	28	40	28	
Eastchester Road and Pelham Parkway North Mainline	WB	40	40	35	40	40	40	35	40	Unmitigatable in AM and PM.
	NB/SB	31	31	40	31	31	32	40	31	During Midday, transfer 1 second of green time from NB-L phase to NB/SB phase.
	NB-L	19	19	45	19	19	18	45	19	
Eastchester Road and Pelham Parkway South Mainline/Service Road	EB	41	40	60	40	41	36	60	40	Unmitigatable in AM and PM.
	NB/SB	35	35	45	35	35	39	45	35	During Midday, transfer 4 seconds of green time from the EB phase to the NB/SB phase to mitigate impacts caused by the addition of the Marconi Street Bridge.
	SB-L	14	15	15	15	14	15	15	15	
Eastchester Road and Stillwell Avenue	NB/SB	54	54	54	54	54	54	54	54	Unmitigatable in all time periods.
	EB/WB	36	36	36	36	36	36	36	36	
Eastchester Road and Morris Park Avenue	NB/SB	48	43	43	43	48	43	43	43	The NB-TR approach during Midday, and the NB-L approach on Saturday are mitigated by the addition of the Marconi Street Bridge. Otherwise, unmitigatable in all time periods.
	NB-L	20	25	25	25	20	25	25	25	
	Ped	7	7	7	7	7	7	7	7	
	EB/WB	38	38	38	38	38	38	38	38	
	Ped	7	7	7	7	7	7	7	7	
Eastchester Road and Sackett Avenue	NB/SB	54	54	54	54	54	54	66	62	Unmitigatable in AM and Midday.
	EB	36	36	36	36	36	36	24	28	During PM, transfer 12 seconds of green time from EB phase to NB/SB phase; on Saturday, transfer 8 seconds.
Eastchester Road and Bassett Avenue	NB/SB	46	46	46	46	46	46	46	46	Unmitigatable in all time periods.
	SB-L	19	14	14	14	19	14	14	14	
	WB	25	30	30	30	25	30	30	30	
Eastchester Road and Waters Place	NB/SB	38	39	38	39	38	39	38	39	Unmitigatable in all time periods.
	SB-L/WB-R	17	11	17	11	17	11	17	11	
	WB	28	33	28	33	28	33	28	33	
	Ped	7	7	7	7	7	7	7	7	
Eastchester Road and Blondell Avenue	NB/SB	46	46	46	46	46	46	46	46	Unmitigatable in all time periods.
	Ped	7	7	7	7	7	7	7	7	
	EB/WB	37	37	37	37	37	37	37	37	

Table 21-3: Proposed Traffic Mitigation Measures (cont.)

Intersection	Signal Phase	No-Action Signal Timing				Proposed Signal Timing				Recommended Mitigation
		AM	MD	PM	SAT MD	AM	MD	PM	SAT MD	
Eastchester Road and Jarrett Place	NB/SB	49	49	49	49	49	43	49	49	Daylight the Jarett Place EB approach to allow for two 12' lanes in all time periods.
	Ped	10	10	10	10	10	10	10	10	During Midday, transfer 6 seconds from the NB/SB phase to the EB phase.
	EB	31	31	31	31	31	37	31	31	
Stillwell Avenue and Pelham Parkway	EB/WB	26	26	26	26	26	26	26	26	Unmitigateable in AM.
	SB	35	35	35	35	35	35	35	35	During PM, a new impact to the WB-TR movement is caused by the addition of the Marconi Street Bridge, which is unmitigatable.
	Ped	29	29	29	29	29	29	29	29	
Waters Place and Marconi Street	EB/WB	37	45	45	45	37	45	45	45	The EB-L approach during AM, as well as all approaches during Midday, are mitigated by the addition of the Marconi Street Bridge. Otherwise, unmitigateable during AM and PM.
	SB/WB-L	31	31	31	31	31	31	31	31	
	EB-L	22	14	14	14	22	14	14	14	
Waters Place and Fink Avenue /Hutchinson River Parkway Exit	NB/SB	50	46	45	45	50	46	45	50	Unmitigateable in AM and Midday. During PM, mitigated by the addition of the Marconi Street Bridge.
	EB/WB	40	44	45	45	40	44	45	40	On Saturday, shift 5 seconds of green time from EB/WB phase to NB/SB phase.
Waters Place and Westchester Avenue	SB	56	45	45	45	45	45	46	45	During AM, transfer 11 seconds of green time from SB phase to EB/WB phase.
	EB/WB	34	45	45	45	45	45	44	45	During PM, transfer 1 second of green time from the SB phase to the EB/WB phase.
Bronxdale Avenue and Poplar Street		-	-	-	-	-	-	-	-	Unmitigateable. Does not meet signal warrant.
		-	-	-	-	-	-	-	-	
Williamsbridge Road and Poplar Street	EB/WB	-	-	-	-	52	52	55	55	Reconfigure EB approach to one through and one left-turn lane, WB approach to one through and one right-turn lane. Signalize intersection under Warrant #3.
	SB	-	-	-	-	38	38	35	35	
Eastchester Road and Seminole Street	NB/SB	-	-	-	-	60	60	70	60	Signalize intersection under Warrant #5.
	EB	-	-	-	-	30	30	50	30	
Eastchester Road and McDonald Street	NB/SB	-	-	-	-	60	60	65	60	Signalize intersection under Warrant #5.
	WB	-	-	-	-	30	30	55	30	
Eastchester Road and Loomis Street	NB/SB	-	-	-	-	92	91	91	91	Signalize intersection under Warrant #4.
	EB/WB	-	-	-	-	28	29	29	29	Unmitigateable in Midday and PM.
Stillwell Avenue and McDonald Street		-	-	-	-	-	-	-	-	Unmitigateable. Does not meet signal warrant.
		-	-	-	-	-	-	-	-	
Bassett Avenue and Morris Park Avenue		-	-	-	-	-	-	-	-	Unmitigateable. Does not meet signal warrant.
		-	-	-	-	-	-	-	-	

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Table 21-4: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday AM Peak Hour*

INTERSECTION & APPROACH		Mvt.	AM Peak Hour - No Action			Mvt.	AM Peak Hour - With Action			Mvt.	AM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized													
East Tremont Avenue at Boston Road and West Farms Road													
East Tremont Avenue	WB	L	1.63	200+	F	L	2.00+	200+	F	L	2.00+	200+	F
		T	0.71	55.6	E	T	1.03	91.2	F	T	1.03	91.4	F
Boston Road	NEB	LTR	1.12	136.7	F	LTR	1.39	200+	F	LTR	1.39	200+	F
	SWB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
West Farms Road	NB	LR	0.63	65.0	E	LR	0.82	86.8	F	LR	0.82	86.8	F
		R	0.75	82.0	F	R	0.99	130.2	F	R	0.99	130.2	F
East Tremont Avenue at Devoe Avenue													
East Tremont Avenue	WB	L	0.97	40.2	D	L	1.18	121.3	F	L	1.18	121.3	F
		TR	0.76	11.9	B	TR	1.27	134.5	F	TR	1.27	134.5	F
East Tremont Avenue at Morris Park Avenue													
East Tremont Avenue	EB	L	1.13	177.6	F	L	1.40	200+	F	L	1.40	200+	F
	WB	LTR	1.09	68.6	E	LTR	1.61	200+	F	LTR	1.61	200+	F
East Tremont Avenue at Beach Avenue													
East Tremont Avenue	WB	LT	0.85	6.0	A	LT	1.21	98.9	F	L	0.34	3.8	A
East Tremont Avenue at White Plains Road													
East Tremont Avenue	EB	L	0.54	45.7	D	L	1.36	200+	F	L	1.36	200+	F
		TR	1.05	46.4	D	LTR	1.74	200+	F	LTR	1.74	200+	F
White Plains Road	NB	L	0.66	40.2	D	L	0.90	39.8	D	L	0.90	105.3	F
		TR	1.20	131.4	F	TR	2.00+	200+	F	TR	2.00+	200+	F
	SB	T	1.06	91.5	F	T	2.00+	200+	F	T	2.00+	200+	F
East Tremont Avenue at Unionport Road													
East Tremont Avenue	EB	LTR	0.54	21.9	C	LTR	1.16	101.6	F	LTR	1.16	101.6	F
	WB	LTR	0.99	27.6	C	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Unionport Road	SB	LTR	0.88	64.4	E	LTR	0.93	74.2	E	LTR	0.93	74.2	E
East Tremont Avenue at Purdy Street													
East Tremont Avenue	WB	LTR	0.91	22.6	C	LTR	1.85	200+	F	LTR	1.85	200+	F
East Tremont Avenue at Bronxdale Avenue													
East Tremont Avenue	EB	LT	0.76	44.7	D	LT	1.55	200+	F	L	1.70	200+	F
Bronxdale Avenue	SB	L	0.87	74.4	E	L	1.54	200+	F	L	1.54	200+	F
		R	0.38	45.7	D	R	2.00+	200+	F	R	2.00+	200+	F
East Tremont Avenue at Castle Hill Avenue													
East Tremont Avenue	EB	T	0.68	31.7	C	T	1.26	146.5	F	T	1.26	147.2	F
	WB	L	0.89	51.4	D	L	2.00+	200+	F	L	2.00+	200+	F
		TR	0.90	30.3	C	TR	1.33	173.5	F	TR	2.00+	200+	F
Castle Hill Avenue	NB	R	0.67	58.2	E	R	1.95	200+	F	R	1.95	200+	F
East Tremont Avenue at Seddon Street													
East Tremont Avenue	WB	T	0.72	15.7	B	T	1.12	76.1	E	T	1.06	47.8	D
East Tremont Avenue at Silver Street													
East Tremont Avenue	EB	L	1.04	63.1	E	L	2.00+	200+	F	L	2.00+	200+	F
Silver Street	SB	R	1.18	141.1	F	R	2.00+	200+	F	R	2.00+	200+	F
White Plains Road at Guerlain Street													
White Plains Road	NB	TR	0.94	41.4	D	TR	1.56	200+	F	TR	1.04	54.5	D
	SB	T	0.85	21.0	C	T	1.62	200+	F	T	0.57	8.0	A

Table 21-4: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday AM Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	AM Peak Hour - No Action			Mvt.	AM Peak Hour - With Action			Mvt.	AM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Williamsbridge Road at Pelham Parkway N													
Williamsbridge Road	SB	TR	1.16	119.0	F	TR	1.21	139.3	F	TR	1.16	120.6	F
Williamsbridge Road at Pelham Parkway S													
Williamsbridge Road	NB	TR	0.97	10.9	B	TR	1.14	72.1	E	TR	1.10	52.8	D
Williamsbridge Road at Pelham Parkway S SR													
Pelham Parkway	EB	R	0.46	42.2	D	R	0.73	54.5	D	R	0.77	59.8	E
Williamsbridge Road	NB	TR	1.36	217.8	F	TR	1.59	200+	F	TR	1.53	200+	F
Williamsbridge Road at Morris Park Avenue													
Williamsbridge Road	NB	TR	0.70	35.1	D	TR	1.20	142.4	F	TR	1.20	142.4	F
	SB	TR	0.99	68.7	E	TR	1.42	200+	F	TR	1.42	200+	F
Morris Park Avenue	EB	TR	0.75	28.5	C	TR	1.15	109.1	F	TR	1.22	138.9	F
Eastchester Road and Silver Street at Williamsbridge Road													
Silver Street	NB	LTR	1.93	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road	SB	LTR	1.21	115.7	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road at Pelham Parkway N SR													
Eastchester Road	SB	TR	1.29	177.0	F	TR	1.39	200+	F	TR	1.25	159.7	F
Eastchester Road at Pelham Parkway N													
Pelham Parkway N	WB	L	1.00	63.8	E	L	1.48	200+	F	L	1.48	200+	F
Eastchester Road	SB	T	1.40	199.3	F	T	1.49	200+	F	T	1.49	200+	F
Eastchester Road at Pelham Parkway S													
Eastchester Road	SB	LT	1.08	61.6	E	LT	1.39	200+	F	LT	1.77	200+	F
Eastchester Road at Pelham Parkway S SR													
Pelham Parkway S SR	EB	TR	0.68	29.0	C	TR	0.98	65.1	E	TR	0.96	58.3	E
Eastchester Road	SB	LT	1.64	200+	F	LT	2.00+	200+	F	LT	2.00+	200+	F
Eastchester Road at Stillwell Avenue													
Eastchester Road	NB	LT	1.29	167.9	F	LT	1.70	200+	F	LT	1.69	200+	F
		R	0.54	16.1	B	R	1.45	200+	F	R	1.38	200+	F
Eastchester Road at Morris Park Avenue													
Eastchester Road	NB	L	0.91	97.6	F	L	1.28	200+	F	L	1.28	187.3	F
		TR	0.78	29.4	C	TR	1.09	86.6	F	TR	1.06	57.6	E
	SB	LTR	1.85	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Morris Park Avenue	EB	L	1.80	200+	F	L	2.00+	200+	F	L	2.00+	200+	F
		R	0.75	55.2	E	R	1.12	132.8	F	R	1.12	132.8	F
Eastchester Road at Sackett Avenue													
Eastchester Road	NB	L	0.80	11.5	B	L	1.79	200+	F	L	1.79	200+	F
		T	1.01	22.9	C	T	1.40	193.6	F	T	1.36	173.6	F
	SB	TR	0.99	49.5	D	TR	1.68	200+	F	TR	1.50	200+	F
Eastchester Road at Bassett Avenue													
Eastchester Road	NB	TR	1.30	159.4	F	TR	1.86	200+	F	TR	1.82	200+	F
	SB	T	0.73	6.5	A	T	1.34	162.7	F	T	1.20	98.8	F
Eastchester Road at Waters Place													
Eastchester Road	NB	T	0.84	26.5	C	T	1.81	200+	F	T	1.81	200+	F
		R	1.52	200+	F	R	2.00+	200+	F	R	2.00+	200+	F
	SB	L	0.95	56.7	E	L	1.95	200+	F	L	1.43	200+	F
Waters Place	WB	L	1.27	153.6	F	L	1.77	200+	F	L	1.77	200+	F

Table 21-4: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday AM Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	AM Peak Hour - No Action			Mvt.	AM Peak Hour - With Action			Mvt.	AM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Eastchester Road at Blondell Avenue													
Blondell Avenue	WB	LTR	0.87	44.1	D	LTR	1.62	200+	F	LT	1.64	200+	F
Eastchester Road	NB	LT	0.70	10.7	B	LT	1.13	76.0	E	LT	1.13	77.8	E
Eastchester Road at Jarrett Place													
Jarrett Place	EB	LR	0.11	24.0	C	LR	1.50	200+	F	L	0.76	39.8	D
Stillwell Avenue at Pelham Parkway													
Pelham Parkway	WB	TR	1.12	87.8	F	TR	1.27	149.4	F	TR	1.19	114.0	F
Waters Place at Marconi Street													
Waters Place	EB	L	1.68	200+	F	L	1.68	200+	F	L	1.22	130.0	F
	WB	T	1.40	200+	F	T	1.51	200+	F	T	1.51	200+	F
		R	1.17	87.1	F	R	1.18	95.6	F	R	1.18	95.0	F
Waters Place at Hutchinson River Parkway Off Ramp and Fink Avenue													
Waters Place	SB	TR	0.93	30.9	C	TR	1.36	185.1	F	TR	1.23	135.3	F
HRP Off Ramp	WB	R	2.00+	200+	F	R	2.00+	200+	F	R	2.00+	200+	F
Waters Place at Westchester Avenue and Hutchinson River Parkway On Ramp													
Westchester Avenue	EB					L	1.80	200+	F	L	0.76	45.4	D
	WB	LTR	1.31	182.5	F	LTR	1.36	200+	F	LTR	0.78	25.4	C
Unsignalized													
Bronxdale Avenue at Poplar Street													
Bronxdale Avenue	NB	L	0.24	16.4	C	L	0.88	56.0	F	L	0.88	56.0	F
Williamsbridge Road at Poplar Street													
Williamsbridge Road	EB	LT	0.10	1.5	A	LT	2.00+	200+	F	LT	1.27	173.6	F
Poplar Street	SB	R	0.30	13.4	B	R	2.00+	200+	F	R	0.62	28.1	C
Eastchester Road at McDonald Street													
McDonald Street	WB	LR	0.07	14.7	B	LR	0.39	59.4	F	LR	0.11	31.6	C
Eastchester Road at Seminole Street													
Driveway	EB	LTR	0.14	37.3	E	LTR	0.71	200+	F	LTR	0.04	23.9	C
Eastchester Road at Loomis Street													
Loomis Street	EB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	0.03	39.8	D
	WB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	0.66	62.0	E
Stillwell Avenue at McDonald Street													
McDonald Street	EB	LTR	0.18	16.1	C	LTR	0.44	41.3	E	LTR	0.47	45.4	E
Bassett Avenue at Morris Park Avenue													
Morris Park Avenue	EB	LR	0.14	13.1	B	LR	2.00+	200+	F	LR	2.00+	200+	F

Note: shaded cells represent unmitigated delays; + denotes a v/c ratio greater than 2.00 or a control delay greater than 200

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Table 21-5: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday Midday Peak Hour*

INTERSECTION & APPROACH		Mvt.	MD Peak Hour - No Action			Mvt.	MD Peak Hour - With Action			Mvt.	MD Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized													
East Tremont Avenue at Boston Road and West Farms Road													
East Tremont Avenue	WB	L	0.69	32.3	C	L	1.35	200+	F	L	1.35	200+	F
Boston Road	NEB	LTR	1.15	154.0	F	LTR	1.50	200+	F	LTR	1.50	200+	F
	SWB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
West Farms Road	NB	LR	0.52	55.6	E	LR	0.81	78.1	E	LR	0.81	78.1	E
East Tremont Avenue at Devoe Avenue													
Devoe Avenue	NB	TR	0.55	33.5	C	TR	0.96	55.1	E	TR	0.96	55.1	E
East Tremont Avenue at Morris Park Avenue													
East Tremont Avenue	EB	L	0.54	27.6	C	L	1.02	118.6	F	L	0.75	50.3	D
East Tremont Avenue at White Plains Road													
East Tremont Avenue	EB	L	0.44	11.4	B	L	1.27	191.1	F	L	1.27	191.1	F
		LTR	0.90	22.8	C	LTR	1.43	200+	F	LTR	1.43	200+	F
White Plains Road	NB	TR	0.86	27.3	C	TR	1.70	200+	F	TR	1.70	200+	F
East Tremont Avenue at Unionport Road													
East Tremont Avenue	EB	LTR	0.55	8.2	A	LTR	1.28	142.5	F	LTR	1.28	142.5	F
	WB	LTR	0.72	36.6	D	LTR	2.00+	200+	F	LTR	2.00+	200+	F
East Tremont Avenue at Purdy Street													
East Tremont Avenue	WB	LTR	0.52	13.0	B	LTR	1.26	140.2	F	LTR	1.07	52.7	D
East Tremont Avenue at Bronxdale Avenue													
East Tremont Avenue	EB	LT	0.68	11.7	B	LT	1.68	200+	F	L	1.66	200+	F
Bronxdale Avenue	SB	L	0.61	34.7	C	L	0.99	73.9	E	L	0.99	73.9	E
		R	0.18	25.5	C	R	1.03	90.1	F	R	1.03	90.1	F
East Tremont Avenue at Castle Hill Avenue													
East Tremont Avenue	EB	T	0.73	27.2	C	T	1.36	189.3	F	T	1.36	190.4	F
	WB	L	0.96	48.2	D	L	2.00+	200+	F	L	2.00+	200+	F
		TR	0.53	7.8	A	TR	1.38	190.2	F	TR	2.00+	200+	F
Castle Hill Avenue	NB	R	0.71	54.0	D	R	2.00+	200+	F	R	2.00+	200+	F
East Tremont Avenue at Seddon Street													
East Tremont Avenue	EB	T	0.65	17.2	B	T	1.14	89.1	F	T	0.89	11.1	B
	WB	T	0.68	24.9	C	T	1.33	177.5	F	T	1.03	50.7	D
East Tremont Avenue at Overing Street													
East Tremont Avenue	WB	T	1.14	102.3	F	T	2.00+	200+	F	T	2.00+	200+	F
East Tremont Avenue at Silver Street													
East Tremont Avenue	EB	L	0.64	12.3	B	L	1.58	200+	F	L	1.58	200+	F
Silver Street	SB	R	1.32	177.3	F	R	2.00+	200+	F	R	2.00+	200+	F
White Plains Road at Guerlain Street													
White Plains Road	NB	TR	0.67	19.6	B	TR	1.17	109.5	F	TR	0.99	42.7	D
	SB	T	0.61	13.6	B	T	1.36	187.6	F	T	0.91	21.7	C
Williamsbridge Road at Pelham Parkway S SR													
Williamsbridge Road	NB	TR	1.24	165.4	F	TR	1.54	298.6	F	TR	1.25	167.3	F

Table 21-5: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday Midday Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	MD Peak Hour - No Action			Mvt.	MD Peak Hour - With Action			Mvt.	MD Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Williamsbridge Road at Morris Park Avenue													
Williamsbridge Road	NB	TR	0.74	37.4	D	TR	1.22	148.8	F	TR	1.22	148.8	F
	SB	TR	0.78	39.2	D	TR	1.26	167.3	F	TR	1.26	167.3	F
Morris Park Avenue	EB	TR	0.75	28.6	C	TR	1.16	113.5	F	TR	1.23	143.6	F
Eastchester Road and Silver Street at Williamsbridge Road													
Silver Street	NB	LTR	1.92	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road	SB	LTR	1.27	143.4	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road at Pelham Parkway N SR													
Eastchester Road	SB	TR	1.05	88.5	F	TR	1.15	120.8	F	TR	1.03	78.7	E
Eastchester Road at Stillwell Avenue													
Eastchester Road	NB	LT	1.07	79.5	E	LT	1.27	157.6	F	LT	1.52	200+	F
		R	0.47	14.7	B	R	1.50	200+	F	R	1.35	194.6	F
Eastchester Road at Morris Park Avenue													
Eastchester Road	NB	L	0.79	69.1	E	L	1.05	120.7	F	L	1.05	75.0	E
		TR	0.72	26.5	C	TR	0.99	55.6	E	TR	0.94	21.3	C
	SB	LTR	1.55	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Morris Park Avenue	EB	L	1.09	132.5	F	L	1.90	200+	F	L	1.90	200+	F
		R	0.70	50.9	D	R	1.10	126.7	F	R	1.10	126.7	F
Eastchester Road at Sackett Avenue													
Eastchester Road	NB	L	0.41	7.9	A	L	1.09	68.3	E	L	1.11	73.7	E
		T	1.15	80.8	F	T	1.56	200+	F	T	1.49	200+	F
Sackett Avenue	SB	TR	0.89	32.0	C	TR	1.44	200+	F	TR	1.28	157.0	F
Eastchester Road at Bassett Avenue													
Eastchester Road	NB	TR	1.27	148.7	F	TR	1.84	200+	F	TR	1.77	200+	F
	SB	T	0.75	9.4	A	T	1.32	155.4	F	T	1.18	92.7	F
Eastchester Road at Waters Place													
Eastchester Road	NB	T	0.79	24.0	C	T	1.70	200+	F	T	1.70	200+	F
		R	1.22	130.0	F	R	1.84	200+	F	R	1.84	200+	F
	SB	L	1.20	137.4	F	L	2.00+	200+	F	L	2.00+	200+	F
		T	0.51	19.4	B	T	1.34	173.7	F	T	1.34	176.9	F
Waters Place	WB	L	1.05	68.6	E	L	1.48	200+	F	L	1.48	200+	F
Eastchester Road at Blondell Avenue													
Blondell Avenue	WB	LTR	0.84	41.5	D	LTR	1.39	200+	F	LT	1.39	200+	F
Eastchester Road	NB	LT	0.66	10.0	A	LT	1.25	129.6	F	LT	1.25	127.8	F
	SB	TR	0.62	22.9	C	TR	1.17	101.7	F	TR	1.17	101.7	F
Eastchester Road at Jarrett Place													
Jarrett Place	EB	LR	0.17	24.7	C	LR	2.00+	200+	F	L	0.90	46.0	D
Waters Place at Marconi Street													
Waters Place	EB	L	2.00+	200+	F	L	2.00+	200+	F	L	1.57	200+	F
		R	0.99	73.2	E	R	1.02	81.9	F	R	0.88	53.2	D
Waters Place at Hutchinson River Parkway Off Ramp and Fink Avenue													
Waters Place	SB	TR	1.59	200+	F	TR	1.96	200+	F	TR	1.77	200+	F

Table 21-5: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday Midday Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	MD Peak Hour - No Action			Mvt.	MD Peak Hour - With Action			Mvt.	MD Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Unsignalized													
Bronxdale Avenue at Poplar Street													
Bronxdale Avenue	NB	L	0.29	21.7	C	L	1.16	146.5	F	L	1.16	146.5	F
Williamsbridge Road at Poplar Street													
Williamsbridge Road	EB	LT	0.06	1.1	A	LT	2.00+	200+	F	LT	1.22	154.5	F
Poplar Street	SB	R	0.28	13.4	B	R	2.00+	200+	F	R	0.74	32.9	C
Eastchester Road at McDonald Street													
McDonald Street	WB	LR	0.10	15.2	C	LR	0.49	78.5	F	LR	0.12	30.3	C
Eastchester Road at Loomis Street													
Eastchester Road	SB	LT	0.18	5.1	A	LT	0.33	200+	F	LT	0.50	6.6	A
Loomis Street	EB	LTR	2.00+	200+	F	LTR	1.05	200+	F	LTR	0.03	39.0	D
	WB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	0.04	39.0	D

Note: shaded cells represent unmitigated delays; + denotes a v/c ratio greater than 2.00 or a control delay greater than 200.

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Table 21-6: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday PM Peak Hour*

INTERSECTION & APPROACH		Mvt.	PM Peak Hour - No Action			Mvt.	PM Peak Hour - With Action			Mvt.	PM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized													
East Tremont Avenue at Boston Road and West Farms Road													
East Tremont Avenue	WB	L	1.09	102.7	F	L	1.84	200+	F	L	1.84	200+	F
		TR	0.89	43.0	D	TR	1.13	77.5	E	TR	1.13	77.6	E
Boston Road	NEB	LTR	1.12	135.0	F	LTR	1.26	187.8	F	LTR	1.26	187.8	F
	SWB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
West Farms Road	NB	LR	0.66	61.4	E	LR	0.75	68.5	E	LR	0.75	68.5	E
		R	0.76	72.6	E	R	0.86	87.1	F	R	0.86	87.1	F
East Tremont Avenue at Morris Park Avenue													
East Tremont Avenue	EB	L	0.63	6.0	A	L	1.38	200+	F	L	1.38	200+	F
	WB	LTR	0.21	31.0	C	LTR	1.41	200+	F	LTR	1.41	200+	F
East Tremont Avenue at White Plains Road													
East Tremont Avenue	EB	L	0.74	32.4	C	L	2.00+	200+	F	L	2.00+	200+	F
	WB	LTR	1.02	25.4	C	LTR	1.20	103.0	F	LTR	1.20	103.0	F
White Plains Road	NB	L	0.49	36.1	D	L	0.70	66.6	E	L	0.70	66.6	E
		TR	1.13	114.5	F	TR	2.00+	200+	F	TR	2.00+	200+	F
	SB	T	0.72	42.5	D	T	1.82	200+	F	T	1.82	200+	F
East Tremont Avenue at Unionport Road													
East Tremont Avenue	WB	LTR	1.14	87.2	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
East Tremont Avenue at Purdy Street													
East Tremont Avenue	WB	LTR	0.83	14.1	B	LTR	1.41	198.3	F	LTR	1.41	198.3	F
East Tremont Avenue at Bronxdale Avenue													
East Tremont Avenue	EB	LT	0.81	42.3	D	LT	1.29	172.1	F	L	1.39	200+	F
Bronxdale Avenue	SB	L	0.99	96.0	F	L	1.09	126.5	F	L	1.09	126.5	F
		R	0.39	46.1	D	R	0.91	90.6	F	R	0.91	90.6	F
East Tremont Avenue at Castle Hill Avenue													
East Tremont Avenue	WB	L	0.87	62.7	E	L	2.00+	200+	F	L	2.00+	200+	F
		TR	1.09	96.5	F	TR	1.62	200+	F	TR	2.00+	200+	F
Castle Hill Avenue	NB	R	0.76	64.0	E	R	1.47	200+	F	R	1.47	200+	F
East Tremont Avenue at Seddon Street													
East Tremont Avenue	WB	T	0.80	22.4	C	T	1.18	110.3	F	T	1.05	49.8	D
East Tremont Avenue at Overing Street													
Overing Street	NB	LR	0.56	51.6	D	LR	0.66	57.6	E	LR	0.66	57.6	E
East Tremont Avenue at Silver Street													
East Tremont Avenue	EB	L	0.70	24.7	C	L	1.33	175.8	F	L	1.30	160.2	F
Silver Street	SB	R	1.52	200+	F	R	2.00+	200+	F	R	2.00+	200+	F
White Plains Road at Guerlain Street													
White Plains Road	NB	TR	0.76	21.9	C	TR	1.12	89.6	F	TR	0.97	45.7	D
	SB	T	0.87	25.3	C	T	1.44	200+	F	T	1.02	53.9	D
Williamsbridge Road at Pelham Parkway S													
Williamsbridge Road	NB	TR	0.99	12.8	B	TR	1.16	79.3	E	TR	0.97	8.5	A
Williamsbridge Road at Pelham Parkway S SR													
Williamsbridge Road	NB	TR	1.37	221.6	F	TR	1.60	200+	F	TR	1.34	200+	F

Table 21-6: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday PM Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	PM Peak Hour - No Action			Mvt.	PM Peak Hour - With Action			Mvt.	PM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Williamsbridge Road at Morris Park Avenue													
Williamsbridge Road	NB	TR	0.89	49.2	D	TR	1.27	170.4	F	TR	1.27	170.4	F
	SB	TR	0.97	63.8	E	TR	1.25	162.8	F	TR	1.25	162.8	F
Eastchester Road and Silver Street at Williamsbridge Road													
Silver Street	NB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road	SB	LTR	1.54	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road at Pelham Parkway N SR													
Eastchester Road	SB	TR	1.20	151.6	F	TR	1.28	185.3	F	TR	1.19	143.0	F
Eastchester Road at Pelham Parkway N													
Pelham Parkway N	WB	L	0.88	66.6	E	L	1.47	200+	F	L	1.47	200+	F
Eastchester Road	SB	T	1.16	96.9	F	T	1.24	130.3	F	T	1.24	134.1	F
Eastchester Road at Pelham Parkway S													
Eastchester Road	SB	LT	0.91	9.4	A	LT	1.21	106.6	F	LT	1.40	193.8	F
Eastchester Road at Pelham Parkway S SR													
Eastchester Road	NB	TR	0.86	28.4	C	TR	1.06	67.2	E	TR	1.04	67.7	E
	SB	LT	1.14	75.7	E	LT	1.60	200+	F	LT	1.51	200+	F
Eastchester Road at Stillwell Avenue													
Eastchester Road	NB	LT	1.80	200+	F	LT	2.00	200+	F	LT	1.97	200+	F
		R	0.74	22.2	C	R	2.00+	200+	F	R	2.00+	200+	F
Eastchester Road at Morris Park Avenue													
Eastchester Road	NB	L	0.96	95.2	F	L	1.12	140.7	F	L	1.12	102.7	F
		TR	1.03	66.1	E	TR	1.29	167.6	F	TR	1.22	122.7	F
	SB	LTR	1.75	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Morris Park Avenue	EB	L	1.89	200+	F	L	2.00+	200+	F	L	2.00+	200+	F
		R	0.71	52.2	D	R	0.98	91.4	F	R	0.98	91.4	F
Eastchester Road at Sackett Avenue													
Eastchester Road	NB	L	0.39	7.4	A	L	1.13	84.6	F	L	0.50	2.6	A
		T	1.46	200+	F	T	1.84	200+	F	T	1.40	189.6	F
	SB	TR	0.88	31.4	C	TR	1.39	200+	F	TR	1.03	51.7	D
Eastchester Road at Bassett Avenue													
Eastchester Road	NB	TR	1.54	200+	F	TR	2.00+	200+	F	TR	1.97	200+	F
	SB	T	0.70	7.9	A	T	1.22	108.7	F	T	1.13	77.8	E
Eastchester Road at Waters Place													
Eastchester Road	NB	T	0.90	37.0	D	T	1.60	200+	F	T	1.60	200+	F
		R	0.99	55.0	D	R	1.37	194.6	F	R	1.37	194.2	F
	SB	L	0.90	44.2	D	L	1.94	200+	F	L	1.68	200+	F
Waters Place	WB	L	1.67	200+	F	L	2.00+	200+	F	L	2.00+	200+	F
Eastchester Road at Blondell Avenue													
Blondell Avenue	WB	LTR	0.79	37.3	D	LTR	1.09	96.1	F	LTR	1.13	112.4	F
Eastchester Road	SB	TR	0.88	28.9	C	TR	1.32	170.9	F	TR	1.32	170.9	F
Eastchester Road at Jarrett Place													
Jarrett Place	EB	LR	0.14	24.3	C	LR	1.51	200+	F	L	0.74	38.5	D

Table 21-6: Action-With-Mitigation Conditions at Impacted Lane Groups – Weekday PM Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	PM Peak Hour - No Action			Mvt.	PM Peak Hour - With Action			Mvt.	PM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Stillwell Avenue at Pelham Parkway													
Pelham Parkway	WB	TR	0.91	26.4	C	TR	0.99	38.5	D	TR	1.08	68.8	E
Waters Place at Marconi Street													
Waters Place	WB	T	1.11	91.1	F	T	1.20	123.9	F	TR	1.22	136.8	F
Waters Place at Hutchinson River Parkway Off Ramp and Fink Avenue													
Waters Place	SB	TR	2.00+	200+	F	TR	2.00+	200+	F	TR	1.95	200+	F
Waters Place at Westchester Avenue and Hutchinson River Parkway On Ramp													
Waters Place	SB	L	1.26	134.1	F	L	1.27	139.7	F	L	0.87	15.4	B
		TR	0.82	15.0	B	TR	1.12	68.9	E	TR	1.07	50.1	D
Unsignalized													
Bronxdale Avenue at Poplar Street													
Bronxdale Avenue	NB	L	0.31	20.0	C	L	0.82	52.3	F	L	0.82	52.3	F
Williamsbridge Road at Poplar Street													
Williamsbridge Road	EB	LT	0.05	0.7	A	LT	1.82	200+	F	LT	0.65	26.8	C
Poplar Street	SB	R	0.54	18.1	C	R	2.00+	200+	F	R	0.92	52.5	D
Eastchester Road at McDonald Street													
McDonald Street	WB	LR	0.11	17.1	C	LR	0.91	200+	B	LR	0.06	21.2	C
Eastchester Road at Seminole Street													
Driveway	EB	LTR	0.24	20.6	C	LTR	0.39	36.7	E	LTR	0.12	24.9	C
Eastchester Road at Loomis Street													
Eastchester Road	NB	LT	0.00	0.0	A	LT	0.00	0.1	A	LT	1.30	158.0	F
	SB	LT	0.34	19.2	C	LT	2.00+	200+	F	LT	0.55	7.9	A
Loomis Street	EB	LTR	0.01	10.6	B	LTR	0.35	200+	F	LTR	0.01	38.6	D
	WB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	0.66	61.1	E
Stillwell Avenue at McDonald Street													
McDonald Street	EB	LTR	0.20	20.3	C	LTR	0.67	68.3	F	LTR	0.62	57.5	F
Bassett Avenue at Morris Park Avenue													
Morris Park Avenue	EB	LR	0.14	13.5	B	LR	2.36	200+	F	LR	2.36	200+	F

Note: shaded cells represent unmitigated delays; + denotes a v/c ratio greater than 2.00 or a control delay greater than 200

.**Source:** STV Incorporated, 2024.

*This table has been updated in the FEIS.

**Table 21-7: Action-With-Mitigation Conditions at Impacted Lane Groups – Saturday Midday Peak Hour*

INTERSECTION & APPROACH		Mvt.	Saturday Peak Hour - No Action			Mvt.	Saturday Peak Hour - With Action			Mvt.	Saturday Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized													
East Tremont Avenue at Boston Road and West Farms Road													
East Tremont Avenue	WB	L	0.79	38.6	D	L	1.19	137.0	F	L	1.19	137.0	F
Boston Road	NEB	LTR	1.06	121.7	F	LTR	1.26	193.8	F	LTR	1.26	193.8	F
	SWB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
East Tremont Avenue at White Plains Road													
East Tremont Avenue	EB	L	0.51	18.2	B	L	1.35	200+	F	L	1.35	200+	F
	WB	LTR	0.87	20.0	C	LTR	1.30	153.1	F	LTR	1.30	183.2	F
White Plains Road	NB	TR	0.90	30.5	C	TR	1.60	200+	F	TR	1.60	200+	F
East Tremont Avenue at Unionport Road													
East Tremont Avenue	WB	LTR	0.63	32.8	C	LTR	1.29	173.1	F	LTR	1.00	42.6	D
East Tremont Avenue at Bronxdale Avenue													
East Tremont Avenue	EB	LT	0.49	7.9	A	LT	1.21	130.9	F	L	0.84	14.0	B
East Tremont Avenue at Castle Hill Avenue													
East Tremont Avenue	EB	T	0.70	22.8	C	T	1.22	130.5	F	T	1.22	147.7	F
	WB	L	0.77	33.2	C	L	2.00+	200+	F	L	2.00+	200+	F
		TR	0.65	14.2	B	TR	1.14	84.3	F	TR	1.68	200+	F
Castle Hill Avenue	NB	R	0.64	48.8	D	R	1.72	200+	F	R	1.72	200+	F
East Tremont Avenue at Silver Street													
East Tremont Avenue	EB	L	0.63	12.1	B	L	1.37	182.2	F	L	1.37	182.2	F
Silver Street	SB	R	1.09	86.6	F	R	2.00+	200+	F	R	2.00+	200+	F
White Plains Road at Guerlain Street													
White Plains Road	NB	TR	0.71	20.8	C	TR	1.02	57.6	E	TR	1.00	51.6	D
Williamsbridge Road at Pelham Parkway S SR													
Williamsbridge Road	NB	TR	1.07	99.4	F	TR	1.26	176.0	F	TR	1.06	91.4	F
Williamsbridge Road at Morris Park Avenue													
Williamsbridge Road	SB	TR	0.57	31.2	C	TR	0.94	62.8	E	TR	0.78	38.6	D
Eastchester Road and Silver Street at Williamsbridge Road													
Silver Street	NB	LTR	1.30	181.4	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road	SB	LTR	0.94	28.8	C	LTR	1.79	200+	F	LTR	1.79	200+	F
Eastchester Road at Stillwell Avenue													
Eastchester Road	NB	R	0.38	13.2	B	R	1.29	169.9	F	R	1.38	200+	F
Eastchester Road at Morris Park Avenue													
Eastchester Road	NB	L	0.60	55.9	E	L	0.79	69.2	E	L	0.79	49.5	D
	SB	LTR	0.94	63.3	E	LTR	1.43	200+	F	LTR	1.36	200+	F
Morris Park Avenue	EB	L	0.97	94.6	F	L	2.00+	200+	F	L	2.00+	200+	F
		R	0.56	44.0	D	R	0.90	74.5	E	R	0.90	74.5	E
Eastchester Road at Sackett Avenue													
Eastchester Road	NB	T	0.97	15.1	B	T	1.26	131.7	F	T	1.05	37.5	D
	SB	TR	0.66	18.8	B	TR	1.01	56.1	E	TR	0.82	20.6	C

Table 21-7: Action-With-Mitigation Conditions at Impacted Lane Groups – Saturday Midday Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	Saturday Peak Hour - No Action			Mvt.	Saturday Peak Hour - With Action			Mvt.	Saturday Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Eastchester Road at Bassett Avenue													
Eastchester Road	NB	TR	1.19	111.7	F	TR	1.61	200+	F	TR	1.57	200+	F
Eastchester Road at Waters Place													
Eastchester Road	NB	T	0.81	27.7	C	T	1.43	200+	F	T	1.43	200+	F
		R	0.98	51.8	D	R	1.47	200+	F	R	1.47	200+	F
	SB	L	1.04	85.2	F	L	2.00+	200+	F	L	2.00+	200+	F
Waters Place	WB	L	0.86	39.8	D	L	1.17	120.0	F	L	1.17	120.0	F
Eastchester Road at Jarrett Place													
Jarrett Place	EB	LR	0.06	23.4	C	LR	1.41	200+	F	L	0.71	36.5	D
Waters Place at Hutchinson River Parkway Off Ramp and Fink Avenue													
Waters Place	SB	TR	1.40	200+	F	TR	1.70	200+	F	TR	1.38	200+	F
Unsignalized													
Williamsbridge Road at Poplar Street													
Williamsbridge Road	EB	LT	0.01	0.3	A	LT	2.00+	200+	F	LT	0.56	20.5	C
Poplar Street	SB	R	0.11	10.4	B	R	2.00+	200+	F	R	0.51	27.4	C
Eastchester Road at McDonald Street													
McDonald Street	WB	LR	0.06	14.1	B	LR	0.33	61.2	F	LR	0.08	31.0	C
Eastchester Road at Seminole Street													
Driveway	EB	LTR	0.21	23.5	C	LTR	0.62	102.7	F	LTR	0.10	24.6	C
Eastchester Road at Loomis Street													
Eastchester Road	SB	LT	0.17	4.4	A	LT	2.00+	200+	F	LT	0.44	6.5	A
Loomis Street	WB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	0.37	47.0	D

Note: shaded cells represent unmitigated delays; + denotes a v/c ratio greater than 2.00 or a control delay greater than 200.

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Effects of Traffic Mitigation on Parking Conditions

As discussed above, the proposed traffic mitigation plan would incorporate curbside parking restrictions at the southbound approach of White Plains Road at Guerlain Street, as well as at the EB approach of Jarrett Place at Eastchester Road, each of which would displace approximately four on-street parking spaces. As discussed in Chapter 13, "Transportation," there is already a parking shortfall within a ¼-mile radius of the study area during the weekday midday (2,134-space deficit), weekday overnight (1,446-space deficit), and Saturday midday (1,289-space deficit) periods. These shortfalls would increase by eight spaces to a total of 2,142 spaces during the weekday midday period, 1,554 spaces during the weekday overnight period, and 1,297 spaces during the Saturday midday period. As described in Chapter 13, "Transportation," this parking shortfall would be considered a significant shortfall based on *CEQR Technical Manual* criteria. The proposed traffic mitigation measure would slightly worsen the significant parking shortfall.

Effects of Pedestrian Mitigation on Traffic Conditions

Proposed pedestrian mitigation measures include removing sidewalk obstructions such as tree pits and garbage pails as well as widening several existing crosswalks by up to 9.5 feet. The pedestrian mitigation measures would not change any roadway geometric or traffic signal timing/phasing operations; therefore, these measures would not result in new significant adverse traffic impacts at any of the analyzed study intersections.

Proposed Schedule for Traffic Mitigation Measures

Subject to the approval of NYCDOT, the mitigation measures summarized in Table 21-3, "Proposed Traffic Mitigation Measures," would be implemented to mitigate the significant adverse traffic impacts resulting from full build-out of the Proposed Actions in 2033. As the development of the Proposed Actions would be expected to occur over an approximately ten-year period, it is possible that some of the significant adverse traffic impacts could occur prior to full build-out in 2033. Based on the anticipated construction schedule shown in Chapter 19, "Construction," incremental vehicle trips associated with traffic generated by projected development sites could potentially result in significant adverse traffic impacts in the first quarter of 2028. At this time, implementation of some or all of the mitigation measures developed for full build-out of the Proposed Actions in 2033 would be considered at impacted intersections.

TRANSIT

Bus

As discussed in Chapter 13, "Transportation," the Proposed Actions would add approximately 5,554 and 4,844 incremental bus trips on 14 local bus routes during the weekday AM and PM peak hours, respectively. This increment results in a capacity shortfall through the maximum load point on the southbound Bx4A, north- and southbound on the Bx21 and Bx31, east- and westbound Bx40, eastbound Bx42, and southbound BxM10 in the AM peak hour. In the PM peak hour, there would be a capacity shortfall on northbound Bx4A, southbound Bx21, northbound Bx31, east- and westbound Bx40 and Bx42, and north- and southbound BxM10. Therefore, six bus lines would be significantly adversely impacted in the AM and PM peak hours based on *CEQR Technical Manual* criteria. As listed in Table 21-8, "Action-With-Mitigation Local Bus Analysis," these significant adverse impacts could be fully mitigated with the addition of a total of 32 standard buses on the Bx21 and Bx31, 15 articulated buses on the Bx4A, Bx40, and Bx42, and one over-the-road motorcoach on the BxM10 in the AM peak hour and 19 standard buses, nine articulated buses, and three over-the-road motorcoaches on the same routes, respectively, in the PM peak hour. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints.

Table 21-8: Action-With-Mitigation Local Bus Analysis

Peak Hour	Route	Direction	Maximum Load Point(s)	Peak Hour Buses (1)	No-Action Available Capacity (2)	Project Increment	Available Capacity w/ Proposed Actions (2)	Additional Peak Hour Buses Needed to Accommodate Project-Generated Demand	Available Capacity with Mitigation(2)
AM	Bx4A	SB	Metropolitan Av/Unionport Rd	3	225	71	-93	2	77
	Bx21	NB	Morris Pk Av/White Plains Rd	9	20	683	-663	13	39
		SB	Morris Pk Av/White Plains Rd	9	126	525	-399	8	33
	Bx31	NB	Eastchester Rd/Seminole St	6	200	384	-184	4	32
		SB	Eastchester Rd/Astor Av	9	237	613	-376	7	2
	Bx40	EB	E 180 St/Morris Park Av	4	-105	200	-305	4	35
		WB	E Tremont Av/St. Lawrence Av	5	-121	386	-507	6	3
	Bx42	EB	E Tremont Av/Unionport Rd	5	28	203	-175	3	80
	BxM10	SB	2 Av/E 121 St	6	185	231	-46	1	9
PM	Bx4A	NB	Metropolitan Av/Parkchester Rd	4	141	168	-28	1	57
	Bx21	SB	Morris Park Av/Barnes Av	9	76	592	-516	10	24
	Bx31	NB	Eastchester Rd/Pelham Pkwy S	6	50	520	-470	9	16
	Bx40	EB	E Tremont Av/Commonwealth Av	4	139	245	-105	2	65
		WB	E Tremont Av/St. Lawrence Av	4	115	231	-116	2	54
	Bx42	EB	E Tremont Av/Commonwealth Av	4	71	247	-175	3	80
		WB	E Tremont Av/St. Lawrence Av	4	238	238	0	1	85
	BxM10	NB	3 Av/E 120 St	5	96	181	-85	2	25
		SB	Morris Park Av/E 180 St	2	4	11	-7	1	48

Notes:

(1) Assumes service levels adjusted to address capacity shortfalls in the No-Action condition.

(2) Available capacity based on NYCT loading guideline of 54 passengers per standard bus, 85 passengers per articulated bus, and 55 passengers per over-the-road motorcoach

Source: STV Incorporated, 2024.

PEDESTRIANS

As discussed in Chapter 13, "Transportation," the results of the analyses of pedestrian conditions show that demand from the Proposed Actions would significantly adversely impact 14 sidewalks and 11 crosswalks in one or more peak hours under the With-Action condition (see Table 21-9). There would be no significant impacts to any corner area in any period.

A significant adverse pedestrian impact is considered mitigated if measures implemented return the anticipated conditions to an acceptable level, following the same criteria used in determining impacts. Standard mitigation for projected significant adverse pedestrian impacts can include widening crosswalks; providing additional signal green time or new signal phases; relocating or removing street furniture or

other impediments to pedestrian flow; providing curb extensions, neck-downs, or lane reductions to reduce pedestrian crossing distance; and sidewalk widening. Discussed below are recommended mitigation measures to address the Proposed Actions' significant adverse pedestrian impacts. The proposed mitigation measures generally consist of the relocation/removal of impediments to sidewalk flow along with crosswalk widening.

Table 21-9: Summary of Significant Pedestrian Impacts**

Peak Hour	Sidewalks/ Crosswalks/ Corners Analyzed	Sidewalks/ Crosswalks/ Corners with No Significant Impacts	Sidewalks/ Crosswalks/ Corners with Significant Impacts	Mitigated Sidewalks/ Crosswalks/ Corners	Unmitigated Sidewalks/ Crosswalks/ Corners
Weekday AM	28/33/39	14/28/39	14/5/0	5/2/0	9/3/0
Weekday Midday	28/33/39	15/27/39	13/6/0	4/4/0	9/2/0
Weekday PM	28/33/39	16/24/39	12/9/0	4/8/0	8/1/0
Saturday	28/33/39	16/24/39	12/9/0	3//0	9/1/0

Source: STV incorporated, 2024.

**This table has been updated in the FEIS.*

Sidewalks

Of the 28 sidewalks analyzed, 14 are expected to be significantly adversely impacted by incremental demand from the Proposed Actions. Table 21-10 shows the recommended mitigation measures to address these impacts and their effectiveness. As shown in Table 21-10 and discussed below, with implementation of the proposed mitigation measures, the Proposed Actions' significant adverse impacts to five, four, four, and three sidewalks would be mitigated during the weekday AM, midday and PM, and Saturday peak hours, respectively. Practicable mitigation measures could not be identified for significant adverse impacts at nine, nine, eight and nine sidewalks during the same peak hours, and these impacts would therefore remain unmitigated. Each of the mitigation measures described below are subject to review and approval by the implementing city agency (e.g., DOT, DPR, etc.). In the absence of the application of any mitigation measure or disapproval of a particular mitigation measure from applicable City agency, an impact would remain unmitigated.

North Sidewalk on Westchester Avenue between Westchester Square and Lane Avenue

Pedestrian flow along this sidewalk is constrained by construction area along the curb of the sidewalk. This construction would likely be completed prior to the 2033 Build Year, and removal of the construction area would result in additional clear sidewalk width. Any significant adverse impacts would be avoided or mitigated in all impacted peak hours.

North Sidewalk on East Tremont Avenue between Unionport Road and Bronxdale Avenue

Pedestrian flow along this sidewalk is constrained between two elongated grassed areas on either side of the nearly half-mile-long sidewalk. Numerous light poles and signs alongside the grassed area also

constrain pedestrian flow. Any relocation of these impediments would be subject to DOT approval. Absent DOT's approval and the relocation of each of these impediments, the significant adverse impacts on this sidewalk would remain unmitigated.

South Sidewalk on East Tremont Avenue between Unionport Road and Purdy Street

Pedestrian flow along this sidewalk, particularly between Unionport and Dogwood Drive, is mostly constrained where street furniture (like mailboxes and light poles) are located opposite a low fence enclosing the front yard of an adjacent property. Any relocation of these impediments would be subject to DOT approval. Absent DOT's approval and the relocation of each of these impediments, the significant adverse impacts on this sidewalk would remain unmitigated.

West Sidewalk on Bronxdale Avenue between East Tremont Avenue and Van Nest Avenue

Pedestrian flow along this sidewalk, particularly between East Tremont and Sacket Avenue, is mostly constrained where columns (in grassed areas) support the railroad overpass are located opposite a property line. As the relocation of the entire grassed area and columns along this portion of the sidewalk would be infeasible, the Proposed Actions' significant adverse impacts would remain unmitigated.

Northeast Sidewalk on Eastchester Road between Blondell Avenue and Sackett Avenue

Pedestrian flow along this sidewalk is constrained between the railroad overpass and Sacket Avenue, where a trash bin obstructs the clear width between a fence and the sidewalk's edge. Removing or relocating the trash bin to a less constrained point along the sidewalk would fully mitigate the significant adverse impacts during impacted peak hours. Implementation of this mitigation measure would be subject to review and approval by the applicable agency.

Southeast Sidewalk on Eastchester Road between Waters Place and Blondell Avenue

Pedestrian flow along this sidewalk is constrained by a grassed area (with street furniture and a tree) and a fence along the adjacent property. With the removal of the tree and the relocation of a parking meter, the clear width for pedestrian flow would be increased and it would fully mitigate the significant adverse impact during the AM peak hour. Implementation of this mitigation measure would be subject to review and approval by DPR.

North Sidewalk on Waters Place between Eastchester Road and Marconi Street

Pedestrian flow along this sidewalk is constrained between two tree/dirt pits located along each side of the sidewalk. Paving over the dirt pit located along the property line would fully mitigate the significant adverse impacts during impacted peak hours. Implementation of this mitigation measure would be subject to review and approval by the applicable agency.

East Sidewalk on Eastchester Road between Bassett Avenue and Loomis Street

Pedestrian flow along this sidewalk is constrained between two tree/gravel pits located along each side of the sidewalk. Paving over the gravel pit located along the property line would fully mitigate the

significant adverse impacts during impacted peak hours. Implementation of this mitigation measure would be subject to review and approval by the applicable agency.

East Sidewalk on Eastchester Road between Morris Park Avenue and Wilkinson Avenue

Pedestrian flow along this sidewalk is constrained by the presence of tree pit opposite a low fence from an adjacent property. The removal or relocation of the tree pit would fully mitigate the significant adverse impacts during the AM peak hour. Implementation of this mitigation measure would be subject to review and approval by DPR.

West Sidewalk on Eastchester Road between Morris Park Avenue and Stillwell Avenue

Pedestrian flow along this sidewalk is constrained between two tree/dirt pits located along each side of the sidewalk. As the entire sidewalk has similar constraints (including a bus shelter near Morris Park Avenue), no feasible measure would mitigate the impacts and the Proposed Actions' significant adverse impacts would remain unmitigated.

West Sidewalk on Eastchester Road between Stillwell Avenue and Pelham Parkway South

Pedestrian flow along this sidewalk is constrained by the presence bus shelter located near Pelham Parkway South. As removal or relocation of this bus shelter would not likely be viable, the Proposed Actions' significant adverse impacts would remain unmitigated.

East Sidewalk on Stillwell Avenue between McDonald Street and Wilkinson Avenue

Pedestrian flow along this sidewalk is constrained by the presence of parked cars on the sidewalk. With the removal of the parked cars, the clear width for pedestrian flow would be increased and it would improve pedestrian conditions during all impacted peak hours. However, the Proposed Actions' significant adverse impacts would remain unmitigated during all impacted peak hours.

East Sidewalk on Eastchester Road between McDonald Street and Rhinelander Avenue

Pedestrian flow along this sidewalk is constrained between tree pits opposite store frontages. The removal of the three tree pits along this sidewalk would fully mitigate the significant adverse impacts during the AM peak hour. Implementation of this mitigation measure would be subject to review and approval by DPR.

West Sidewalk on Morris Park Avenue between East 180th Street and Adams Street

Pedestrian flow along this sidewalk is constrained by light poles opposite properties adjacent to the sidewalk. As removal of these light poles would not be feasible, the Proposed Actions' significant adverse impacts would remain unmitigated during all impacted peak hours.

Table 21-10: Action-with-Mitigation Sidewalk Conditions

Sidewalk		No-Action			With-Action			Action-with-Mitigation			Mitigation Measures
		Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	
Weekday AM Peak Hour											
S2	North SW along Westchester Ave btw Westchester Sq and Lane Ave	2.0	14.3	E	2.0	5.2	F *	7.0	29.4	D	- Construction of the ADA improvements at the Westchester Sq/E Tremont Ave station are completed.
S3	North SW along E Tremont Ave btw Unionport Rd and Bronxdale Ave	2.0	119.4	B	2.0	10.8	F *	2.0	10.8	F *	- Unmitigatable.
S4	South SW along E Tremont Ave btw Unionport Rd and Purdy St	2.5	198.9	B	2.5	30.7	D *	2.5	30.7	D *	- Unmitigatable.
S5	West SW along Bronxdale Ave btw E Tremont Ave and Van Nest Ave	3.0	265.0	B	3.0	9.1	F *	3.0	9.1	F *	- Unmitigatable.
S9	Northeast SW along Eastchester Rd btw Blondell Ave and Sackett Ave	4.0	211.1	B	4.0	27.1	D *	5.5	38.0	D *	- Remove garbage can.
S10	Southeast SW along Eastchester Rd btw Waters Pl and Blondell Ave	3.0	134.9	B	3.0	30.2	D *	4.0	40.9	C	- Remove 1 tree, pave 1 ft of dirt road, and shift parking meter closer to the curb.
S13	North SW along Waters Place btw Eastchester Rd and Marconi St	3.5	120.7	B	3.5	16.0	E *	7.5	37.1	D *	- Pave the dirt road.
S14	East SW along Eastchester Rd btw Bassett Ave and Loomis St	4.5	106.1	B	4.5	26.1	D *	9.0	53.8	C	- Pave the dirt road.
S15	East SW along Eastchester Rd btw Morris Park Ave and Wilkinson Ave	2.0	42.1	C	2.0	11.3	E *	7.0	46.9	C	- Removal of one tree.
S17	West SW along Eastchester Rd btw Morris Park Ave and Stillwell Ave	4.0	114.5	B	4.0	29.5	D *	4.0	29.5	D *	- Unmitigatable.
S20	West SW along Eastchester Rd btw Stillwell Ave and Pelham Parkway S	3.0	170.4	B	3.0	26.0	D *	3.0	26.0	D *	- Unmitigatable.
S21	East SW along Stillwell Ave btw McDonald St and Wilkinson Ave	2.0	65.5	C	2.0	13.5	E *	5.0	37.8	D *	- Removal of illegally parked vehicles.
S23	East SW along Eastchester Rd btw McDonald St and Rhinelander Ave	2.0	155.3	B	2.0	28.9	D *	3.5	51.8	C	- Removal of three trees.
S27	West SW along Morris Park Ave btw E 180th St and Adams St	3.5	63.7	C	3.5	18.3	E *	3.5	18.3	E *	- Unmitigatable.

Table 21-10: Action-with-Mitigation Sidewalk Conditions (cont.)

Sidewalk		No-Action			With-Action			Action-with-Mitigation			
		Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Mitigation Measures
Weekday MD Peak Hour											
S2	North SW along Westchester Ave btw Westchester Sq and Lane Ave	2.0	17.9	E	2.0	7.0	F *	7.0	34.3	D	- Construction of the ADA improvements at the Westchester Sq/E Tremont Ave station are completed.
S3	North SW along E Tremont Ave btw Unionport Rd and Bronxdale Ave	2.0	195.3	B	2.0	14.3	E *	2.0	14.3	E *	- Unmitigatable.
S4	South SW along E Tremont Ave btw Unionport Rd and Purdy St	2.5	169.9	B	2.5	28.3	D *	2.5	28.3	D *	- Unmitigatable.
S5	West SW along Bronxdale Ave btw E Tremont Ave and Van Nest Ave	3.0	553.5	A	3.0	15.3	E *	3.0	15.3	E *	- Unmitigatable.
S9	Northeast SW along Eastchester Rd btw Blondell Ave and Sackett Ave	4.0	176.0	B	4.0	23.9	D *	5.5	33.6	D *	- Remove garbage can.
S13	North SW along Waters Place btw Eastchester Rd and Marconi St	3.5	145.2	B	3.5	28.6	D *	7.5	63.1	C	- Pave the dirt road.
S14	East SW along Eastchester Rd btw Bassett Ave and Loomis St	4.5	89.4	C	4.5	24.1	D *	9.0	50.0	C	- Pave the dirt road.
S15	East SW along Eastchester Rd btw Morris Park Ave and Wilkinson Ave	2.0	43.1	C	2.0	8.4	F *	7.0	38.1	D *	- Removal of one tree.
S17	West SW along Eastchester Rd btw Morris Park Ave and Stillwell Ave	4.0	99.0	B	4.0	26.8	D *	4.0	26.8	D *	- Unmitigatable.
S20	West SW along Eastchester Rd btw Stillwell Ave and Pelham Parkway S	3.0	197.8	B	3.0	33.1	D *	3.0	33.1	D *	- Unmitigatable.
S21	East SW along Stillwell Ave btw McDonald St and Wilkinson Ave	2.0	64.9	C	2.0	12.3	E *	5.0	35.1	D *	- Removal of illegally parked vehicles.
S23	East SW along Eastchester Rd btw McDonald St and Rhinelander Ave	2.0	178.6	B	2.0	30.8	D *	3.5	55.1	C	- Removal of three trees.
S27	West SW along Morris Park Ave btw E 180th St and Adams St	3.5	56.9	C	3.5	18.3	E *	3.5	18.3	E *	- Unmitigatable.

Table 21-10 : Action-with-Mitigation Sidewalk Conditions (cont.)

Sidewalk		No-Action			With-Action			Action-with-Mitigation			Mitigation Measures
		Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	
Weekday PM Peak Hour											
S2	North SW along Westchester Ave btw Westchester Sq and Lane Ave	2.0	13.3	E	2.0	5.6	F *	7.0	30.6	D	- Construction of the ADA improvements at the Westchester Sq/E Tremont Ave station are completed.
S3	North SW along E Tremont Ave btw Unionport Rd and Bronxdale Ave	2.0	129.5	B	2.0	16.7	E *	2.0	16.7	E *	- Unmitigatable.
S4	South SW along E Tremont Ave btw Unionport Rd and Purdy St	2.5	85.0	C	2.5	16.7	E *	2.5	16.7	E *	- Unmitigatable.
S5	West SW along Bronxdale Ave btw E Tremont Ave and Van Nest Ave	3.0	201.8	B	3.0	18.5	E *	3.0	18.5	E *	- Unmitigatable.
S13	North SW along Waters Place btw Eastchester Rd and Marconi St	3.5	128.8	B	3.5	38.9	D *	7.5	84.6	C	- Pave the dirt road.
S14	East SW along Eastchester Rd btw Bassett Ave and Loomis St	4.5	76.5	C	4.5	25.2	D *	9.0	52.2	C	- Pave the dirt road.
S15	East SW along Eastchester Rd btw Morris Park Ave and Wilkinson Ave	2.0	30.2	D	2.0	4.6	F *	7.0	28.0	D *	- Removal of one tree.
S17	West SW along Eastchester Rd btw Morris Park Ave and Stillwell Ave	4.0	93.7	B	4.0	22.9	E *	4.0	22.9	E *	- Unmitigatable.
S20	West SW along Eastchester Rd btw Stillwell Ave and Pelham Parkway S	3.0	144.5	B	3.0	21.4	E *	3.0	21.4	E *	- Unmitigatable.
S21	East SW along Stillwell Ave btw McDonald St and Wilkinson Ave	2.0	51.9	C	2.0	7.9	F *	5.0	25.8	D *	- Removal of illegally parked vehicles.
S23	East SW along Eastchester Rd btw McDonald St and Rhinelander Ave	2.0	167.9	B	2.0	26.6	D *	3.5	47.9	C	- Removal of three trees.
S27	West SW along Morris Park Ave btw E 180th St and Adams St	3.5	48.7	C	3.5	16.5	E *	3.5	16.5	E *	- Unmitigatable.

Table 21-10: Action-with-Mitigation Sidewalk Conditions (cont.)

Sidewalk		No-Action			With-Action			Action-with-Mitigation			Mitigation Measures
		Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	Effective Width (ft)	Average Pedestrian Space (ft^2/ped)	LOS	
Saturday Peak Hour											
S2	North SW along Westchester Ave btw Westchester Sq and Lane Ave	2.0	26.2	D	2.0	9.1	F *	7.0	40.3	C	- Construction of the ADA improvements at the Westchester Sq/E Tremont Ave station are completed.
S3	North SW along E Tremont Ave btw Unionport Rd and Bronxdale Ave	2.0	196.6	B	2.0	9.2	F *	2.0	9.2	F *	- Unmitigatable.
S4	South SW along E Tremont Ave btw Unionport Rd and Purdy St	2.5	136.7	B	2.5	19.4	E *	2.5	19.4	E *	- Unmitigatable.
S5	West SW along Bronxdale Ave btw E Tremont Ave and Van Nest Ave	3.0	390.5	B	3.0	20.7	E *	3.0	20.7	E *	- Unmitigatable.
S9	Northeast SW along Eastchester Rd btw Blondell Ave and Sackett Ave	4.0	250.8	B	4.0	30.1	D *	5.5	42.0	C	- Remove garbage can.
S14	East SW along Eastchester Rd btw Bassett Ave and Loomis St	4.5	55.4	C	4.5	17.6	E *	9.0	37.6	D *	- Pave the dirt road.
S15	East SW along Eastchester Rd btw Morris Park Ave and Wilkinson Ave	2.0	41.0	C	2.0	4.7	F *	7.0	28.2	D *	- Removal of one tree.
S17	West SW along Eastchester Rd btw Morris Park Ave and Stillwell Ave	4.0	103.3	B	4.0	27.0	D *	4.0	27.0	D *	- Unmitigatable.
S20	West SW along Eastchester Rd btw Stillwell Ave and Pelham Parkway S	3.0	208.3	B	3.0	30.2	D *	3.0	30.2	D *	- Unmitigatable.
S21	East SW along Stillwell Ave btw McDonald St and Wilkinson Ave	2.0	35.7	D	2.0	2.1	F *	5.0	14.8	E *	- Removal of illegally parked vehicles.
S23	East SW along Eastchester Rd btw McDonald St and Rhinelander Ave	2.0	196.5	B	2.0	26.1	D *	3.5	47.0	C	- Removal of three trees.
S27	West SW along Morris Park Ave btw E 180th St and Adams St	3.5	79.0	C	3.5	19.4	E *	3.5	19.4	E *	- Unmitigatable.

Note: * denotes a significant adverse impact

Source: STV Incorporated, 2024.

Crosswalks

Of the 33 crosswalks analyzed, 11 are expected to be significantly adversely impacted by incremental demand from the Proposed Actions. Table 21-11 shows the recommended mitigation measures to address these impacts and their effectiveness. As shown in Table 21-11 and discussed below, with implementation of the proposed mitigation measures, the Proposed Actions' significant adverse impacts to two ~~three~~, four, eight, and eight ~~seven~~ crosswalks would be mitigated during the weekday AM, midday and PM, and Saturday peak hours, respectively. Practicable mitigation measures could not be identified for significant adverse impacts at three, two, one and one crosswalks during the same peak hours, and these impacts would therefore remain unmitigated. Each of the mitigation measures described below are subject to review and approval by the implementing city agency (e.g., DOT, DPR, etc.). In the absence of the application of this mitigation measure, the impact would remain unmitigated.

South Crosswalk on White Plains Road at East Tremont Avenue

As shown in Table 21-11, with a 1.5-foot widening (from 14 feet to 15.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the Saturday peak hour, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated.

West Crosswalk on Bronxdale Avenue at East Tremont Avenue

As shown in Table 21-11, with a 5.5-foot widening (from 18 feet to 23.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the PM peak hour, and the Proposed Actions' significant adverse impact to this crosswalk would be mitigated in the PM peak hour. However, though the conditions would improve with widening during all periods, the significant adverse impact would remain unmitigated during the AM peak hour.

~~West~~ North Crosswalk on ~~Williamsburg~~ Williamsbridge Road at Eastchester Road

As shown in Table 21-11, with a ~~2~~ one-foot widening (from ~~15~~ 18 feet to ~~17~~ 19 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the ~~AM~~ midday and ~~midday~~ Saturday peak hours, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated.

North Crosswalk on Eastchester Road at Waters Place

As shown in Table 21-11, with a 4.5-foot widening (from 16 feet to 20.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the Saturday peak hour, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during this period. However, though the conditions would improve with widening during all periods, the significant adverse impact would remain unmitigated during the weekday AM, midday, and PM peak hours.

East Crosswalk on Eastchester Road at Waters Place

As shown in Table 21-11, with a 5.5-foot widening (from 12 feet to 17.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS E to LOS C in the PM peak hour and LOS D to LOS C Saturday peak hour, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during these periods. However, though the conditions would improve with widening during all periods, the significant adverse impact would remain unmitigated during the weekday AM and midday peak hours.

North Crosswalk on Eastchester Road at Morris Park Avenue

As shown in Table 21-11, with a 9.5-foot widening (from 12 feet to 20.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D or E to LOS C in the analyzed peak hours, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during all analyzed peak hours.

East Crosswalk on Eastchester Road at Morris Park Avenue

As shown in Table 21-11, with a 4.5-foot widening (from 18 feet to 22.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the weekday PM and Saturday peak hours, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during these peak hours.

South Crosswalk on Eastchester Road at Morris Park Avenue

As shown in Table 21-11, with a 1-foot widening (from 11 feet to 12 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the weekday PM peak hour, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during this peak hour.

West Crosswalk on Eastchester Road at Morris Park Avenue

As shown in Table 21-11, with a 2-foot widening (from 11 feet to 13 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the weekday PM and Saturday peak hours, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during these peak hours.

North Crosswalk on Eastchester Road at Stillwell Avenue

As shown in Table 21-11, with a 6.5-foot widening (from 12 feet to 18.5 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D to LOS C in the impacted peak hours, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during those peak hours.

South Crosswalk on Eastchester Road at Stilwell Avenue

As shown in Table 21-11, with a 9-foot widening (from 12 feet to 21 feet in total width), pedestrian conditions at this significantly adversely impacted crosswalk would improve from LOS D or E to LOS C in

the analyzed peak hours, and the Proposed Actions' significant adverse impact to this crosswalk would be fully mitigated during all analyzed peak hours.

**Table 21-11: Action-With-Mitigation Crosswalk Conditions*

Intersection	Crosswalk	No-Action			With-Action			Action-with-Mitigation			
		Width (ft)	Average Pedestrian Space (ft²/ped)	LOS	Width (ft)	Average Pedestrian Space (ft²/ped)	LOS	Width (ft)	Average Pedestrian Space (ft²/ped)	LOS	Mitigation Measures
Weekday AM Peak Hour											
Bronxdale Ave & E Tremont Ave	West	18.0	408.5	A	18.0	10.9	E *	23.5	14.5	E *	- Widen crosswalk by 5.5 ft.
Eastchester Rd & Waters Pl	North	16.0	121.3	A	16.0	6.2	F *	20.5	9.1	E *	- Widen crosswalk by 4.5 ft.
Eastchester Rd & Waters Pl	East	12.0	40.5	B	12.0	5.4	F *	17.5	10.7	E *	- Widen crosswalk by 5.5 ft.
Eastchester Rd & Morris Park Ave	North	12.0	51.7	B	12.0	15.4	D *	21.5	33.5	C	- Widen crosswalk by 9.5 ft.
Eastchester Rd & Stillwell Ave	South	12.0	319.8	A	12.0	18.3	D *	21.0	33.6	C	- Widen crosswalk by 9 ft.
Weekday Midday Peak Hour											
Williamsbridge Rd & Eastchester Rd	North	18.0	271.4	A	18.0	23.7	D *	19.0	25.1	C	- Widen crosswalk by 1 ft.
Eastchester Rd & Waters Pl	North	16.0	162.7	A	16.0	13.1	E *	20.5	18.9	D *	- Widen crosswalk by 4.5 ft.
Eastchester Rd & Waters Pl	East	12.0	47.3	B	12.0	9.5	E *	17.5	17.3	D *	- Widen crosswalk by 5.5 ft.
Eastchester Rd & Morris Park Ave	North	12.0	69.4	A	12.0	21.1	D *	21.5	39.6	C	- Widen crosswalk by 9.5 ft.
Eastchester Rd & Stillwell Ave	North	12.0	92.3	A	12.0	23.5	D *	18.5	37.1	C	- Widen crosswalk by 6.5 ft.
Eastchester Rd & Stillwell Ave	South	12.0	251.6	A	12.0	18.3	D *	21.0	33.1	C	- Widen crosswalk by 9 ft.
Weekday PM Peak Hour											
Bronxdale Ave & E Tremont Ave	West	18.0	202.5	A	18.0	18.1	D *	23.5	24.1	C	- Widen crosswalk by 5.5 ft.
Eastchester Rd & Waters Pl	North	16.0	56.3	B	16.0	6.1	F *	20.5	10.2	E *	- Widen crosswalk by 4.5 ft.
Eastchester Rd & Waters Pl	East	12.0	57.2	B	12.0	14.7	E *	17.5	24.1	C	- Widen crosswalk by 5.5 ft.
Eastchester Rd & Morris Park Ave	North	12.0	48.7	B	12.0	14.5	E *	21.5	27.6	C	- Widen crosswalk by 9.5 ft.
Eastchester Rd & Morris Park Ave	East	18.0	62.5	A	18.0	21.9	D *	22.5	28.4	C	- Widen crosswalk by 4.5 ft.
Eastchester Rd & Morris Park Ave	South	11.0	49.9	B	11.0	22.7	D *	12.0	25.0	C	- Widen crosswalk by 1 ft.
Eastchester Rd & Morris Park Ave	West	11.0	63.8	A	11.0	20.3	D *	13.0	24.5	C	- Widen crosswalk by 2 ft.
Eastchester Rd & Stillwell Ave	North	12.0	76.8	A	12.0	18.5	D *	18.5	29.3	C	- Widen crosswalk by 6.5 ft.
Eastchester Rd & Stillwell Ave	South	12.0	285.8	A	12.0	18.8	D *	21.0	34.0	C	- Widen crosswalk by 9 ft.

Table 21-11: Action-With-Mitigation Crosswalk Conditions (cont.)

Intersection	Crosswalk	No-Action			With-Action			Action-with-Mitigation			
		Width (ft)	Average Pedestrian Space (ft²/ped)	LOS	Width (ft)	Average Pedestrian Space (ft²/ped)	LOS	Width (ft)	Average Pedestrian Space (ft²/ped)	LOS	Mitigation Measures
Saturday Peak Hour											
White Plains Rd & E Tremont Ave	South	14.0	72.3	A	14.0	21.6	D *	15.5	24.1	C	- Widen crosswalk by 1.5 ft.
Williamsbridge Rd & Eastchester Rd	North	18.0	450.4	A	18.0	23.3	D *	19.0	24.7	C	- Widen crosswalk by 1 ft.
Eastchester Rd & Waters Pl	North	16.0	395.4	A	16.0	17.7	D *	20.5	24.1	C	- Widen crosswalk by 4.5 ft.
Eastchester Rd & Waters Pl	East	12.0	66.6	A	12.0	22.0	D *	17.5	34.4	C	- Widen crosswalk by 5.5 ft.
Eastchester Rd & Morris Park Ave	North	12.0	66.3	A	12.0	12.7	E *	21.5	24.4	C	- Widen crosswalk by 9.5 ft.
Eastchester Rd & Morris Park Ave	East	18.0	57.2	B	18.0	18.6	D *	22.5	24.3	C	- Widen crosswalk by 4.5 ft.
Eastchester Rd & Morris Park Ave	West	11.0	72.9	A	11.0	21.6	D *	13.0	26	C	- Widen crosswalk by 2 ft.
Eastchester Rd & Stillwell Ave	North	12.0	66.2	A	12.0	15.4	D *	18.5	24.5	C	- Widen crosswalk by 6.5 ft.
Eastchester Rd & Stillwell Ave	South	12.0	272.7	A	12.0	13.3	E *	21.0	24.3	C	- Widen crosswalk by 9 ft.

Notes: takes into account traffic mitigation measures
* denotes a significant adverse impact

Source: STV Incorporated, 2024.
*This table has been updated in the FEIS.

Effects of Traffic Mitigation on Pedestrian Conditions

Proposed traffic mitigation measures (discussed previously) would potentially affect pedestrian conditions at a total of 15 analyzed crosswalks and 15 analyzed corner areas at seven intersections in one or more peak hours. The recommended traffic mitigation measures at each of these locations would consist of signal timing adjustments as well as some minor adjustment to traffic volumes as a result of the Marconi bridge mitigation measure. As shown in Table 21-12, with implementation of these proposed signal timing adjustments, all affected analyzed crosswalks would continue to operate at similar or better LOSs (as previously discussed) in all analyzed peak hours, and there would be no new crosswalk impacts. As shown in Table 21-13, with implementation of these proposed signal timing adjustments, all affected analyzed corner areas would continue to operate at an acceptable LOS C or better in all analyzed peak hours, and there would be no impacts to the corner areas. Sufficient pedestrian crossing time would also continue to be provided at all crosswalks.

Table 21-12: Action-With-Traffic Mitigation Crosswalk Conditions

Intersection	Crosswalk	With-Action Condition								Action-with-Mitigation								Proposed Traffic Mitigation
		Average Pedestrian Space (ft^2/ped)				Level of Service				Average Pedestrian Space (ft^2/ped)				Level of Service				
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	
Westchester Sq & Westchester Ave	North	52.2	51.6	52.2	49.9	B	B	B	B	51.5	51.0	51.7	49.4	B	B	B	B	- N/A, not a traffic analysis location.
Unionport Rd & E Tremont Ave	North	41.4	61.8	62.6	64.4	B	A	A	A	41.4	61.8	62.8	87.6	B	A	A	A	- Transfer 7s of green time from NB/SB to EB/WB and change offset to 30s on Saturday.
	East	57.9	97.4	45.8	52.2	B	A	B	B	57.9	97.4	45.8	34.4	B	A	B	C	
	South	117.9	79.7	78.1	61.0	A	A	A	A	117.9	79.7	78.1	82.9	A	A	A	A	
	West	37.8	39.5	34.0	24.8	C	C	C	C	37.8	39.5	34.0	24.8	C	C	C	C	
Bronxdale Ave & E Tremont Ave	North	38.2	38.1	35.8	44.8	C	C	C	B	38.2	38.1	35.8	85.3	C	C	C	A	- On Saturday, remove the 19s WB only phase and transfer the time to the EB/WB phase.
	West	10.9	42.7	18.1	25.2	E *	B	D *	C	14.5	56.2	24.1	51.3	E *	B	C	B	
Eastchester Rd & Waters Pl	North	6.2	13.1	6.1	17.7	F *	E *	F *	D *	9.1	18.9	10.2	24.1	E *	D *	E *	C	- Addition of the Marconi Street Bridge.
	East	5.4	9.5	14.7	22.0	F *	E *	E *	D *	10.7	17.3	24.1	34.4	E *	D *	C	C	
Eastchester Rd & Stillwell Ave	North	28.6	23.5	18.5	15.4	C	D *	D *	D *	44.8	37.1	29.3	24.5	B	C	C	C	- Addition of the Marconi Street Bridge.
	East	49.1	49.9	37.5	29.3	B	B	C	C	50.0	51.7	47.2	40.4	B	B	B	B	
	South	18.3	18.3	18.8	13.3	D *	D *	D *	E *	33.6	33.1	34.0	24.3	C	C	C	C	
Eastchester Rd & Pelham Parkway S	South	33.2	51.8	54.5	88.6	C	B	B	A	33.8	52.8	54.8	89.1	C	B	B	A	- Addition of the Marconi Street Bridge.
	West	43.6	54.7	48.7	71.5	B	B	B	A	43.6	54.7	48.7	71.5	B	B	B	A	
Eastchester Rd & Bronx and Pelham Pkwy	West	36.8	34.6	39.7	57.2	C	C	C	B	36.9	37.5	39.9	57.2	C	C	C	B	- Transfer 1s of green time from NB-L to NB/SB in midday. - Addition of the Marconi Street Bridge.

Notes:
accounts for crosswalk widening for pedestrian mitigation in all peak hours.
* denotes a significant adverse impact.

Source: STV Incorporated, 2024.

Table 21-13: Action-With-Traffic Mitigation Corner Conditions

Intersection	Corner	With-Action Condition								Action-with-Mitigation								Proposed Traffic Mitigation
		Average Pedestrian Space (ft^2/ped)				Level of Service				Average Pedestrian Space (ft^2/ped)				Level of Service				
		AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	AM	MD	PM	SAT	
Westchester Sq & Westchester Ave	NE	186.7	180.4	188.8	227.0	A	A	A	A	186.7	180.4	188.8	227.0	A	A	A	A	- N/A, not a traffic analysis location.
	NW	69.5	67.5	82.0	94.5	A	A	A	A	69.5	67.5	82.0	94.5	A	A	A	A	
Unionport Rd & E Tremont Ave	NE	75.1	135.3	68.5	98.7	A	A	A	A	75.1	135.3	68.5	98.0	A	A	A	A	- Transfer 7s of green time from NB/SB to EB/WB and change offset to 30s on Saturday.
	SE	129.8	160.8	79.8	101.1	A	A	A	A	129.8	160.8	79.8	101.0	A	A	A	A	
	SW	87.4	105.0	65.7	65.9	A	A	A	A	87.4	105.0	65.7	67.4	A	A	A	A	
	NW	84.2	160.2	102.8	128.1	A	A	A	A	84.2	160.2	102.8	129.7	A	A	A	A	
Bronxdale Ave & E Tremont Ave	NE	92.3	126.3	111.2	146.0	A	A	A	A	92.3	126.3	111.2	151.4	A	A	A	A	- On Saturday, remove the 19s WB only phase and transfer the time to the EB/WB phase.
	NW	73.1	105.5	80.4	96.3	A	A	A	A	73.1	105.5	80.4	98.3	A	A	A	A	
Eastchester Rd & Waters Pl	NE	71.4	76.1	87.3	104.9	A	A	A	A	71.4	76.1	87.3	104.9	A	A	A	A	- Addition of the Marconi Street Bridge.
	SE	52.5	84.6	116.9	56.9	B	A	A	B	52.5	84.6	116.9	56.9	B	A	A	B	
Eastchester Rd & Stillwell Ave	NE	139.5	128.9	103.6	74.5	A	A	A	A	139.5	128.9	104.4	76.1	A	A	A	A	- Addition of the Marconi Street Bridge.
	SE	140.7	125.6	127.3	78.4	A	A	A	A	140.7	125.6	128.1	80.1	A	A	A	A	
Eastchester Rd & Pelham Parkway S	SE	92.7	143.2	88.0	111.9	A	A	A	A	92.7	143.2	88.0	111.9	A	A	A	A	- Addition of the Marconi Street Bridge.
	SW	30.3	39.1	28.0	48.2	C	C	C	B	30.3	39.1	28.0	48.2	C	C	C	B	
Eastchester Rd & Bronx and Pelham Pkwy	NW	335.3	406.4	311.6	492.6	A	A	A	A	335.3	406.9	311.6	492.6	A	A	A	A	- Transfer 1s of green time from NB-L to NB/SB in midday. - Addition of the Marconi Street Bridge.

Source: STV Incorporated, 2024.

Proposed Schedule for Pedestrian Mitigation Measures

Subject to NYCDOT and DPR approval, the pedestrian mitigation measures described above would be implemented to mitigate the significant adverse sidewalk and crosswalk impacts resulting from full build-out of the Proposed Actions in 2033. As the development of the Proposed Actions would be expected to occur over an approximately 10-year period, it is possible that the sidewalk and crosswalk impacts could occur prior to full build-out in 2033. At an earlier point in time, potentially during the peak construction period (first quarter of 2028), implementation of the mitigation measures developed for full build-out of the Proposed Actions in 2033 would be considered to address the potential significant adverse pedestrian impacts.

PARKING

The parking analyses document changes in the parking supply and utilization in within a 1/4-mile and 1/2-mile of the Affected Area under both No-Action and With-Action conditions. Under the With-Action conditions, it is assumed that a total of 5,973 parking spaces would be provided on the Affected Area. The total anticipated project-generated weekday demand of approximately 5,830 vehicles during the day and 3,797 during the overnight would exceed on-site supply and excess demand would have to be accommodated in the parking study area surrounding the Affected Area. During the weekday midday period, this excess demand would result in a shortfall of 2,134 spaces within the 1/4-mile radius of the Affected Area. During the overnight period, excess demand would result in a shortfall of 1,446 spaces in the study area. In addition, the total anticipated project-generated Saturday demand of approximately 4,352 vehicles during the day would exceed on-site supply and the excess demand would have to be accommodated in the parking study area surrounding the Affected Area. During the Saturday midday period, the excess demand would also result in a shortfall of 1,289 spaces in the study area. As a result, the Affected Area is expected to result in a ~~parking~~ significant parking shortfall per *CEQR Technical Manual* guidance. However, these shortfalls do not constitute significant adverse impacts, per guidance presented in the *CEQR Technical Manual.*

21.8 Construction

TRANSPORTATION

As described in Chapter 19, "Construction," construction-related traffic would have significant adverse impacts at eight intersections during the construction 6-7 AM peak hour and ~~23~~ 24 intersections during the construction PM peak hour (3-4 PM). Implementation of signal timing changes only would provide

mitigation for most of the anticipated traffic impacts. Table 21-14, "Proposed Traffic Mitigation Measures – Construction," summarizes the recommended mitigation measures for each of these intersections during the construction AM and PM peak hours, which are subject to review and approval by NYCDOT. Each of the mitigation measures described below are subject to review and approval by the implementing city agency (e.g., DOT, DPR, etc.).

Table 21-14: Proposed Traffic Mitigation Measures – Construction*

Intersection	Signal Phase	No-Action Signal Timing (seconds)		Proposed Signal Timing (seconds)		Recommended Mitigation
		AM	PM	AM	PM	
East Tremont Avenue and Boston Road/West Farms Road	EB/WB	62	63	62	63	Unmitigateable during PM.
	Ped	7	7	7	7	
	NB/SWB	23	25	23	25	
	NEB	28	25	28	25	
East Tremont Avenue and Morris Park Avenue	EB-L	11	13	11	13	Unmitigateable during PM.
	EB/WB	64	64	64	64	
	NB/SB	45	43	45	43	
East Tremont Avenue and Leland Avenue	EB/WB	75	75	82	75	Transfer 7 seconds of green time from NB phase to EB/WB phase during AM.
	Ped	10	10	10	10	
	NB	35	35	28	35	
East Tremont Avenue and White Plains Road	EB/WB	67	71	70	71	During AM, daylight the NB approach of White Plains Road to create a 10' wide left-turn lane, an 11' wide through lane and an 11' wide shared through/right-turn lane; transfer 3 seconds of green time from NB/SB phase to EB/WB phase and change offset to 100. Unmitigateable during PM.
	Ped	10	10	10	10	
	NB/SB	43	39	40	39	
East Tremont Avenue and Unionport Road	EB/WB	67	67	67	74	During PM, transfer 6 seconds of green time from NB/SB phase to EB/WB phase.
	NB-L	11	11	11	11	
	NB/SB	42	42	42	36	
East Tremont Avenue and Bronxdale Avenue	EB-L	22	22	22	22	During PM, transfer 2 seconds of green time from EB/WB phase to SB phase.
	EB/WB	40	40	40	38	
	WB	30	30	30	30	
	SB	28	28	28	30	
East Tremont Avenue and Castle Hill Avenue	EB/WB	41	41	41	41	Unmitigateable during PM.
	WB-L	17	17	17	17	
	Ped	34	34	34	34	
	NB/EB-R	28	19	28	19	
East Tremont Avenue and Overing Street/Silver Street	EB/WB	47	46	44	46	During AM, transfer 3 seconds of green time from EB/WB phase and 4 seconds from NB phase; add 7 seconds to SB/EBL phase.
	SB-R/EB-L	43	47	50	47	
	NB	30	27	26	27	Unmitigateable during PM.
White Plains Road and Guerlain Street	NB/SB	33	33	33	33	During PM, remove existing left-turn bay and daylight the SB approach for all time periods to provide two 10' wide travel lanes.
	EB/WB	27	27	27	27	
Williamsbridge Road and Pelham Parkway Mainline/S Service Road	WB/SB/SB-L	43	43	43	41	During PM, shift 2 seconds of green time from WB/SB-L phase to NB/SB phase.
	NB/SB	31	31	31	33	
	Ped	10	10	10	10	
	EB/NB/NB-L	36	36	36	36	

Table 21-14: Proposed Traffic Mitigation Measures – Construction (cont.)

Intersection	Signal Phase	No-Action Signal Timing (seconds)		Proposed Signal Timing (seconds)		Recommended Mitigation
		AM	PM	AM	PM	
Williamsbridge Road and Morris Park Avenue	EB/WB	46	46	46	42	During PM, shift 4 seconds of green time from EB/WB phase to NB/SB phase.
	Ped	7	7	7	7	
	NB/SB	30	30	30	34	
	Ped	7	7	7	7	
Williamsbridge Road and Eastchester Road	EB/WB	41	44	41	44	Unmitigateable during both time periods.
	NB/SB	49	46	49	46	
Eastchester Road and Stillwell Avenue	NB/SB	54	54	54	56	During PM, shift 2 seconds of green time from EB/WB phase to NB/SB phase.
	EB/WB	36	36	36	34	
Eastchester Road and Morris Park Avenue	NB/SB	48	43	48	43	Unmitigateable during PM.
	NB-L	20	25	20	25	
	Ped	7	7	7	7	
	EB/WB	38	38	38	38	
	Ped	7	7	7	7	
Eastchester Road and Sackett Avenue	NB/SB	54	54	54	54	During PM, reconfigure the NB approach to provide one shared through/left-turn lane and one through lane.
	EB	36	36	36	36	
Eastchester Road and Bassett Avenue	NB/SB	46	46	46	46	During AM, transfer 3 seconds of green time from SB-L phase to NB/SB phase.
	SB-L	19	14	19	14	During PM, transfer 3 seconds of green time from SB-L phase and 4 seconds from WB phase; add 7 seconds to NB/SB phase.
	WB	25	30	25	30	
Eastchester Road and Waters Place	NB/SB	38	38	38	38	Unmitigateable during both time periods.
	SB-L/WB-R	17	17	17	17	
	WB	28	28	28	28	
	Ped	7	7	7	7	
Eastchester Road and Blondell Avenue	NB/SB	46	46	46	53	Daylight the WB approach of Blondell Avenue to provide two 12' wide lanes, one shared left-turn/right-turn lane and one exclusive right-turn lane, during both time periods.
	Ped	7	7	7	7	
	EB/WB	37	37	37	30	During PM, transfer 7 seconds of green time from EB/WB phase to NB/SB phase.
Waters Place and Marconi Street	EB/WB	37	45	37	45	Unmitigateable during both time periods.
	SB/WB-L	31	31	31	31	
	EB-L	22	14	22	14	
Waters Place and Fink Avenue /Hutchinson River Parkway Exit	NB/SB	50	45	42	52	During AM, transfer 8 seconds of green time from NB/SB phase to EB/WB phase.
	EB/WB	40	45	48	38	During PM, transfer 8 seconds of green time from EB/WB phase to NB/SB phase
Waters Place and Westchester Avenue	SB	56	45	56	50	During PM, shift 5 seconds of green time from EB/WB phase to SB phase.
	EB/WB	34	45	34	40	
Williamsbridge Road and Poplar Street	EB/WB	-	-	50	50	Reconfigure EB approach to one through and one left-turn lane, WB approach to one through and one right-turn lane. Signalize intersection under Warrant #3.
	SB	-	-	40	40	
Eastchester Road at Loomis Street	NB/SB	-	-	-	-	Meets Signal Warrant #4, but a signal does not mitigate during PM.
	EB/WB	-	-	-	-	
Stillwell Avenue at McDonald Street		-	-	-	-	Unmitigated, does not meet signal warrant.
		-	-	-	-	

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Many significant adverse impacts would be mitigated with the implementation of recommended mitigation measures, but unmitigated significant adverse impacts remain at three intersections during the construction AM peak hour (see Table 21-15, "Action-With-Mitigation Conditions at Impacted Lane Groups – Construction AM Peak Hour") and ten ~~11~~ intersections during the construction PM peak hour (see Table 21-16, "Action-With-Mitigation Conditions at Impacted Lane Groups – Construction PM Peak Hour") and these impacts would constitute unmitigated significant adverse traffic impacts as a result of the Proposed Actions. The recommended mitigation measures are subject to review and approval by DOT. If DOT determines that an identified traffic mitigation measure is infeasible, and no alternative and equivalent measure is identified, then that impact would remain unmitigated and would constitute an unavoidable adverse impact. ~~Eleven of the 12 unmitigated intersections are also unmitigated intersections as a result of the Proposed Actions. No basic intersection improvement measures could mitigate the significant adverse construction-related impacts at these 12 intersections; therefore, these traffic impacts would remain unmitigated~~ (refer to Chapter 22, "Unavoidable Adverse Impacts").

Table 21-15: Action-With-Mitigation Conditions at Impacted Lane Groups – Construction AM Peak Hour*

INTERSECTION & APPROACH		Mvt.	AM Peak Hour – No Action			Mvt.	AM Peak Hour – With Action			Mvt.	AM Peak Hour – Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized													
East Tremont Avenue at Leland Avenue													
East Tremont Avenue	WB	T	0.65	5.9	A	T	1.15	90.5	F	T	1.04	53.4	D
East Tremont Avenue at White Plains Road													
East Tremont Avenue	WB	LTR	0.88	21.6	C	LTR	1.11	75.1	E	LTR	1.04	49.7	D
White Plains Road	NB	TR	0.78	35.5	D	TR	1.04	68.0	E	TR	0.55	43.3	D
	SB	T	0.41	48.8	D	T	0.60	57.0	E	T	0.53	37.1	D
East Tremont Avenue at Silver Street													
East Tremont Avenue	EB	L	0.68	20.7	C	L	1.03	62.8	E	L	0.94	38.3	D
Silver Street	SB	R	1.12	120.9	F	R	1.32	200+	F	R	1.12	111.8	F
Eastchester Road and Silver Street at Williamsbridge Road													
Silver Street	NB	LTR	0.88	42.6	D	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road at Bassett Avenue													
Eastchester Road	NB	TR	1.04	61.8	E	TR	1.14	86.7	F	TR	1.07	50.7	D
Eastchester Road at Waters Place													
Eastchester Road	NB	T	0.65	26.7	C	T	1.17	116.0	F	T	1.17	119.2	F
Waters Place	WB	L	1.06	69.7	E	L	1.33	179.4	F	L	1.33	179.4	F
Waters Place at Marconi Street													
Waters Place	WB	T	1.18	104.9	F	T	1.55	200+	F	T	1.55	200+	F
Waters Place at Hutchinson River Parkway Off Ramp and Fink Avenue													
Hutchinson River Parkway Off Ramp	WB	R	1.82	200+	F	R	2.00+	200+	F	R	1.76	200+	F

Note: shaded cells represent unmitigated delays; + denotes a v/c ratio greater than 2.00 or a control delay greater than 200.

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

Table 21-16: Action-With-Mitigation Conditions at Impacted Lane Groups – Construction PM Peak Hour*

INTERSECTION & APPROACH		Mvt.	PM Peak Hour – No Action			Mvt.	PM Peak Hour – With Action			Mvt.	PM Peak Hour – Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized													
East Tremont Avenue at Boston Road and West Farms Road													
East Tremont Avenue	WB	L	1.04	59.6	F	L	1.39	197.0	F	L	1.39	197.0	F
West Farms Road	NB	LR	1.18	170.3	F	LR	1.21	180.5	F	LR	1.21	180.5	F
East Tremont Avenue at Morris Park Avenue													
East Tremont Avenue	EB	LTR	0.58	6.1	A	LTR	1.16	171.6	F	LTR	1.16	171.6	F
	WB	LTR	0.26	31.7	C	LTR	1.06	68.4	E	LTR	1.06	68.4	E
East Tremont Avenue at White Plains Road													
East Tremont Avenue	EB	L	0.34	8.9	A	L	1.23	198.3	F	L	1.23	198.3	F
	WB	LTR	0.83	17.2	B	LTR	1.84	200+	F	LTR	1.84	200+	F
White Plains Road	NB	TR	1.14	115.8	F	TR	1.19	135.8	F	TR	0.60	31.7	D
East Tremont Avenue at Unionport Road													
East Tremont Avenue	WB	LTR	0.77	14.1	B	LTR	1.11	75.9	E	LTR	0.99	27.3	C
East Tremont Avenue at Bronxdale Avenue													
Bronxdale Avenue	SB	L	1.12	136.7	F	L	1.20	165.5	F	L	1.10	128.3	F
East Tremont Avenue at Castle Hill Avenue													
East Tremont Avenue	WB	L	0.89	62.8	E	L	1.11	116.5	F	L	1.11	116.5	F
		TR	0.78	41.5	D	TR	1.12	103.1	F	TR	1.34	195.4	F
East Tremont Avenue at Silver Street													
Silver Street	SB	R	1.57	200+	F	R	2.00+	200+	F	R	2.00+	200+	F
White Plains Road at Guerlain Street													
White Plains Road	SB	T	0.78	20.5	C	T	1.40	198.4	F	T	0.94	16.6	B
Williamsbridge Road at Pelham Parkway S SR													
Williamsbridge Road	NB	TR	1.42	200+	F	TR	1.54	200+	F	TR	1.42	200+	F
Williamsbridge Road at Morris Park Avenue													
Williamsbridge Road	NB	LTR	0.91	51.0	D	LTR	1.08	90.9	F	LTR	0.90	45.4	D
	SB	LTR	0.77	39.5	D	LTR	0.86	47.4	D	LTR	0.70	32.6	C
Eastchester Road and Silver Street at Williamsbridge Road													
Silver Street	NB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Eastchester Road	SB	LTR	1.51	200+	F	LTR	1.99	200+	F	LTR	1.99	200+	F
Eastchester Road at Stillwell Avenue													
Eastchester Road	NB	LT	1.74	200+	F	LT	1.77	200+	F	LT	1.77	200+	F
		R	0.69	19.7	B	R	1.26	152.2	F	R	1.26	152.2	F
Eastchester Road at Morris Park Avenue													
Eastchester Road	NB	L	0.91	84.6	F	L	1.05	117.8	F	L	1.05	117.8	F
		TR	0.89	37.7	D	TR	1.05	70.7	E	TR	1.05	70.7	E
	SB	LTR	1.31	192.1	F	LTR	1.56	200+	F	LTR	1.56	200+	F
Morris Park Avenue	EB	L	0.72	53.5	D	L	1.22	181.5	F	L	1.22	181.5	F
		T	0.75	56.5	E	T	1.17	164.0	F	T	1.17	164.0	F
Eastchester Road at Sackett Avenue													
Eastchester Road	NB	T	1.31	151.4	F	T	1.53	200+	F	T	1.15	84.2	F
Eastchester Road at Bassett Avenue													
Eastchester Road	NB	TR	1.45	200+	F	TR	1.69	200+	F	TR	1.44	200+	F

Table 21-16: Action-With-Mitigation Conditions at Impacted Lane Groups – Construction PM Peak Hour (cont.)

INTERSECTION & APPROACH		Mvt.	PM Peak Hour – No Action			Mvt.	PM Peak Hour – With Action			Mvt.	PM Peak Hour - Mitigated		
			V/C	Control Delay	LOS		V/C	Control Delay	LOS		V/C	Control Delay	LOS
Signalized, continued													
Eastchester Road at Waters Place													
Eastchester Road	NB	T	0.97	45.7	D	T	1.10	81.2	F	T	1.10	87.2	F
		R	0.98	49.3	D	R	1.20	122.2	F	R	1.20	127.2	F
	SB	L	0.99	66.1	E	L	1.52	200+	F	L	1.52	200+	F
Waters Place	WB	L	1.72	200+	F	L	1.75	200+	F	L	1.75	200+	F
Eastchester Road at Blondell Avenue													
Eastchester Road	SB	TR	1.17	111.5	F	TR	1.35	200+	F	TR	1.16	97.3	F
Waters Place at Marconi Street													
Waters Place	WB	T	1.15	107.7	F	T	1.17	114.7	F	T	1.17	111.2	F
Waters Place at Westchester Avenue and Hutchinson River Parkway On Ramp													
Waters Place	SB	L	1.29	149.6	F	L	1.40	196.2	F	L	1.24	128.8	F
		TR	0.94	18.8	B	TR	1.11	67.3	E	TR	0.99	24.7	C
Unsignalized													
Williamsbridge Road at Poplar Street													
Poplar Street	SB	R	0.51	18.3	C	R	1.03	96.3	F	R	0.51	23.9	C
Eastchester Road at Loomis Street													
Loomis Street	EB	LTR	0.83	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
	WB	LTR	2.00+	200+	F	LTR	2.00+	200+	F	LTR	2.00+	200+	F
Stillwell Avenue at McDonald Street													
McDonald Street	EB	LTR	0.26	23.2	C	LTR	0.50	40.6	E	LTR	0.50	40.6	E

Note: shaded cells represent unmitigated delays; + denotes a v/c ratio greater than 2.00 or a control delay greater than 200.

Source: STV Incorporated, 2024.

*This table has been updated in the FEIS.

HISTORIC AND CULTURAL RESOURCES

Architectural Resources

Potential significant adverse impacts would occur to contributing resources in the S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, as a result of adjacent construction located within 90 feet of projected or potential development sites. The S/NR-eligible Parkchester Special Planned Community Preservation District, including the S/NR-eligible 1595 Unionport Road, could experience construction-related damage, as neither the district nor the individual landmark are S/NR-listed or designated New York City Landmarks (NYCL) and would therefore not be afforded the added special protections under New York City Department of Buildings (DOB) requirements, potentially resulting in an unavoidable impact.

NOISE

As discussed in Chapter 19, "Construction," the Proposed Actions would result in significant adverse construction noise impacts. Two representative construction sites were selected for analysis. The largest projected development site (Projected Development Site 59) and a typical projected development site with long-term construction duration (Projected Development Site 8) were selected to be analyzed for each phase of construction: excavation and foundation; superstructure; and interior fit-out. Projected Development Site 59 was selected to represent all large projected development sites (i.e., Projected Development Sites 7, 9, 29, 58, and 59), and Projected Development Site 8 was selected to represent all other projected development sites with construction duration of 24 months or more (i.e., Projected Development Sites 5, 8, 19, 22, 24, 31, and 38). No significant adverse construction noise impacts are expected from construction of development sites whose construction duration would be considered short-term (less than 24 months). Based on the construction stage predicted to occur at each development site according to the conceptual construction schedule during each of the selected analysis periods, each receptor expected to experience an exceedance of the construction noise impact threshold was determined for each period. One peak construction period per year over the analysis period of 2025 to 2033 was analyzed. Based on these determinations, receptors where noise level increases are predicted to exceed the noise impact threshold criteria were identified.

The noise analysis results showed that the Proposed Actions would result in significant adverse construction noise impacts throughout and adjacent to the Project Area (see Figure 19-2).

This analysis was based on a conceptual site plan and construction schedule. Because the analysis is based on construction phases, it does not capture the natural daily and hourly variability of construction noise at each receptor. The level of noise produced by construction fluctuates throughout the days and months of the construction phases, while the construction noise analysis is based on the worst-case time periods only, which is conservative.

As described in Chapter 19, "Construction," construction noise is regulated by 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) and the DEP Notice of Adoption of Rules for Citywide Construction Noise Mitigation (also known as Chapter 28). These requirements mandate that specific construction equipment and motor vehicles must meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that those construction materials be handled and transported in such a manner as not to create unnecessary noise. Permits would be required to be obtained, as specified in the *New York City Noise Control Code*, for weekend and after-hour work if they become necessary. Specific noise control measures would be incorporated in noise mitigation plan(s) required under the *NYC Noise Control Code*. These measures could include a variety of source and path controls as described below.

In terms of source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures, under New York regulations, would be implemented:

- Equipment that meets the sound level standards specified in Subchapter 5 of the NYC Noise Control Code would be utilized from the start of construction. Table 19-12 in Chapter 19, "Typical Construction Equipment Noise Emission Levels (dBA)," shows the noise levels for typical construction equipment that would be used for construction under the Proposed Actions.
- As early in the construction period as logistics would 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 feasible and practicable, construction sites would be configured to minimize back-up alarm noise. In addition, all trucks would not be allowed to idle more than three minutes at the construction site based upon Title 24, Chapter 1, Subchapter 7, Section 24-163 of the NYC 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, included under New York regulations, would be implemented:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from and shielded from sensitive receptor locations.
- Noise barriers constructed from plywood or other materials would be erected to provide shielding; and
- Path noise control measures (i.e., portable noise barriers, panels, enclosures, and acoustical tents, where feasible) for certain dominant noise equipment would be employed to the extent feasible and practical based on the results of the construction noise calculations. The details to construct portable noise barriers, enclosures, tents, etc. are shown in DEP's "Rules for Citywide Construction Noise Mitigation."[1]

~~These mitigations will be further explored between the DEIS and FEIS. If no practicable or feasible mitigation identified, these impacts would constitute unavoidable significant adverse noise impacts.~~

Between publication of the DEIS and FEIS, additional mitigation measures were explored, however none were determined feasible and practicable. The following mitigation measures beyond the noise control measures already identified above could further partially mitigate significant adverse impacts (and substantially reduce construction-related noise levels) at some locations:

- Noise barriers constructed from plywood or other materials at a height of 12 to 16 feet utilized to provide shielding;
- Utilization of isolation pads between the pile driver hammer and piles;
- Acoustical shrouds surrounding the pile driver hammer and piles;

[1] As found at: http://www.nyc.gov/html/dep/pdf/noise_constr_rule.pdf

- Electric cranes or cranes with exhaust silencers that have lower noise emission levels; and
- Excavators with exhaust silencers that have lower noise emission levels.

Because there is no mechanism to require these additional measures beyond what is required by the New York City Noise Control Code to partially or fully mitigate the significant adverse construction noise impact, the significant adverse construction noise impacts associated with the construction of large Projected Development Sites would be unavoidable and remain unmitigated.