RIVER PLAZA REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT

DEPT OF CITY PLANNING
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ENVIRONMENTAL REVIEW DIV.

CEQR No. 13DCP047X

Prepared For:
Kingsbridge Associates

Prepared By:
Philip Habib & Associates

March 18, 2013

RIVER PLAZA REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT

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City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT SHORT FORM ● FOR UNLISTED ACTIONS ONLY

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

PART I: GENERAL INFORMATION

1. *Does Action Exceed Any Type I Threshold In 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?*

☐ Yes ☑ No

If yes, **STOP**, and **complete the FULL EAS**

2. *Project Name* River Plaza Rezoning EAS

3. *Reference Numbers*

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
13DCP047X	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
130120 ZMY	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY: **NYC Department of City Planning**			NAME OF APPLICANT: **Kingsbridge Associates**		
NAME OF LEAD AGENCY CONTACT PERSON: **Robert Dobruskin, AICP, Director, EARD**			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON: **Paul Travis**		
ADDRESS: **22 Reade Street, 4E**			ADDRESS: **675 Third Avenue, 25th Floor**		
CITY: **New York**	STATE: **NY**	ZIP: **10007**	CITY: **New York**	STATE: **NY**	ZIP: **10017**
TELEPHONE: **212.720.3420**	FAX: **212.720.3495**		TELEPHONE: **212.906.9090**	FAX: **212.906.9043**	
EMAIL ADDRESS: **rdobrus@planning.nyc.gov**			EMAIL ADDRESS: **paultravis@washsquare.com**		

5. *Project Description*:

This application is for a zoning map change affecting portions of blocks and several lots in the Marble Hill neighborhood of Manhattan/Bronx, in Bronx Community District 7. Under the reasonable worst-case development scenario (RWCDS), the proposed rezoning from M1-1 and R6/C1-3 to C8-3 would allow the applicant to expand an existing shopping center by approximately 118,391 gsf (including 107,696 gsf retail and 10,695 gsf storage). Additionally, the rezoning would allow for a reduction of the shopping center's accessory parking requirement from 807 spaces to 366 spaces; however, 400 parking spaces are proposed to be provided at the shopping center. No other projected or potential development sites have been identified as a result of the proposed rezoning. Refer to Attachment A, "Project Description," for details.

6a. *Project Location: Single Site* *(for a project at a single site, complete all the information below)*

ADDRESS: **40 West 225th Street**	NEIGHBORHOOD NAME: **Marble Hill**	
TAX BLOCK AND LOT: **See Attachment A, "Project Description"**	BOROUGH: **Manhattan/Bronx**	COMMUNITY DISTRICT: **7 in the Bronx**
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS: Bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway to the east and the Hudson Line of the MTA Metro North commuter rail to the south.		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY: **M1-1 and R6/C1-3**		ZONING SECTIONAL MAP NO: **1d**

6b. *Project Location: Multiple Sites* *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

Manhattan Block 2215, Lots 652, 653, 654, 665, 670, p/o 672, 690, 700
Bronx Block 3245, Lots 60 and p/o 12

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

City Planning Commission: YES ☑ NO ☐

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

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

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

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑ IF YES, IDENTIFY:

Other City Approvals: YES ☐ NO ☑

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

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

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

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

- ☑ Site location map
- ☑ Zoning map
- ☑ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map
- ☑ Sanborn or other land use map
- ☑ Tax map
- ☐ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of Waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
436,010 sf (proposed rezoning area)	**N/A**	**436,010 sf**

Other, describe (sq. ft.):

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

Size of project to be developed: 118,391 (gross sq. ft.) (expansion to an existing shopping center)

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

If 'Yes,' identify the total square feet owned or controlled by the applicant: 408,220 sf Total square feet of non-applicant owned development: 27,790 sf

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

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

Area: sq. ft. (width × length) Volume: cubic feet (width × length × depth)

DESCRIPTION OF PROPOSED USES *(please complete the following information as appropriate)*

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	**N.A.**	**RWCDS: 118,391gsf**	**N/A**	**N/A**
Type (e.g. retail, office, school)	units	**Retail and Storage (Expansion)**		

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? N/A Number of additional workers? 334

Provide a brief explanation of how these numbers were determined: 1 employee per 333 gsf of retail and 1 employee per 1,000 sf of storage

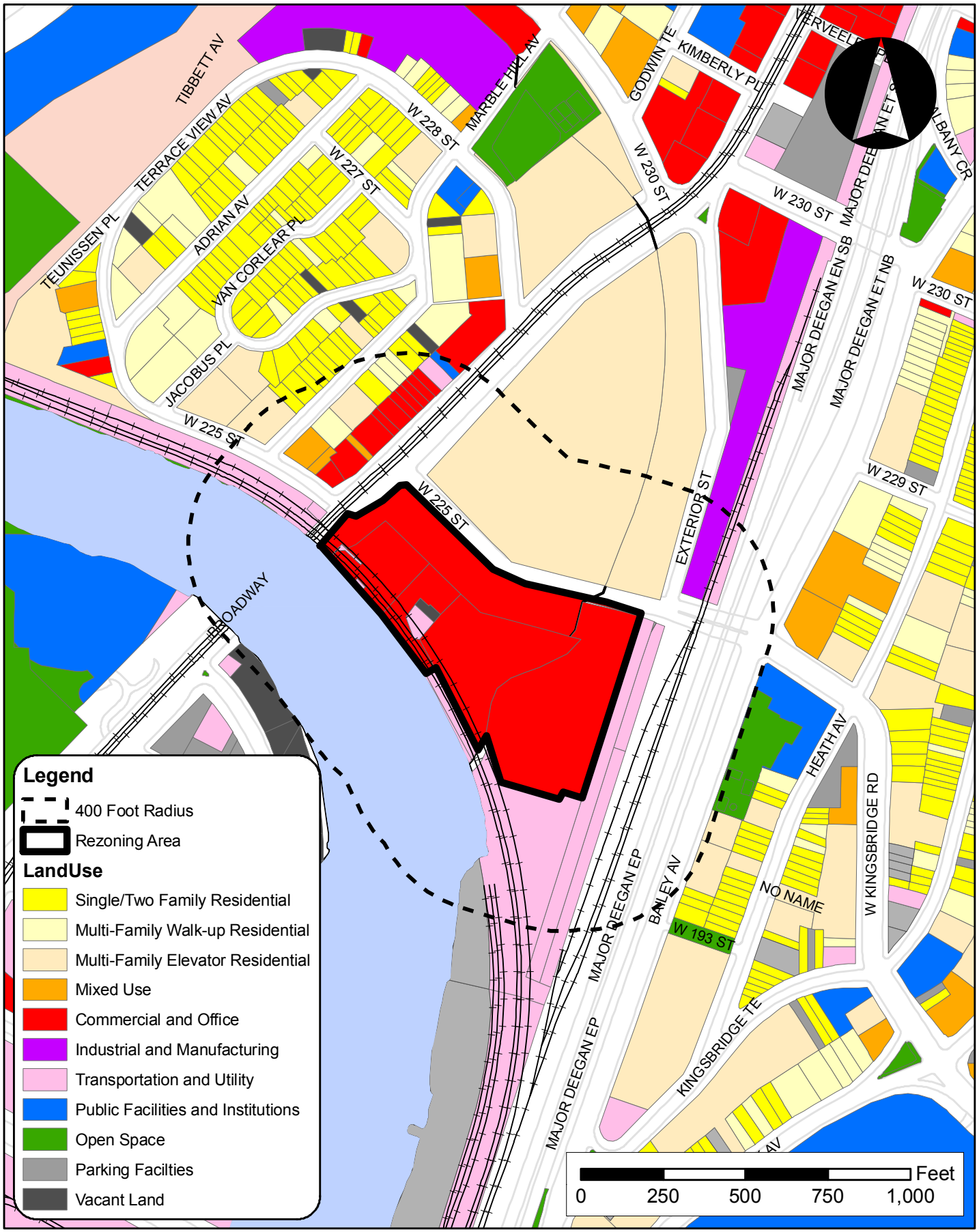
Does the project create new open space? YES ☐ NO ☑ if Yes (sq. ft)

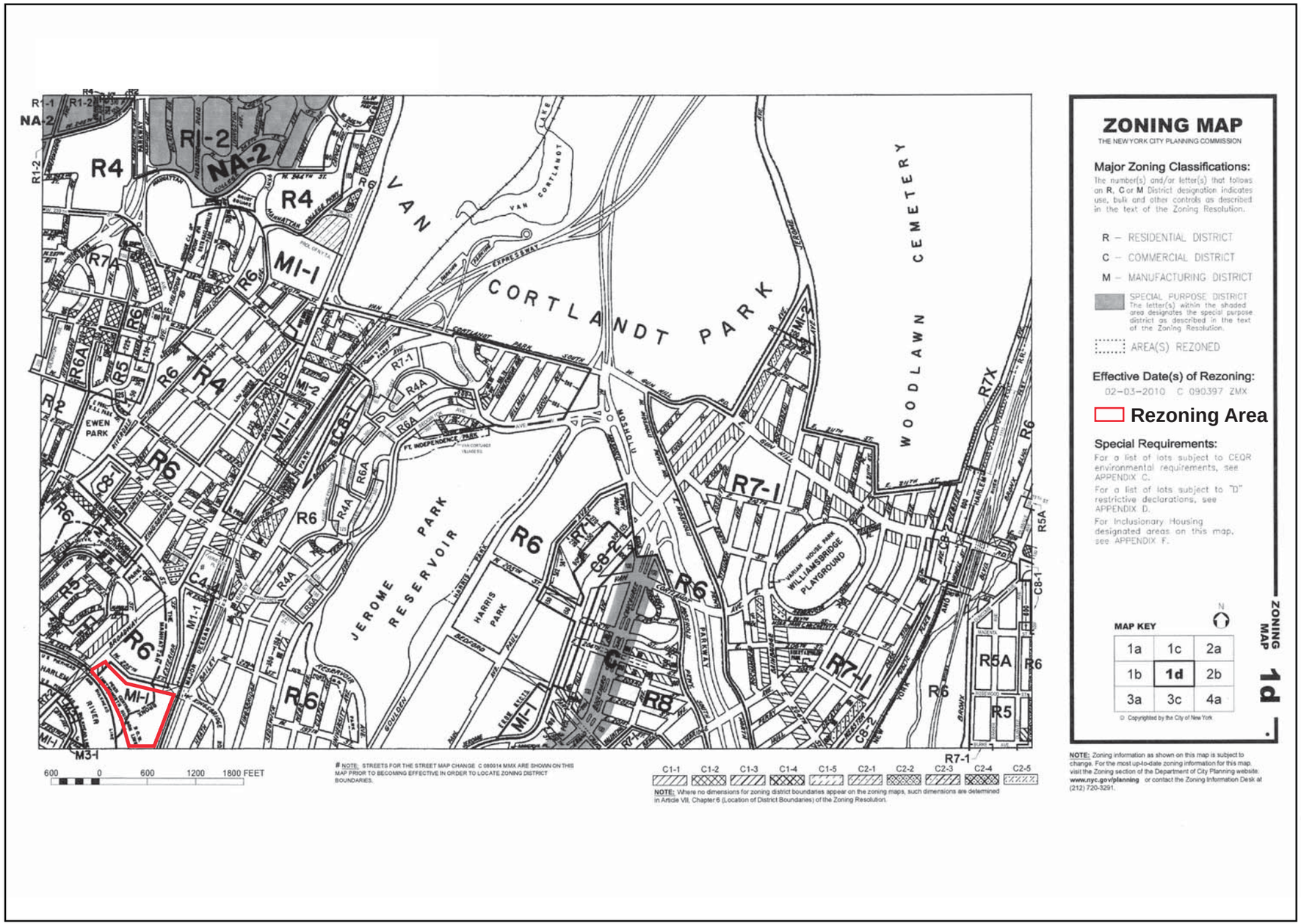
Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable:	26,386	(pounds per week)
Using energy modeling or Table 15-1, estimate the project's projected energy use:	25,607,973,300	(annual BTUs)

Has a No-Action scenario been defined for this project that differs from the existing condition? YES ☐ NO ☑ If 'Yes,' see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

Figure 1

Land Use Study Area

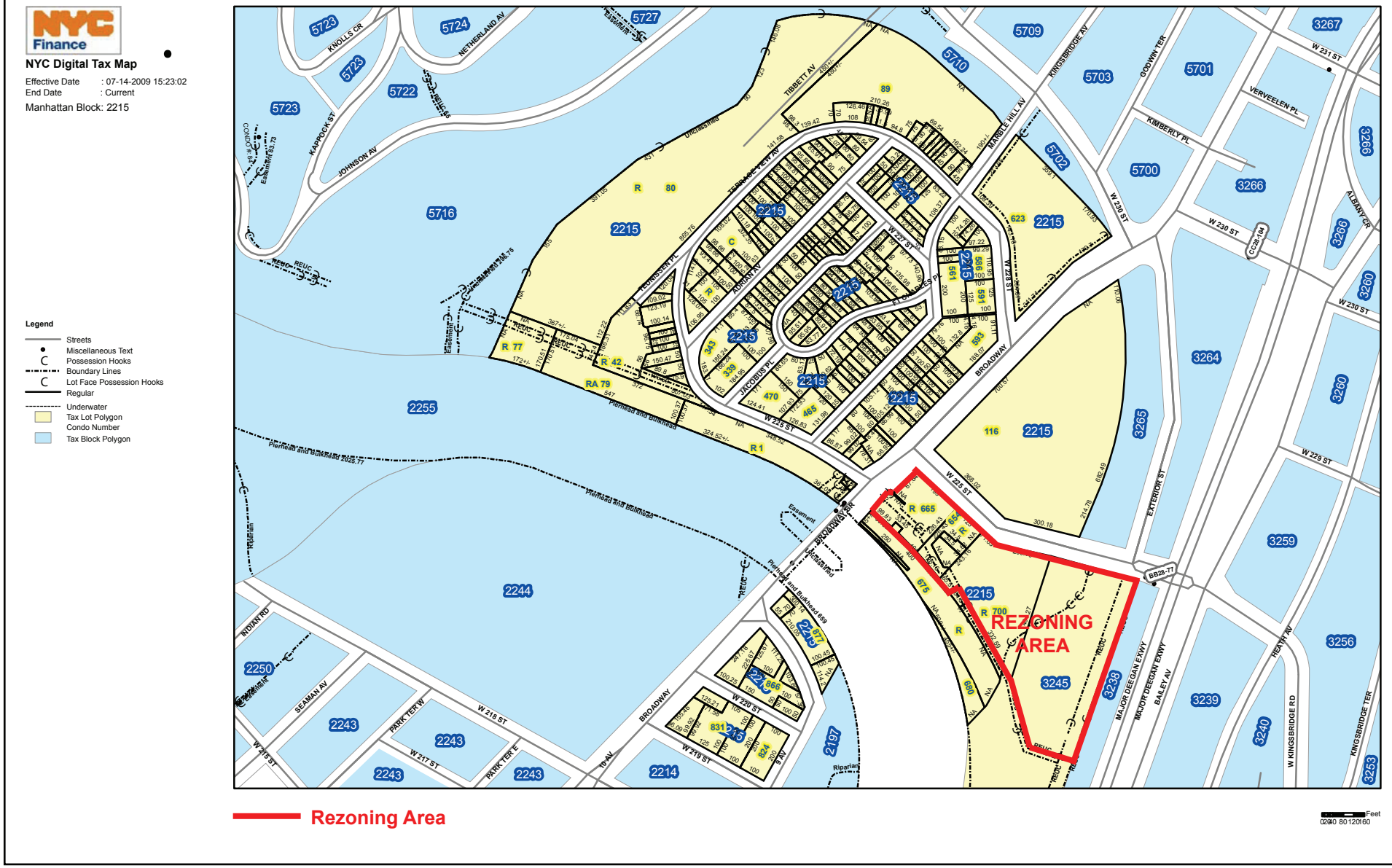




River Plaza Rezoning EAS

Figure 2

Zoning Map



River Plaza Rezoning EAS

Figure 3

Tax Map

10. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL): 2014	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 12 Months
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☑ NO ☐	IF MULTIPLE PHASES, HOW MANY PHASES:
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:	

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

☑ RESIDENTIAL ☐ MANUFACTURING ☑ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, Describe:

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: The questions in the following table refer to the thresholds for each analysis area in the respective chapter of the CEQR Technical Manual.

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

	YES	NO
1. *LAND USE, ZONING AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✔	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✔
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.	✔	
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		✔
• Generate a net increase of 200,000 or more square feet of commercial space?		✔
• Directly displace more than 500 residents?		✔
• Directly displace more than 100 employees?		✔
• Affect conditions in a specific industry?		✔
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Does the proposed project exceed any of the thresholds outlined in Table 6-1 of Chapter 6?		✔
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?		✔
(b) Is the proposed project within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? If "Yes," would the proposed project generate 50 or more additional residents?		✔
If "Yes," would the proposed project generate 125 or more additional employees?		
(c) Is the proposed project in a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? If "Yes," would the proposed project generate 300 or more additional residents?		✔
If "Yes," would the proposed project generate 750 or more additional employees?		
(d) If the proposed project is not located in an underserved or well-served area, would the proposed project generate: 200 or more additional residents?		✔
500 additional employees?		✔

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

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

The Proposed Action does not have the potential to result in any unmitigated significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. Nor would the Proposed Action result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. Therefore, a preliminary assessment of neighborhood character is not warranted. Refer to Attachment B, "Supplemental Screening."

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

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

The RWCDS for the proposed rezoning would result in a 118,391 gsf expansion of an existing shopping center that has frontage on the south side of West 225th Street and the east side of Broadway in the Marble Hill neighborhood of Manhattan/the Bronx. The proposed expansion would be constructed in approximately 12 months and would be fully occupied in 2014. The Proposed Action is not expected to result in any significant adverse construction impacts. Refer to Attachment B, "Supplemental Screening" for details.

20. *APPLICANT'S CERTIFICATION*

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

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

Paul Travis of **Kingsbridge Associates**

APPLICANT/SPONSOR — NAME THE ENTITY OR OWNER

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

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

Philip A. ~~Habib, Principal~~, Philip Habib & Associates

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

03/18/2013

DATE:

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

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

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

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

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

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

no.

3. ***LEAD AGENCY CERTIFICATION***

Director, Environmental Assessment and Review Division, NYCDCP	New York City Department of City Planning (NYCDCP)
TITLE	LEAD AGENCY
Robert Dobruskin, AICP	Robert Dobrusl 3/18/13
NAME	SIGNATURE

ATTACHMENT A

PROJECT DESCRIPTION

I. INTRODUCTION

This application is for a zoning map change affecting Manhattan Block 2215, Lots 652, 653, 654, 665, 670, p/o 672, 690, 700 and Bronx Block 3245, Lot 60 and p/o Lot 12 in the Marble Hill neighborhood of northernmost part Manhattan and in the southwestern Bronx (the "Proposed Action"). The Applicant, Kingsbridge Associates, is proposing to rezone an approximately 436,010 square foot (sf) site bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of Metro North Railroad to the south (see Figure A-1 for project location). The subject area is currently zoned M1-1 and R6/C1-3, and would be rezoned to a C8-3 general service commercial zoning district, thereby permitting commercial and semi-industrial uses, as well as certain community facilities, and increasing the allowable density.

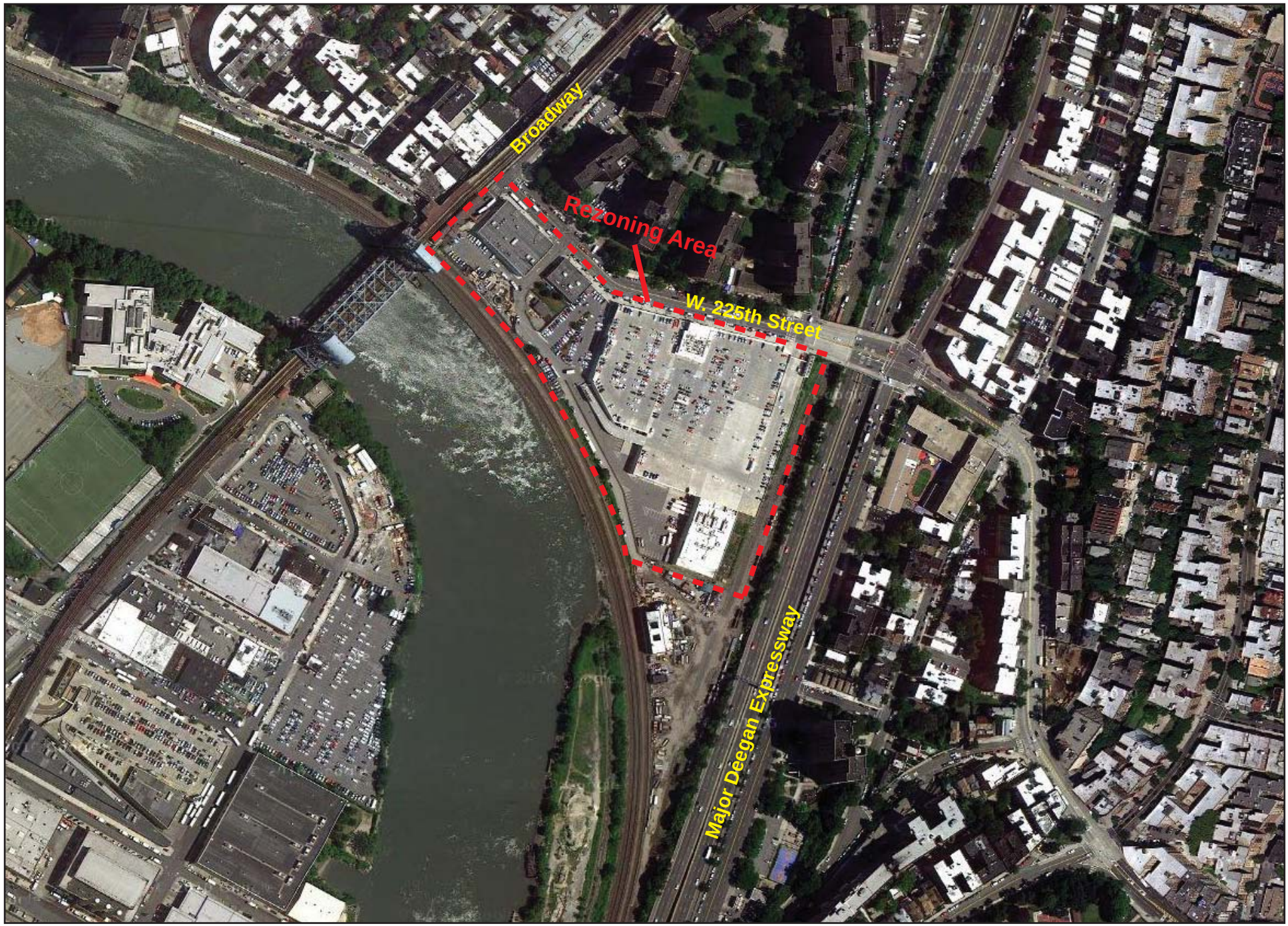
The proposed zoning change would facilitate the expansion of the River Plaza shopping center located at 50 West 225th Street ("Proposed Project"), which occupies the majority of the proposed rezoning area (408,220 sf). The Proposed Project would consist of an approximately 25,680 gross square foot (gsf) retail expansion of the existing shopping center, and an 10,695 gsf expansion of the existing storage space (for a total expansion of 36,375 gsf). This would increase the square footage of the existing shopping center by approximately 10 percent. The Proposed Action would also reduce the number of accessory parking spaces at River Plaza from 807 to 665 accessory parking spaces. The remainder of the rezoning area (17,417 sf) is occupied by uses for the New York City Department of Environmental Protection (DEP) and the Metropolitan Transportation Authority (MTA).

Although the Proposed Action could allow up to approximately 849,248 zoning square feet (zsf) of theoretical commercial development on the project site as a result of the rezoning, the reasonable worst-case development scenario (RWCDS) for analysis would consist of an approximately 107,696 gsf retail expansion of the existing shopping center, and an 10,695 gsf expansion of the existing storage space (for a total expansion of 118,391 gsf). The RWCDS would reduce the number of accessory parking spaces at River Plaza from 807 to 400. Although the Applicant intends to build the project discussed above, the RWCDS will be analyzed in the EAS for conservative purposes. There are no plans to redevelop or expand the project site other than the RWCDS due to existing physical site limitations and constraints, which include existing utility and access easements, the existing building footprint configurations, and necessary truck maneuvering areas, ramps, and parking aisles. As such, the RWCDS for analysis would be approximately 118,391 gsf of retail and storage space. The Proposed Project is anticipated to be completed by 2014.

II. EXISTING CONDITIONS

Existing Zoning

The area to be rezoned comprises approximately 10 acres (436,010 sf), and is located within Marble Hill neighborhood of Manhattan/the Bronx, in Bronx Community District 7 (see Figure A-2). The majority of the rezoning area is currently zoned for high performance manufacturing uses and mapped M1-1. The western portion of the rezoning area, along Broadway, is zoned for moderate density residential uses and



River Plaza Rezoning EAS

Figure A-1

Project Location

mapped with R6 zoning district with a C1-3 commercial overlay. The blocks to the north and west of the rezoning area are also generally zoned for moderate density residential use and mapped R6 and R5 zoning districts.

M1-1 zoning districts are low-density high performance manufacturing districts that are considered industrial buffer zones, which are often mapped in areas where industrial uses are adjacent to residences and other sensitive uses. M1-1 zoning districts permit light industrial and manufacturing uses that meet stringent performance standards, as well as commercial uses up to a maximum floor area ratio (FAR) of 1.0. Certain retail uses, such as department stores, variety stores, food stores, and dry good/fabric stories, are limited to 10,000 zsf per establishment. In addition, certain community facility uses are allowed in M1-1 zoning districts up to an FAR of 2.4. Accessory parking requirements in M1-1 zoning districts are relatively high and require one parking space per 300 zsf of retail/office/restaurant space.

R6 zoning districts are medium-density residential districts that permit residential development FARs of 0.78 to 2.43. Community facility uses are permitted up to an FAR of 4.8. C1-3 zoning districts are commercial overlays mapped within residential districts. C1-3 districts permit commercial uses at a maximum FAR of 2.0 in R6 zoning districts. C1-3 commercial overlays have a parking requirement of one accessory parking space per 400 zsf of retail/office space.

It should be noted that the western portion of the rezoning area (approximately 209,434 sf) is located within the boundary of the Borough of Manhattan, while the eastern portion of the rezoning area (approximately 226,576 sf) is located within the Borough of the Bronx (see Figure A-2).

Current Uses

The area to be rezoned encompasses portions of two city blocks and eight tax lots. The majority of the rezoning area is currently occupied by the River Plaza shopping center (see Figure A-1), which occupies an approximately 408,220 sf site. Originally completed in 2004, the River Plaza shopping center contains approximately 263,148 gsf (including storage space), or approximately 99,507 zsf, of commercial floor area in three separate commercial buildings. All of the buildings are low-rise structures that have frontage along West 225th Street. The buildings are sidewalk-centered with separate store entrances for each retail establishment to encourage shoppers to walk outside to enter stores, as they would on a typical City block (see Figure A-3).

Figure A-4 provides the existing site plan of River Plaza. The two-story building (Retail K3) located at the southeast corner of Broadway and West 225th Street is an approximately 41,760 gsf rectangular structure that has a building footprint of approximately 20,881 sf. This building currently accommodates a number of national and regional retail establishments, as well as a bank and fitness center. Adjacent to and east of the two-story building is the smallest commercial building (Retail K2), which rises one-story tall and contains approximately 7,500 gsf Applebee's restaurant. The third building is the largest, and is located on the southwest corner of Exterior Street and West 225th Street. This building also is one-story. It contains a total of approximately 213,888 gsf of commercial floor area, which includes 20,813 gsf of ancillary storage space located in the rear of the Target building along the southern edge of the rezoning area. The building is anchored by a Target and Marshall's, and includes a number of national and regional retail establishments that have frontage along West 225th Street.

Accessory parking for the shopping center is primarily located at Target, and includes 620 parking spaces. Access to this parking lot is provided via a ramp accessible from the south side of West 225th Street at Exterior Street, as well as from a ramp in the parking lot located in-front of Marshall's. Approximately 187 additional parking spaces are located throughout the remainder of the shopping center (for a total of 807 accessory spaces).



1. View looking northwest from the rooftop parking lot at Target



2. Looking south at River Plaza Shopping Center from W. 225th St.



3. View of roof parking entrance/exit at the intersection of W. 225th St and



4. View of rezoning area looking south west along W. 225th St.



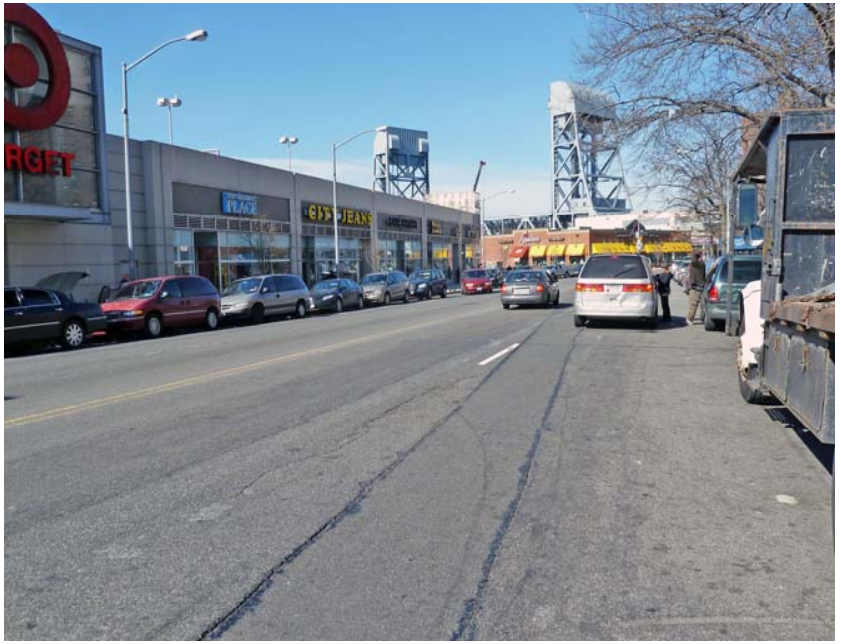
5. View of River Plaza Shopping Center looking south east along W. 225th St.



6. View of at-grade parking lot for River Plaza Shopping Center looking north.



7. View of River Plaza Shopping Center looking south from W. 225 St.



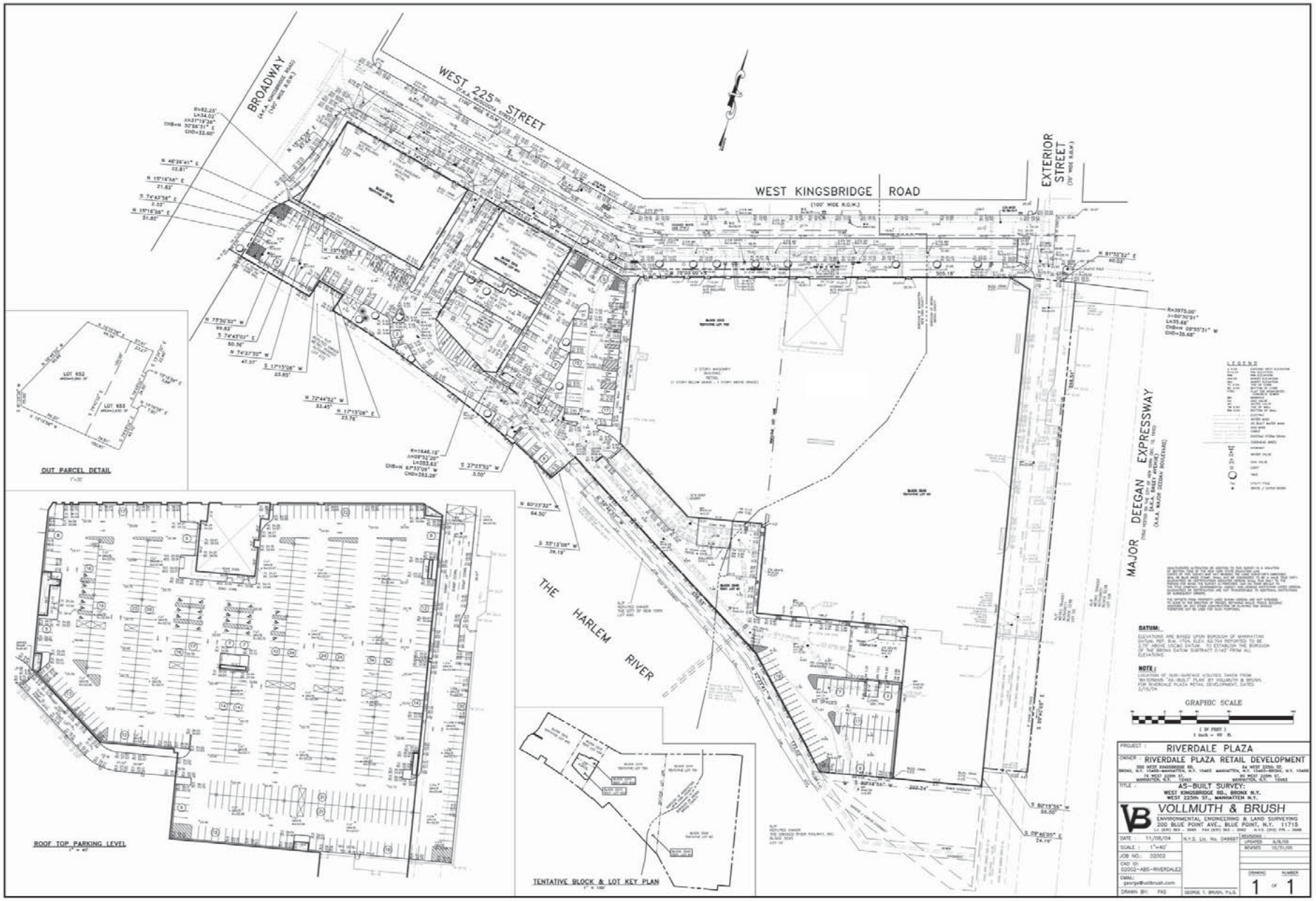
8. View looking south west along W. 225 St.



9. View looking west along W. 225 St. toward Broadway.



11. View looking east along W. 225th St.

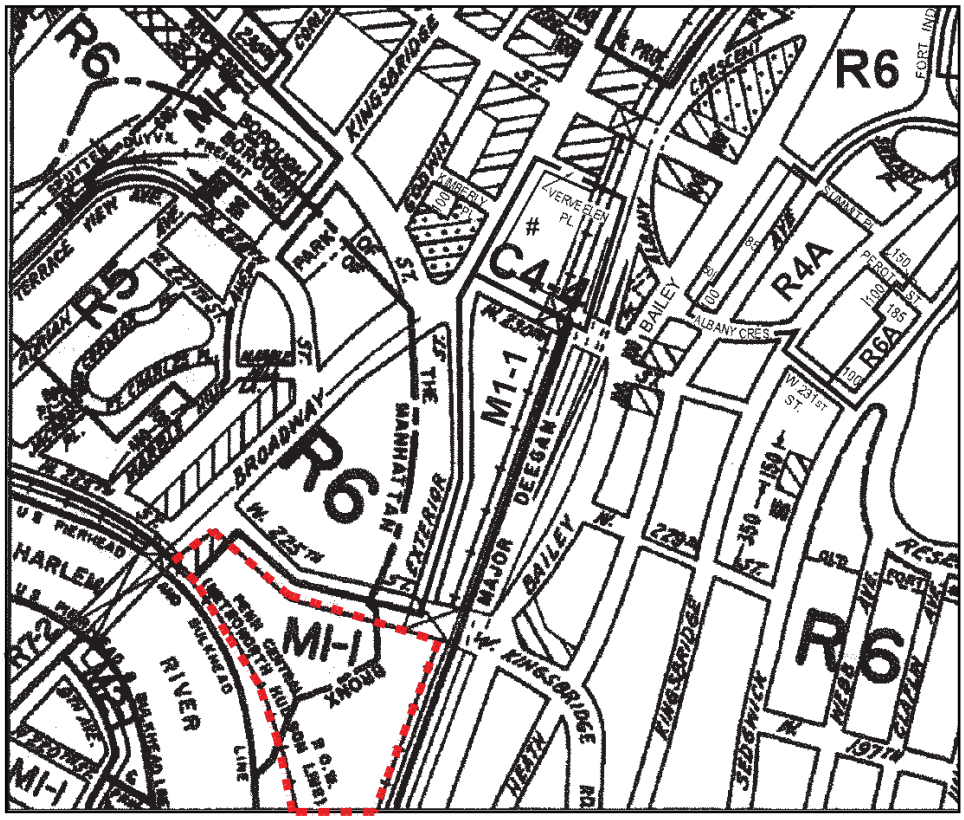


River Plaza Rezoning EAS

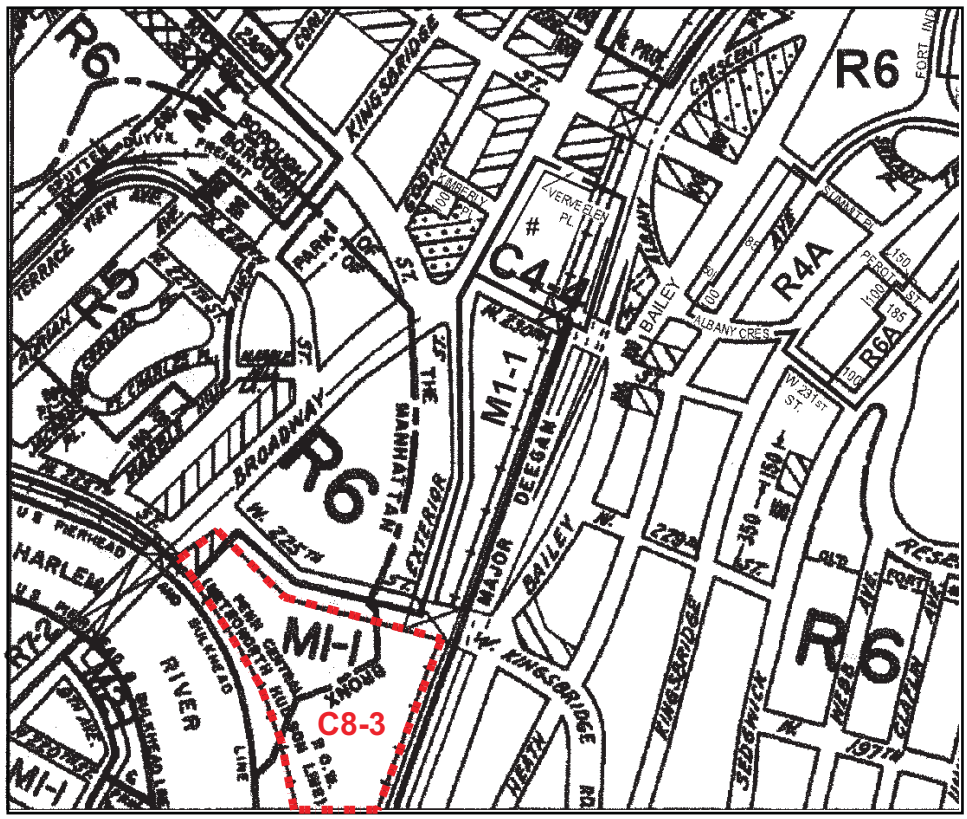
Figure A-4

Existing Site Plan for River Plaza

EXISTING ZONING



PROPOSED ZONING



Several of the lots within the rezoning area are owned by the New York City Department of Environmental Protection (DEP) (Block 2215, Lots 652 and 653), the Metropolitan Transportation Authority (MTA) (Block 2215, Lot 672 and 690, and Block 3245 Lot 12), and The City of New York (Lot 670). Lots 652, 653, and 670 are located within the boundary of the River Plaza shopping center. A New York City Pump Station for DEP is located on Lot 652 located in the rear of Applebee's (Retail K2). Lot 653 is a vacant, grassy parcel and is also utilized by DEP. Lot 670 is a paved area utilized as an easement for the city. Lot 672 is a grassy strip of land adjacent to the Metro North rail line and is not within the River Plaza shopping center property. Lot 690 is a paved driveway used by MTA vehicles. The portion of Block 3245, Lot 12 located within the rezoning area contains a paved area for use by the MTA as parking and storage. Approximately 52,001 sf of the River Plaza shopping center site is considered easements for DEP. The easement portions of the site are currently utilized as paved driveways to access parking for the River Plaza shopping center.

To the south of the proposed rezoning area is the Hudson Line of the MTA's Metro North commuter rail, which extends along the northern shore of the Harlem River. The Marble Hill Metro-North Station on the Hudson Line is located further west along the Harlem River near Marble Hill Lane. Directly west of the proposed rezoning area is the 225th Street subway station on the IRT No. 1 subway line, which extends as an elevated rail line above Broadway providing southbound service to Manhattan and northbound service to 242nd Street/Van Cortlandt Park in the Bronx.

Broadway is the surrounding area's main commercial shopping corridor. Ground floor uses along Broadway include a wide variety of national, regional and local retailers, personal service establishments and restaurant uses. Further west the area becomes largely residential and includes low-and mid-rise 1 & 2 family walk-ups and multiunit residential buildings.

The New York City Housing Authority's Marble Hill Houses (Blocks 2215 and 3263) are located directly across West 225th Street to the north of the proposed rezoning area. The Marble Hill Houses occupy approximately 16 acres with frontage on the east and west sides of Broadway, and include eleven high-rise residential buildings on a campus-like setting that house 1,682 apartments, accessory parking, playgrounds and open spaces.

An abandoned railroad right-of-way and the Major Deegan Expressway (Route 87) border the proposed rezoning area to the east. Further to the east of the proposed rezoning is the residential neighborhood of Kingsbridge Heights that features low-and mid-rise 1 & 2 family walk-ups and multiunit residential buildings.

III. PROJECT PURPOSE AND NEED

The Proposed Action would allow for the expansion of a very popular shopping center and would thus increase the number of jobs in the community and provide additional shopping opportunities for area residents, as well as enhance the existing shopping center.

The existing River Plaza shopping center is highly successful, and provides a diverse selection of goods and services to local residents as well as the surrounding region. The sales volumes at the shopping center represent some of the most successful stores in the country for key retailers at River Plaza. River Plaza currently employs more than 1,000 workers, most of which are local residents.

The proposed expansion to River Plaza would complement and enhance existing retail and other commercial uses, as well as residential uses in the area. As the River Plaza shopping center is already a hub of activity and commercial uses, the proposed expansion would not drastically change the neighborhood character. River Plaza is located in close proximity to Broadway, the surrounding area's

main commercial shopping corridor. It also occupies a highly visible and accessible site that is in close proximity public mass transit; the IRT no.1 subway line has a station at 225th Street/Marble Hill and a number of local buses (Bx7, Bx9, and Bx20) have routes on West 225th Street and Broadway. In addition, the Marble Hill Station on the Hudson Line of Metro North is located approximately 500 feet to the north of site. Furthermore, the River Plaza is visible and highly accessible from the Major Deegan Expressway.

The Proposed Project would help to further optimize land use in the area by providing additional retail and services and business, as well as create new employment opportunities and generate economic and fiscal benefits to the City in the form of economic activity and tax revenue.

IV. PROPOSED ACTION

The Proposed Action is an amendment of the City's zoning map affecting an approximately 424,559 sf site roughly bounded by by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of Metro North Railroad to the south, changing the current zoning from M1-1 and R6/C1-3 to an C8-3 zoning district, as illustrated in Figure A-2. The proposed C8-3 zoning district would increase the allowable density, and would allow commercial, semi-industrial uses, and certain community facilities (Use Groups 4 to 14 and 16).

The proposed zoning change would increase the allowable development of the rezoning area from 1.0 FAR to 2.0 FAR, and thus, would increase the developable floor area on the site by approximately 408,220 zsf. Table A-1 provides a comparison of land uses allowed under the existing M1-1 and R6/C1-3 zoning districts and proposed C8-3 zoning district. As shown in Table A-1, residential uses and light industrial/manufacturing uses would not be allowed under the proposed C8-3 zoning. Performance standards would be imposed for certain semi-industrial uses in use group 16. In addition, retail establishments would not be limited as to size of establishment under proposed C8-3 zoning, and parking requirement would be reduced to one parking space per 1,000 zsf of retail space.

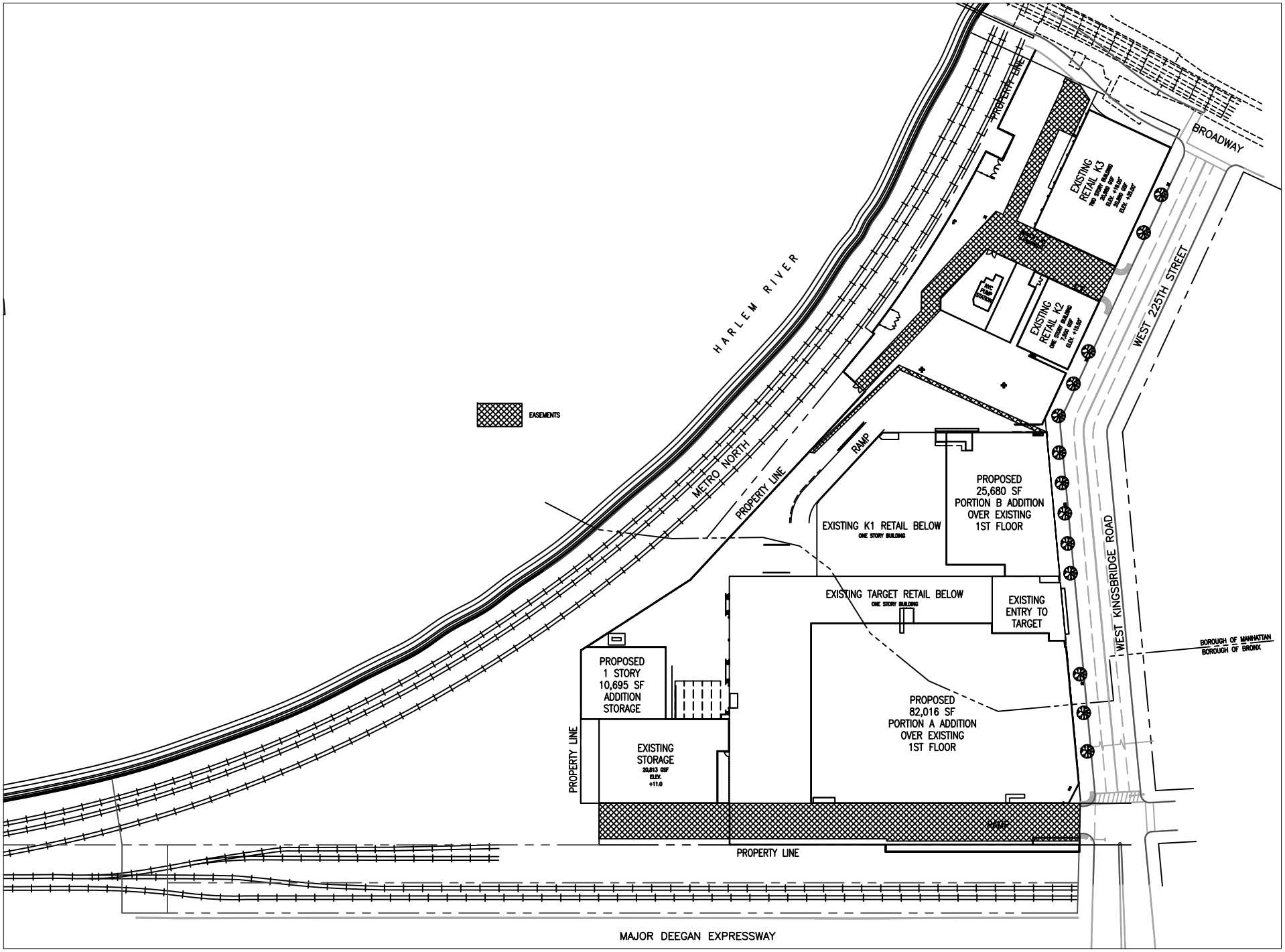
TABLE A-1
Use Groups Allowed in Existing (M1-1 and R6/C1-3) and Proposed (C8-3) Zoning Districts

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
M1-1				X	X	X	X	X	X	X	X	X	X	X		X	X	
R6/C1-3	X	X	X	X	X	X												
C8-3				X	X	X	X	X	X	X	X	X	X	X		X		

Source: NYCDCP *Zoning Handbook*

Under the RWCDS, the proposed zoning map change would facilitate the expansion of River Plaza permitting an additional 118,391 gsf of commercial development, including approximately 107,696 gsf retail expansion and a 10,695 gsf expansion of the existing storage space (see Figure A-5). As shown in Figure A-5, the proposed 118,391 gsf retail expansion would be constructed at the existing Target building directly displacing approximately 243 accessory parking spaces. The new retail space would form the second story of the Target building, and would be oriented along West 225th Street on either side of the existing entry plaza to Target. The approximately 10,695 gsf storage space expansion would be constructed adjacent to and west of the existing storage space in the rear of the Target building along the southern boundary of the proposed rezoning area.

Under the RWCDS, approximately 400 parking spaces would be provided for the shopping center. Accessory parking at the shopping center would be reduced by 407 spaces.



River Plaza Rezoning EAS

Figure A-5

Preliminary Site Plan - For Illustriative Purposes Only

V. DEVELOPMENT SCENARIO

In order to assess the potential effects of the proposed action, a reasonable worst-case development scenario (RWCDS) for both "future No-Action" (No-Build) and "future With-Action" (Build) conditions will be analyzed for an analysis year, or Build Year of 2014. The Build scenario identifies the amount, type, and location of development that is expected to occur by 2014 as a result of the Proposed Action. The No-Build scenario identifies similar development projections for 2014 absent the Proposed Action and describes a baseline condition that is evaluated and compared to the incremental difference between the Build and No-Build scenarios.

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

In the future without the Proposed Action, the current zoning will remain and no expansion would occur. River Plaza would continue to include 263,148 gsf of commercial space, and the number of accessory parking spaces would also remain the same at 807 spaces.

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

In the future with the Proposed Action, the directly affected area would be rezoned from M1-1 and R6/C1-3 to C8-3, which would increase the allowable density on the site from 1.0 FAR to 2.0 FAR permitting an additional 408,220 zsf of commercial floor area. Although the rezoning area encompasses a total of 436,010 sf, Block 2215, Lots 652, 653, 670, p/o 672 and Block 3245, p/o Lot 12 (total of 27,790 sf) are not anticipated to be redeveloped as a result of the rezoning as they are utilized as easements by the MTA and DEP. As such, it is assumed that the area for potential redevelopment would be limited to the area controlled by the applicant. However, potential future development at the River Plaza shopping center is limited by existing easements, the configuration and arrangement of existing buildings, parking ramps, and irregular-shaped accessory parking lots, as well as the accessory parking requirements of proposed C8-3 zoning district. As noted above, the existing shopping center is highly successful and therefore, the applicant has no intension to demolish the three existing commercial buildings.

Due to various existing easements on the River Plaza site, the configuration of existing buildings, necessary truck maneuvering areas, car ramps, and losses for irregularly shaped parking, there is no at-grade remaining developable area at the River Plaza shopping center. The footprints of the three existing commercial buildings on-site occupy approximately 233,095 sf, the easement area occupies approximately 52,001 sf and truck maneuvering, car ramps, parking losses due to irregularly shaped parking lots and drive aisle areas occupy an additional 72,000 sf. The remaining 39,051 sf would continue to be occupied by 128 accessory parking spaces.

The maximum amount of second story retail development that could be constructed at the existing Target/Marshalls building, while providing the required accessory parking for the site without impacting the two existing car ramps, is approximately 107,696 gsf. The Proposed Action would add approximately 10,695 gsf of additional storage space.

As discussed above, the RWCDS would consist of an approximate 118,391 gsf commercial expansion of the River Plaza Shopping center, including approximately 107,696 gsf of retail space and 10,695 gsf of storage space, as well as a reduction of the parking requirements from 807 to 400 accessory parking spaces. Therefore, compared to future conditions without the Proposed Action, the Proposed Action would result in a net increase of approximately 118,391 gsf of commercial space and a loss of 407 parking spaces.

VI. REQUIRED APPROVALS

The proposed zoning change requires approval of the New York City Planning Commission (CPC) for an amendment to the zoning map at the project site. The proposed zoning change is a discretionary public action subject to both the Uniform Land Use Review Procedure (ULURP), as well as the City Environmental Quality Review (CEQR). ULURP is a process that allows public review of proposed actions at four levels: the Community Board; the Borough President; the City Planning Commission; and if applicable, the City Council. The procedure mandates time limits for each stage to ensure a maximum review period of seven months. Through CEQR, agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment.

ATTACHMENT B

SCREENING ANALYSES

I. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the *2012 City Environmental Quality Review (CEQR) Technical Manual*. For each technical area, thresholds are defined which if met or exceeded, require that further assessment be undertaken. Using these guidelines, preliminary analyses were conducted for all aspects of the Proposed Action to determine whether detailed analysis of any technical area would be appropriate. Part II of the EAS Short Form identified those technical areas that warrant additional assessment. For those technical areas that warranted a "yes" answer in Part II of the EAS Short Form, supplemental screening is provided in this attachment. The technical areas discussed are: Land Use, Zoning, and Public Policy; Urban Design; Hazardous Materials; Transportation; Air Quality; Noise; Neighborhood Character; and Construction. The remaining technical areas detailed in the *2012 CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger CEQR thresholds and/or are unlikely to result in any significant impacts (see Part II of the EAS Short Form). In addition, detailed assessments are required in the areas of Land Use, Zoning, and Public Policy, Urban Design, and Transportation. These analyses are provided in Attachments C through E, respectively, and are summarized in this attachment.

As detailed in Attachment A, "Project Description," this application is for a zoning map change affecting an approximately 408,220 sf area in the Marble Hill area of northern Manhattan/the Bronx. The proposed rezoning would map a C8-3 zoning district on portions of two blocks generally bounded by West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, the Hudson Line of the Metro North commuter rail to the south, and Broadway to the west, replacing existing M1-1 and R6/C1-3 zoning districts. The Proposed Project would include an approximately 36,375 gsf expansion of the existing River Plaza shopping center at 40-50 West 225th Street. However, as discussed in Attachment A, "Project Description," the RWCDS for the Proposed Action would facilitate an approximately 118,391 gsf expansion of the River Plaza shopping center. Compared to future conditions without the Proposed Action, the RWCDS associated with the proposed rezoning, would result in a net increase of approximately 107,696 gsf of retail space and 10,695 gsf of storage space, as well as a reduction of 407 accessory parking spaces. This RWCDS is analyzed in the EAS for conservative purposes. This proposed expansion would be completed and occupied by 2014.

LAND USE, ZONING, AND PUBLIC POLICY

According to the *CEQR Technical Manual*, a detailed assessment of land use and zoning is appropriate if the proposed project would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the project would change the zoning on the site or result in the loss of a particular use.

As the Proposed Action involves a zoning map change to map a C8-3 zoning district on portions of Blocks 2215 and 3245 in the Marble Hill neighborhood of northern Manhattan/the Bronx replacing the existing M1-1 and R6/C1-3 zoning, an assessment of the Proposed Action's effect on land use, zoning, and public policy is provided in Attachment C, "Land Use, Zoning, and Public Policy." As shown in

Attachment C, the proposed zoning map change would allow for the expansion of River Plaza consisting of additional retail and storage space, as well as the reduction of accessory parking requirement.

The Proposed Action would not directly displace any existing land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with existing and anticipated land uses, zoning, or public policy in the study area. The proposed commercial uses would be compatible with existing commercial retail uses and density of the surrounding area. The Proposed Action would permit the expansion of an existing shopping center, which would be consistent with land use trends in the area, specifically being similar to the commercial retail along Broadway. The proposed addition would introduce additional shopping opportunities and improve upon a thriving business environment.

The proposed C8-3 zoning would be consistent with existing zoning designations in the area, and would retain the concentration of commercial uses in the neighborhood. C8-3 zoning would permit commercial, semi-industrial, and certain community facility development. Residential and high performance industrial uses would no longer be permitted. The increased commercial uses that would result from the Proposed Action would represent a continuation of the services provided by River Plaza.

The proposed rezoning area is located within the Coastal Zone boundary of New York City, and would be consistent with the policies outlined in the Waterfront Revitalization Program. The Proposed Action would not displace any significant industrial or maritime uses on the project site.

Therefore, the Proposed Action is not expected to adversely affect land use, zoning, or public policies.

URBAN DESIGN & VISUAL RESOURCES

According to the *2012 CEQR Technical Manual*, a preliminary analysis of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. CEQR stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings. According to the *2012 CEQR Technical Manual*, there is no need to conduct an urban design analysis if a proposed project would be constructed within existing zoning envelopes, and would not result in physical changes beyond the bulk and form permitted as-of-right.

The Proposed Action would involve a zoning map change that would affect portions of two blocks in Marble Hill, and would increase the permitted density. As the Proposed Action would increase the maximum allowable floor area beyond what would be allowed under existing zoning, a preliminary assessment of urban design is warranted and provided in Attachment D, "Urban Design and Visual Resources." As discussed in that attachment, the Proposed Action would facilitate new development that would be compatible with the existing buildings in the rezoning area, and surrounding area.

The Proposed Action would not change or adversely affect any of the urban design components defined in the *2012 CEQR Technical Manual*. The Proposed Action would not result in changes in block form, the demapping of streets or the mapping of new streets, nor would it affect the street

hierarchy. The proposed zoning change would also not produce buildings that would be out of scale with their surroundings.

The proposed C8-3 zoning would create the opportunity for an increase in commercial uses. The proposed addition to River Plaza would have a height and bulk consistent with those urban design features of the area built within existing blocks and lots.

Therefore, the Proposed Action would not result in any significant adverse urban design impacts.

Visual Resources

According to the *2012 CEQR Technical Manual*, conditions that merit consideration for further analysis of visual resources include: (1) when the project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or (2) when the project changes urban design features so that the context of a natural or built visual resource is altered (for example, if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; if the project removes lawns or other open areas that serve as a setting for the resource). The Proposed Action does not meet either of these conditions, and therefore does not warrant an assessment of visual resources.

There are no visual resources located within the proposed rezoning area, nor are there any visual resources within a 400-foot radius of the rezoning area. As the Proposed Action would not alter existing block shapes, view corridors within the rezoning area would be preserved.

HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *2012 CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site, and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

The Proposed Action would facilitate the expansion of commercial uses in an area currently zoned for light manufacturing uses, and therefore there is a potential for hazardous materials impacts. As described above, the Proposed Action would result in the expansion of the existing shopping center located at 40-50 West 225th Street, which is owned by the applicant. The proposed development site comprises approximately 408,220 sf, and is primarily zoned M1-1 for high performance manufacturing uses, except for the western portion of the site, along Broadway, which is zoned for moderate density residential uses and mapped with R6 zoning district with a C1-3 commercial overlay. The proposed development site is improved with three low-rise commercial buildings and at-grade accessory parking lots that were constructed in the early 2000's.

Prior to the construction of the existing shopping center, the site included automotive related uses, automotive repair centers, restaurant uses, and parking. It also contained a number of underground and above storage tanks (ASTs and USTs) that were closed and/or removed in accordance with all applicable regulations prior to any construction on the site. According to environmental reports for the site, the proposed development site has been properly remediated and issued a "No Further Action"

letter from the New York State Department of Environmental Conservation (DEC), regarding Spill numbers 0207652 and 0207895.

According to a Phase I ESA, prepared by Whitestone Associates in 2013, fill material was imported onto the proposed development site and surrounding area in order to re-route the adjacent Spuyten Duyvil Creek. This fill is confirmed to contain polynuclear aromatic hydrocarbons (PAH) compounds above NYSDEC Soil Cleanup Objective. The Phase I ESA concluded that there are no recognized environmental conditions (RECs) associated with the project site.

The proposed 107,696 gsf retail addition would be constructed above the existing one-story commercial retail building near Exterior Street forming a second story oriented along West 225th Street. It would not entail any in-ground construction, soil disturbance, or excavation. The proposed retail addition would be constructed on either side of the existing entryway for Target displacing accessory parking spaces. As the existing building was recently constructed in early 2000's, it does not contain any asbestos, PCBs, mercury or lead-based paint, nor does the building have comprised indoor air quality or the potential for vapor intrusion.

The approximately 10,695 gsf storage space expansion would be constructed adjacent to and west of the existing storage space in the rear of the Target building along the southern boundary of the proposed rezoning area. This area is currently paved with asphalt and accommodates accessory parking spaces. Construction of the additional storage space would be constructed on a slab on grade. The proposed storage space would be a one-story warehouse building and would not include any below-grade levels.

The New York City Department of Environmental Protection (DEP) has reviewed the Phase I ESA in addition to the previous environmental reports for the site and has recommended the following:

- Testing would be required prior to construction in the area where there would be soil disturbance (applies only to the proposed storage space and not the proposed retail addition); or
- A vapor barrier may be installed in lieu of testing. A Health and Safety construction work plan would need to be reviewed and approved by DEP prior to installation.

An (e) designation would be mapped on the portion of the project site (Block 3245, Lot 60) to ensure the above measures are implemented by the Applicant at the time of construction. The (e) designation language is as follow:

Task 1 – Soil Vapor Barrier

The fee owner(s) of the lot restricted by this (E) designation shall install a Soil Vapor Barrier under the proposed storage expansion building as shown in the Environmental Assessment Statement (dated March 18, 2013), Illustrative Preliminary Site Plan, Figure A-5. A Health and Safety construction work plan shall be prepared for OER's review and approval prior to installation. Instead of the foregoing, the fee owner may elect to undertake soil sampling and any necessary remediation, as determined by OER, in accordance with Tasks 2 and 3.

Task 2 - Sampling Protocol

For any areas of in-ground disturbance that are not covered by the Soil Vapor Barrier task outlined above, the fee owner(s) of the lot(s) restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to OER for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by OER upon request.

Task 3 – Remediation Determination and Protocol

A written report with findings and a summary of the data must be presented to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by OER if the results indicate that remediation is necessary.

If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to OER for review and approval. The fee owner(s) of the lot(s) restricted by this (E) designation must perform such remediation as determined necessary by OER. After completing the remediation, the fee owner(s) of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to OER for review and approval prior to implementation.

With the implementation of the above (E) designation, no significant adverse impacts related to hazardous materials would occur.

TRANSPORTATION

Traffic and Parking

The objective of the transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), off-street parking or goods movement.

The *CEQR Technical Manual* identifies minimum development densities that have the potential to result in significant adverse impacts to traffic conditions and therefore require a detailed traffic analysis. As shown in Table 16-1 of the *2012 CEQR Technical Manual*, actions with a single or multiple land uses which may result in fewer than 50 peak hour vehicle trips are generally unlikely to cause significant adverse impacts. For commercial development in zone 3 (which includes all other areas located within 0.5 miles of subway stations [except in Staten Island, Broad Channel and the Rockaways, Queens]) the retail development threshold requiring trip generation analysis to determine the volume of vehicular trips during the peak hours is 20,000 gsf. The proposed expansion to River Plaza shopping center would exceed the threshold for retail. Therefore a traffic assessment is warranted, and is provided in Attachment E.

As presented in Attachment E, "Transportation" the Proposed Action would not result in unmitigated significant adverse traffic or parking impacts pursuant to *2012 CEQR Technical Manual* criteria Table E-2 in Attachment E shows that the proposed expansion would result in a net increase of 57 vehicle trips in the weekday AM peak hour, 156 vehicle trips in the weekday midday peak hour, and 156 vehicle trips in the weekday PM peak hour, as well as 216 vehicle trips in the Saturday peak hour over the No-Action condition.[1]

Vehicle trips generated under the Proposed Action would be most concentrated on West 225th Street and Broadway. As discussed in Attachment E, a total of 4 signalized intersections have been selected for analysis based on the assignment of project-generated traffic. The traffic impact analysis presented in Attachment E examines conditions during weekday midday (1-2 PM) and PM (4:45-5:45 PM) peak hours. The Saturday analysis focuses on the 4-5 PM peak hour.

The Proposed Action would also reduce the number of accessory parking spaces provided at River Plaza shopping center from 807 to 400 accessory parking spaces. Therefore, Attachment E includes an analysis of off-street parking conditions pursuant to *2012 CEQR Technical Manual* guidelines. As shown in Table E-35 in Attachment E, these 400 accessory parking spaces would not provide sufficient capacity to accommodate all of the project's anticipated peak demand. However, Table E-36 in Attachment E shows that the off-street parking in the vicinity of the project site would be readily able to accommodate this shortfall.

Transit

According to the general thresholds used by the MTA New York City Transit (NYCT) specified in the *2012 CEQR Technical Manual*, detailed transit analysis is not required if a proposed action would

[1] Vehicle trips include auto, taxi, and trucks.

result in less than 200 peak hour rail or bus transit riders at a particular facility. The River Plaza shopping center is located adjacent to and east of the IRT 225th Street/Marble Hill station serving the No. 1 subway line, which travels along Broadway on an elevated track providing service between 242nd Street/Van Courtlandt Park in the Bronx and Lower Manhattan. The site is also well served by local buses. The Bx9 travels along West 225th Street and the Bx7 and Bx20 provide service along Broadway in the vicinity of the site.

As shown in Attachment E, peak hour subway trips would increase by a net total of 57, 174, 173, and 144 during the weekday AM, midday, PM, and Saturday peak period, respectively. As the Proposed Action would generate less than 200 peak hour rail transit riders, a detailed subway analysis is not warranted.

The Proposed Action would also result in an additional 41, 122, 123, and 215 bus trips in the weekday AM, midday, PM and Saturday peak periods, respectively. As discussed further in Attachment E, "Transportation," although the Proposed Action would result in more than 200 peak hour bus transit riders during the Saturday peak period, this bus demand is expected to be divided among three separate routes (Bx7, Bx9, and Bx20), in both directions, no single bus route is anticipated to experience 50 or more new peak hour bus passengers in one direction in the Saturday peak hour.

Pedestrians

As the Proposed Action would generate more than 200 new pedestrian trips per hour on some study area pedestrian facilities (sidewalks and crosswalks), a pedestrian analysis is provided in Attachment E. Based on the travel demand forecast provided in Attachment E, peak hour walk-only trips would increase by a total of 47, 140, 140, and 198 in the weekday AM, midday, PM, and Saturday peak periods. Total pedestrian trips, including walk trips to area subway station and bus stops, would increase by a total of 145 in the AM peak hour, 436 trips during the midday, and 436 in the PM period, as well as 557 in the Saturday midday peak hour (refer to Table E-2 in Attachment E).

The analysis of pedestrian conditions focused on those sidewalks, corner areas and crosswalks that would provide access to the proposed retail addition, as demand generated by the Proposed Action is expected to exceed the 200-trips per hour *CEQR Technical Manual* impact analysis threshold at these locations. Based on the assessment provided in Attachment E, project-generated pedestrian demand is not expected to result in any unmitigated significant adverse corner, crosswalk, or sidewalk impacts.

AIR QUALITY

According the CEQR guidelines, air quality analyses are conducted in order to assess the effects of a project on ambient air quality (i.e. the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by "mobile sources," pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e. "stationary sources".

Mobile Sources

The guidelines presented in the *CEQR Technical Manual* were used to determine whether the proposed project would trigger the threshold for detailed mobile source air quality analysis. A mobile source analysis considers projects that add new vehicles to roadways or change traffic patterns, as either case may produce significant air quality impacts. The primary pollutant of concern is carbon monoxide (CO), produced from the incomplete combustion of gasoline and other fossil fuels.

According to the 2012 *CEQR Technical Manual* screening threshold criteria for this area of the City, if 170 or more project-generated vehicles pass through a signalized intersection in any given peak period, there is a potential for mobile air quality impacts and a detailed analysis is required.

As described in greater detail in Attachment E, "Transportation," the trip generation analysis conducted for the Proposed Action indicates that the number of project-generated vehicles would be below 2012 *CEQR* screening threshold values during both all peak periods at any affected intersection.

Although the Proposed Action would decrease the number of parking spaces from 807 to 400, it would increase the number of ins/outs to/from the existing parking lot. As such, a mobile source parking lot air quality analysis was prepared for the Proposed Action.

Standards and Guidelines

National Ambient Air Quality Standards

National Ambient Air Quality Standards (NAAQS) were promulgated by The U.S. Environmental Protection Agency (EPA) for six major pollutants, deemed criteria pollutants, because threshold criteria can be established for determining adverse effects on human health. They consist of primary standards, established to protect public health, and secondary standards, established to protect plants and animals and to prevent economic damage. The six pollutants described below. Table B-1 shows the New York and National Ambient Air Quality Standards, as well as monitored values at the monitoring stations closest to the site.

- Carbon Monoxide (CO), which is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels.

- Lead (Pb) is a heavy metal principally associated with industrial sources.

- Nitrogen dioxide (NO_2), which is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles.

- Ozone (O_3), a principal component of smog, is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight.

- Inhalable Particulates (PM_{10}/$PM_{2.5}$) are primarily generated by diesel fuel combustion, brake and tire wear on motor vehicles, and the disturbance of dust on roadways. The PM_{10} standard covers those particulates with diameters of 10 micrometers or less. The $PM_{2.5}$ standard covers particulates with diameters of 2.5 micrometers or less.

- Sulfur dioxides (SO_2) are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil.

NYC De Minimis Criteria and Interim Guidelines

For carbon monoxide from mobile sources, New York City's *de minimis* criteria are used to determine the significance of the incremental increases in CO concentrations that would result from a proposed action. These set the minimum change in an 8-hour average carbon monoxide concentration that would constitute a significant environmental impact. According to these criteria, significant impacts are defined as follows:

- An increase of 0.5 parts per million (ppm) or more in the maximum 8-hour average carbon monoxide concentration at a location where the predicted No Action 8-hour concentration is equal to or above 8 ppm.
- An increase of more than half the difference between the baseline (i.e., No Action) concentrations and the 8-hour standard, where No Action concentrations are below 8 ppm.

For $PM_{2.5}$ analyses at the microscale level, the City's interim guidelines for developing significance are:

- 2.0 $\mu g/m^3$ for the 24-hour period, and
- 0.3 $\mu g/m^3$ for the annual period.

Table B-1
National and New York State Ambient Air Quality Standards

Pollutant	Averaging Period	Standard	2011 Value	Monitor
Sulfur Dioxide	3-hour average	1,300 $\mu g/m^3$	114.5 $\mu g/m^3$	Botanical Garden
	1-hour average[e]	196.5 $\mu g/m^3$	108.2 $\mu g/m^3$	
Inhalable Particulates (PM_{10})	24-hour average	150 $\mu g/m^3$	42 $\mu g/m^3$	Morrisania
Inhalable Particulates ($PM_{2.5}$)	3-yr average annual mean	15 $\mu g/m^3$	10.0 $\mu g/m^3$	Botanical Garden
	Maximum 24-hr. 3-yr. avg.[c]	35 $\mu g/m^3$	27.3 $\mu g/m^3$	
Carbon Monoxide	8-hour average[a]	9 ppm	2.8 $\mu g/m^3$	Botanical Garden
	1-hour average[a]	35 ppm	3.2 ppm	
Ozone	Maximum daily 8-hr avg.[b]	0.075 ppm	0.072 ppm	Botanical Garden
Nitrogen Dioxide	12-month arithmetic mean	100 $\mu g/m^3$	20.86 $\mu g/m^3$	Botanical Garden
	1-hour average[d]	100 ppb (188 $\mu g/m^3$)	65 ppb (122.2 $\mu g/m^3$)	
Lead	Quarterly mean	0.15 $\mu g/m^3$	0.05 $\mu g/m^3$ (2010)	I.S. 52 (Bronx)

Notes: ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.
a. Not to be exceeded more than once a year.
b. Three-year average of the annual fourth highest maximum 8-hour average concentration effective May 27, 2008.
c. Not to be exceeded by the 98th percentile of 24-hour $PM_{2.5}$ concentrations in a year (averaged over 3 years).
d. Three-year average of the 98th percentile of the daily maximum 1-hour average, effective January 22, 2010.
e. Three-year average of the 99th percentile of the daily maximum 1-hour average, final rule signed June 2, 2010.
Sources: New York State Department of Environmental Conservation; New York State Ambient Air Quality Development Report, 2009; New York City Department of Environmental Protection, 2012.

State Implementation Plan (SIP)

The Clean Air Act requires states to submit to the EPA a SIP for attainment of the NAAQS. The 1977 and 1990 amendments required comprehensive plan revisions for areas where one or more of the standards have yet to be attained. Bronx County is part of a CO maintenance area and is nonattainment (moderate) for the 8-hour ozone standard and nonattainment for PM_{10} and $PM_{2.5}$. The state is under mandate to develop SIPs to address ozone, carbon monoxide, and PM_{10}. It is also working with the EPA to formulate standard practices for regional haze and $PM_{2.5}$.

Background Concentrations

As a conservative approach for CO, the highest value from the past 5 years of monitored values was used as the background value. Based on the Botanical Gardens station, the CO background would be 3.4 ppm for the 1-hour average and 2.8 ppm for the 8-hour average as shown in Table B-2.

Table B-2
Monitored CO Concentrations

Monitor	Year	1-Hour Value	8-Hour Value
Botanical Gardens, Bronx	2007	3.1	2.0
	2008	2.3	1.7
	2009	**3.4**	2.5
	2010	2.1	1.6
	2011	3.2	**2.8**

Units in parts per million (ppm)
Note: Numbers in bold type are the highest in their category.
Source: New York State Department of Environmental Conservation.

Existing Conditions

The area to be rezoned encompasses portions of two city blocks and eight tax lots. The majority of the rezoning area is currently occupied by the River Plaza shopping center, which occupies an approximately 408,220 sf site. Originally completed in 2004, the River Plaza shopping center contains approximately 263,148 gsf (including storage space), or approximately 99,507 zsf, of commercial floor area in three separate commercial buildings. All of the buildings are low-rise structures that have frontage along West 225th Street.

Accessory parking for the shopping center is primarily located at the roof of the Target building, and includes 620 parking spaces. Access to this parking lot is provided via a ramp accessible from the south side of West 225th Street at Exterior Street, as well as from a ramp in the parking lot located in-front of Marshall's. Approximately 187 additional parking spaces are located throughout the remainder of the shopping center (for a total of 807 accessory spaces).

Future Without the Proposed Action

In the Future without the Proposed Action, the current zoning would remain in place and no expansion of the existing facility would take place. The commercial space would remain at 263,148 gsf and there would be no reduction to the existing 807 spaces.

Future With the Proposed Action

Parking Lot

Under the Proposed Action, the existing accessory parking spaces would be reduced from 807 to 400 parking spaces. Access to the lot would be on the south end of the intersection of 225th Street and Exterior Street. Saturday demand for parking is anticipated to be greater than weekday demand. Table B-3 shows the projected trips into and out of the on a typical Saturday. For the "in" volume, the Saturday period of 546 vehicles during the 4 p.m. - 5 p.m. was used. The "out" volume of 541 vehicles occurs during the 5 p.m. - 6 p.m. hour on Saturday. These times represent the worst volumes for each condition. Vehicles that are exiting the lot emit more CO than incoming autos due to the higher emissions when engines start up in cold start mode.

Table B-3
Saturday Parking Lot Demand, 2014 Action Conditions

Period	Action Volumes		
	In	Out	Total
10-11 am	174	127	301
11-12 pm	350	269	619
12-1 pm	426	337	763
1-2 pm	482	440	922
2-3 pm	487	466	953
3-4 pm	449	479	928
4-5 pm	**546**	490	1,036
5-6 pm	443	**541**	984
6-7 pm	329	428	757
7-8 pm	203	303	506
8-9 pm	85	98	183
9-10 pm	44	68	112
Worst Case	**546**	**541**	**1,068**

The parking analysis was based on the guidelines provided in the 2012 NYC *CEQR Manual Technical Appendices* for parking lots. Per guidance from NYCDEP, a persistence factor of 0.70 was used to convert 1-hour CO values to 8-hour CO values. EPA's MOBILE6.2 emissions model was used to obtain emission factors for hot (entering) and cold (exiting) vehicles as well as idling vehicles. Based on field data from other projects, passenger vehicles were divided into 76% autos and 24% SUVs for the purposes of obtaining a composite emission factor. Exiting vehicles were assumed to idle for one minute before departing, and speeds within the parking lot were 5 mph. As indicated previously, the 8-hour background value would be 2.8 ppm.

The worst-case receptor points for the parking lot are: along the near sidewalk, six feet from the plaza wall on W. 225th Street (R1), and a sidewalk position directly across W. 225th Street, 72 feet from the plaza boundary (R2). This is based on sidewalk widths of 12 feet and a width of 60 feet for W. 225th Street. As a worst case, no credit was taken for the elevation of the parking lot on the roof of the Target building.

For the line source contribution, vehicles on W. 225th Street were assumed to travel at 25 mph, and to be a mixture of hot (warmed up) and cold engines. Vehicular mix for W. 225th Street was obtained from the traffic analysis. It included 1.8% urban buses, 0.7% heavy duty gasoline trucks, and 0.4% heavy duty diesel trucks. No line source contribution is calculated for the receptor point on the near side of the sidewalk.

Table B-4 shows the calculations for the two receptor points for the worst case analysis using the spreadsheet provided on the website for the *CEQR Technical Manual.* The incremental CO concentration at R1 and R2 for the peak Saturday period would not exceed more than half the difference between baseline concentrations and the 8-hour standard. The total 8-hour CO concentrations for this period, including the background value, are shown in Table B-5. As shown in Table B-5, the total CO at R1 and R2 for the peak Saturday period would be 3.1 ppm and 3.2 ppm respectively. These values are below the NAAQS CO 8-hour threshold concentration of 9 ppm.

Table B-4
Parking Lot CO Concentrations
2014 Action Conditions, Saturday Afternoon Period

Data		1-Hour Trips			Lot Sq. Ft.	Mean Travel Dist. (ft)	Peak 1-Hour ER (r1)	Peak 1-Hour ER (r2)	Qa 1-Hour CO (r1)	Qa 1-Hour CO (r2)
2014 Mobile6.2 Emissions		**Period**	**Ins**	**Outs**						
Cold idle (g/hr)	74.9	Worst Case	527	541	174,080	576	0.734	0.734	0.000045	0.000045
Cold 5 mph	22.1									
Hot 5 mph	11.1									
8-Hr persistence factor	0.70								**R1, near**	**R2, far**
									1-Hour	**1-Hour**
Parking Lot Data		ru = xu+xo, effective distance from receiver to upwind edge of lot (m)							119.3	139.4
Total sq. ft.	174,080	rd = xd+xo, effective distance from receiver to downwind edge of lot (m)							21.7	41.8
Average lot area (m)	16,173	xu, measured distance from receiver to upwind edge of lot (m)							99.4	119.5
Average length (ft)	320	xd, measured distance from receiver to downwind edge of lot (m)							1.8	21.9
Average width (ft)	544	xo, virtual distance used for initial vertical mixing of CO (m)							19.9	19.9
Avg. travel distance (ft.)	576	Distance to Receiver (ft)							6	72
		Distance to Receiver (m)							1.8	21.9
Peak 1-hour trips										
In	546									
Out	541	CO conc., gm/m^3=Xu=0.8/a×(1-b) ×(ru^(1-b)-rd^(1-b))×Qa×PF							0.00031	0.00024
Total	1,087	1-Hour CO concentration (ppm)							0.268	0.207
Constants									**8-Hour**	**8-Hour**
Empirical constant a	0.50	CO concentration (ppm)							0.1877	0.1451
Empirical constant b	0.77	Line source contribution (ppm)							NA	0.3048
Wind speed (meters/sec.)	1	**Total**							**0.1877**	**0.4499**

Table B-5
Total 8-Hour CO Concentrations (ppm)
2014 Action Conditions, Saturday

Receptor/Period	Parking Lot	W.225th St.	Background	Total CO at Receiver
R1, near sidewalk	0.1877	0.0	2.8	3.0
R2, far sidewalk	0.1451	0.3048	2.8	3.2

Conclusion

Based on the parking lot analysis, no air quality impacts are anticipated as a result of the proposed action. All projected CO concentrations are within NAAQS standards and the NYC *de minimis* value. Therefore, no detailed air quality analysis is required and no significant mobile source air quality impacts are expected as a result of the Proposed Action.

Stationary Sources

Actions can result in stationary source air quality impacts when they (1) create new stationary sources of pollutants that can affect surrounding uses (such as emission stacks from industrial plants, hospital, or other large institutional uses, or building's boiler stack(s) used for heating/hot water, ventilation, or air conditioning systems that can affect surrounding uses); (2) introduce certain new uses near existing (or planned future) emissions stacks that may affect the use; or (3) introduce structures near such stacks so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.

The Proposed Action would not create any large emissions sources, such as solid waste or medical waste incinerators, cogeneration facilities, asphalt and concrete plants, or power generating plants, nor would it facilitate the construction of medical, chemical or research labs, or any manufacturing or processing facilities. It also would not locate sensitive land uses such as schools, hospitals, parks, or residences near a large emission source, or any medical, chemical, or research labs. The Proposed Action would facilitate the expansion of an existing retail shopping center in an area that supports a mix of land uses, including commercial, transportation-related, residential, light industrial and institutional uses. The proposed development would not produce any significant odors, nor would it locate new uses near an odor-producing facility. In addition, the Proposed Action would not create "non-point" sources, such as unpaved surfaces and storage piles that could result in what is known as fugitive dust, or result in new uses near non-point sources.

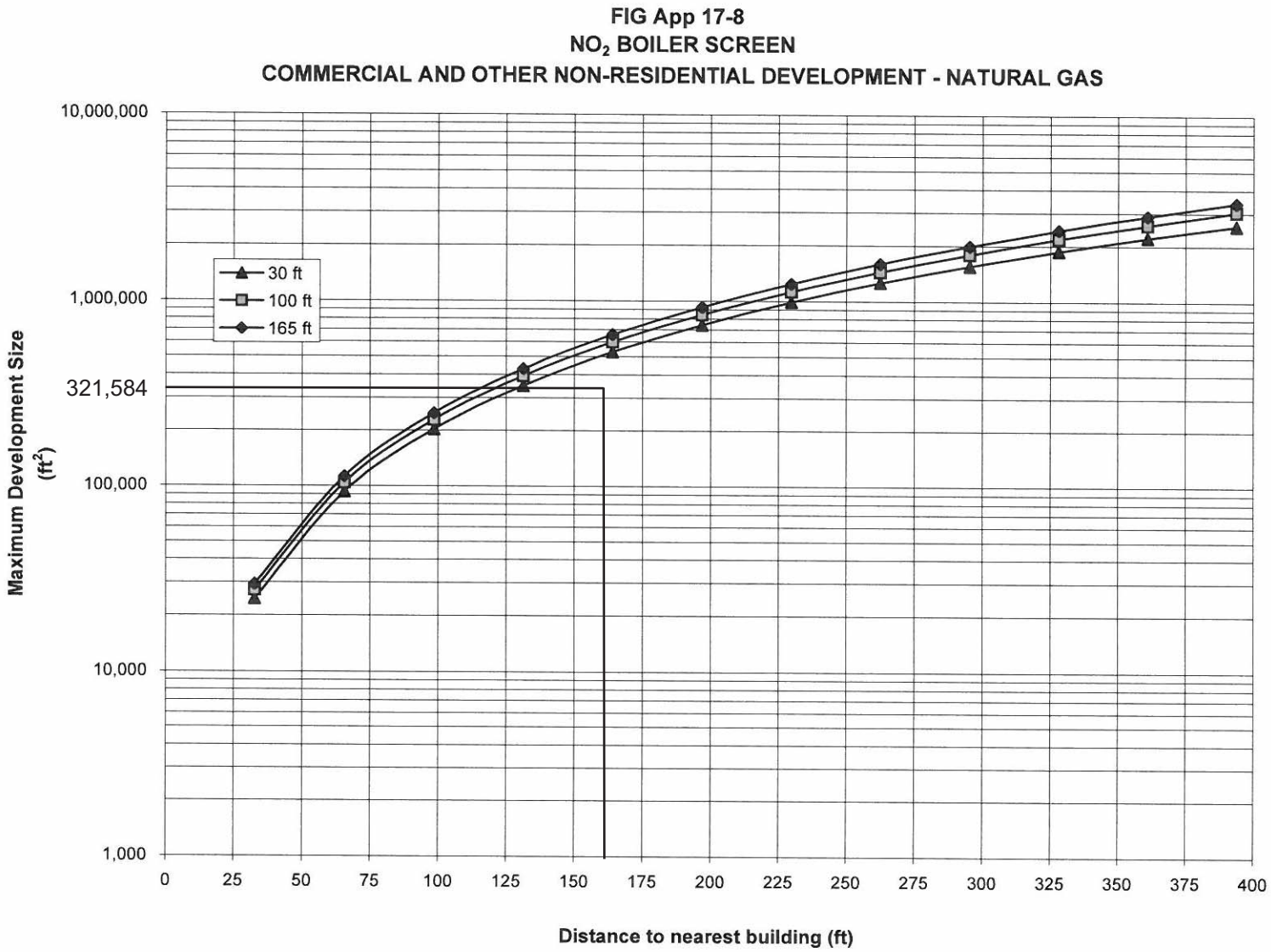
As the Proposed Action would result in the construction of an addition to an existing commercial building that would continue to use natural gas for its heating/hot water, ventilation and air conditioning (HVAC), a screening analysis was performed for the proposed development. The air quality analysis of boiler HVAC emissions is based on the screening procedures and methodologies provided in Sub-Section 322.1 of the *2012 CEQR Technical Manual*. This analysis uses a nomographic procedure based on size of proposed expansion (i.e., floor area square footage), fuel type, and distance to nearest receptor or buildings of a height similar to or greater than the stack height of the proposed building(s). Floor area is considered an indicator of fuel usage rate. This procedure is only appropriate for buildings at least 30 feet from the nearest building of similar or greater height. If the proposed building expansion passes the screening analysis, then there is no potential for a significant air quality impact from the project's boiler, and detailed analysis does not need to be conducted. The nomographic figure was specifically developed through detailed mathematical modeling to predict the threshold of development size below which a project would be unlikely to have a significant impact.

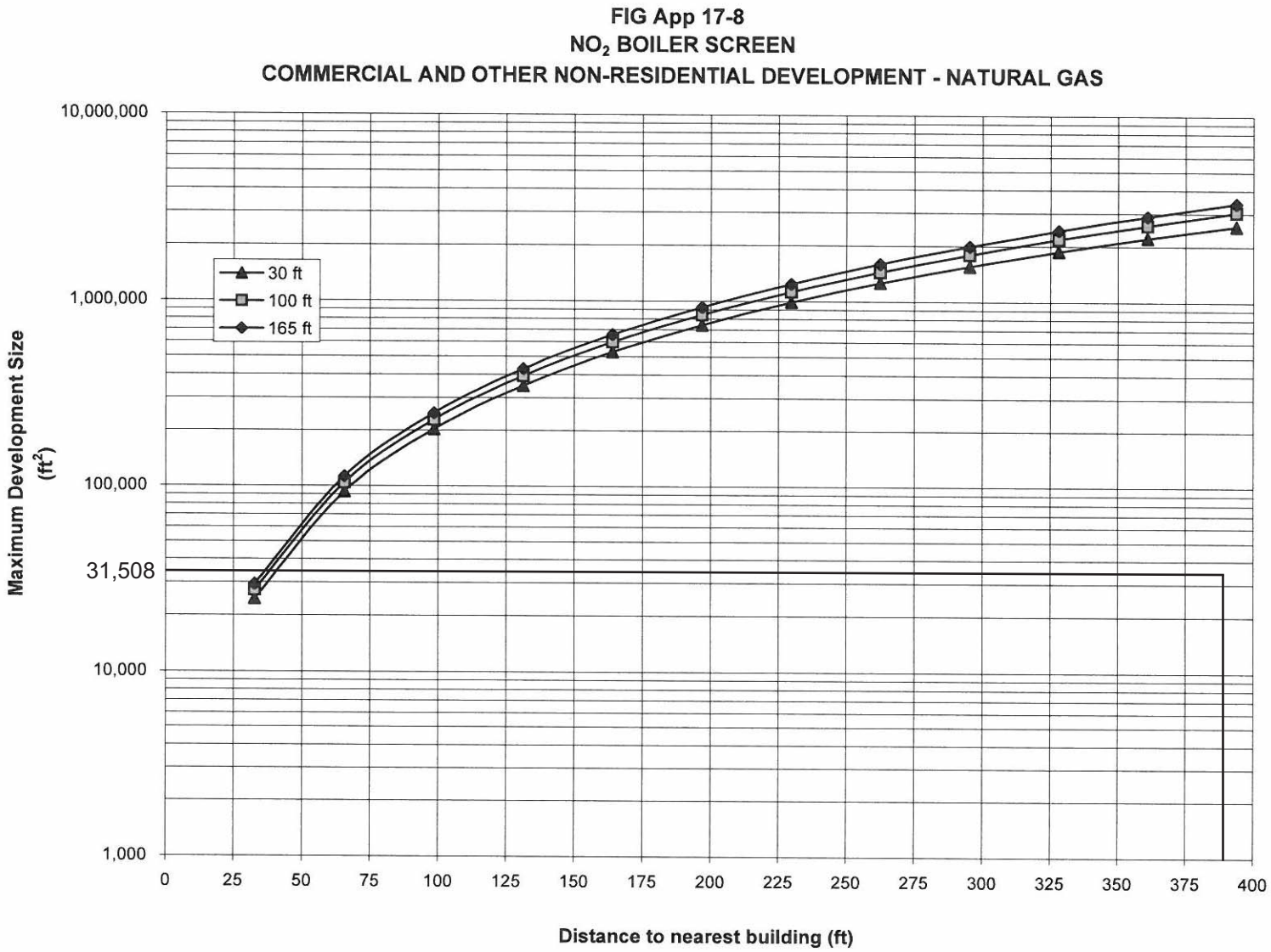
The Proposed Action would facilitate the construction of an approximately 118,391 gsf expansion to an existing shopping center. The proposed addition would enlarge the existing one-story commercial retail building anchored by Target and Marshall's at Exterior Street (refer to the preliminary site plan shown in Figure A-5 in Attachment A, "Project Description"). An approximate 107,696 gsf retail expansion would be constructed above the existing building forming a second story adjacent to and west of the existing entry plaza to Target. The resultant building would contain a total of approximately 321,584 gsf. According to the Applicant, under the With-Action scenario, the proposed expansion to River Plaza would utilize the existing boilers, which have sufficient capacity for this expansion. The stack is located on the roof of the existing building which rises to a height of approximately 40 feet. An approximately 10,695 gsf storage space expansion would be constructed adjacent to and west of the existing storage space in the rear of the Target building. The resultant storage area would contain a total of 31,508 gsf. The proposed storage expansion would utilize the existing storage HVAC system.

The closest buildings of similar or greater height to the proposed retail development are located across West 225th Street about 159 feet north of the shopping center. These buildings are high-rise residential apartment buildings that are part of the NYC Housing Authority's Marble Hill Houses (see Figure B-1).

The enlarged Target/Marshalls building would continue to use natural gas for its boilers. With natural gas, the primary pollutant of concern is NO_2. The nearest existing or expected future building of equal or greater height to the building would be the 14-story residential apartment buildings of the Marble Hill Houses located across West 225th Street to the north of the shopping center. This existing building would be approximately 159 feet from the stack of the building.


159 Feet
Retail Building
390 Feet
Storage Building
360 ft
Imagery Date: 6/2/2011
1995
40°52'17.33" N 73°54'21.88" W elev 31 ft
Eye alt 1592 ft
Google earth
N


FIG App 17-8
NO2 BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - NATURAL GAS
Maximum Development Size (ft2)
10,000,000
1,000,000
321,584
100,000
10,000
1,000
30 ft
100 ft
165 ft
0
25
50
75
100
125
150
175
200
225
250
275
300
325
350
375
400
Distance to nearest building (ft)


FIG App 17-8
NO2 BOILER SCREEN
COMMERCIAL AND OTHER NON-RESIDENTIAL DEVELOPMENT - NATURAL GAS
Maximum Development Size (ft2)
10,000,000
1,000,000
100,000
31,508
10,000
1,000
30 ft
100 ft
165 ft
0
25
50
75
100
125
150
175
200
225
250
275
300
325
350
375
400
Distance to nearest building (ft)

As shown in Figure B-2, the total square footage of the enlarged building is plotted against the distance in feet of the nearest building of height similar to or greater than the associated stacks of the building. In Figure B-2, the plotted point falls below the curve. As the plotted point is below the relevant curve, a potential significant adverse impact due to boiler stack emissions from the proposed development's boiler is not anticipated and further analysis is not warranted.

The closest buildings of similar or greater height to the storage facility are located across the Major Deegan Expressway; about 390 feet east of the building (see Figure B-1). These buildings are 6-story residential apartment buildings.

The enlarged storage building would continue to use natural gas for its boilers. With natural gas, the primary pollutant of concern is NO_2. The nearest existing or expected future building of equal or greater height to the building would be the 6-story residential apartment buildings located across the Major Deegan Expressway to the east of the storage facility. This existing buildings would be approximately 390 feet from the stack of the storage building.

As shown in Figures B-2a, the total square footage of the enlarged storage building (31,508 gsf) is plotted against the distance in feet of the nearest building of height similar to or greater than the associated stacks of the building. In Figure B-2a, the plotted point falls below the curve. As the plotted point is below the relevant curve, a potential significant adverse impact due to boiler stack emissions from the proposed development's boiler is not anticipated and further analysis is not warranted.

As discussed above, the proposed retail and storage expansions would utilize the existing boiler systems. In addition, based on the screening analysis, neither the retail expansion nor the storage expansion would impact any surrounding uses. As such, the Proposed Action would not result in any significant adverse stationary source air quality impacts, and no further analysis is warranted.

NOISE

A noise analysis examines an action for its potential effects on sensitive noise receptors, including the effects on the interior noise levels of residential, commercial and certain community facility uses, such as hospitals, schools, and libraries. The *2012 CEQR Technical Manual* recommends an analysis of three principal types of noise sources affecting the New York City environment: mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating and air conditioning systems) and construction noise.

According to the guidelines established in the *CEQR Technical Manual,* an initial impact screening would consider whether a proposed action would generate any mobile or stationary source noise, or would be located in an area with high ambient noise levels. As stated in the *CEQR Technical Manual*, there is the potential for significant adverse impacts and a detailed mobile source noise analysis is generally performed if passenger car equivalent (PCE) values are at least doubled between existing and action conditions during the worst-case expected hour at receptors most likely to be affected by the Proposed Action. As discussed above, the Proposed Action would generate a maximum of 216 vehicle trips in any peak hour compared to No-Action conditions. The existing total two-way volumes during the Saturday peak hour along West 225th Street in the vicinity of the project site range from approximately 1,180 to 1,302. As such, the proposed project increment of 216 auto trips would not result in the doubling of noise PCEs. Therefore, a mobile noise analysis is not warranted.

The Proposed Action would facilitate the expansion of an existing shopping center at 40-50 West 225th Street introducing additional retail and storage space. It would not cause a substantial station source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor. The project site is within 1,500 feet of the Metro North track, however, as the proposed retail expansion would be located on the roof of the existing Target building, the projected windows would not have a line of sight to the track. In addition, the Proposed Action would not result in the placement of new sensitive receptors (i.e., residences, hotels, schools, health care facilities, museums etc.) in an area with high ambient noises levels or at sites in the vicinity of potential stationary and mobile noise sources. Therefore, no further analysis is warranted.

The Proposed Action would not result in any significant adverse mobile or stationary sources impacts.

NEIGHBORHOOD CHARACTER

As defined in the *2012 CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise. Pursuant to CEQR an assessment of neighborhood character may be appropriate if the proposed action has the potential to result in significant adverse impacts on land use, zoning, public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

The Proposed Action would not adversely affect any component of the surrounding area's neighborhood character. As discussed in Attachment C, "Land Use, Zoning, and Public Policy," the Proposed Action and associated RWCDS would not conflict with the surrounding activities, nor would it significantly impact land use patterns. The proposed zoning change would facilitate the expansion of an existing shopping center. The proposed enlargement would enhance existing facilities increasing storage space for the shopping center and introducing additional retail space.

The Proposed Action would not result in substantially new development that is markedly different from existing uses, development and activities within the neighborhood, nor would it result in any direct or indirect displacement. The proposed addition would be constructed in accordance with all applicable zoning regulations of the proposed C8-3 zoning district, and would not be substantially different in bulk, height, or scale from existing development in the surrounding area.

The proposed addition would not result in any unmitigated significant transportation impacts, or significant changes in traffic patterns within the study area. It also would not have any significant adverse impacts on any of the other technical areas related to neighborhood character. Therefore, the Proposed Action would not have a significant adverse impact neighborhood character, and further analysis is not warranted.

CONSTRUCTION IMPACTS

According to the guidelines of the *2012 CEQR Technical Manual,* construction activities not involving any in-ground disturbance and of short-term duration (less than 2 years) do not warrant a detailed analysis. The Proposed Action would facilitate the expansion of an existing commercial building at the River Plaza shopping center. An approximately 107,696 gsf retail addition would be constructed

above the existing one-story building anchored by Target and Marshall's, and an approximate 10,695 gsf storage space expansion would be constructed adjacent to and west of the existing storage space in the rear of the Target/Marshalls building along the southern boundary of the proposed rezoning area. The proposed construction efforts would not result in any excavation, in-ground disturbance, or demolition. The duration of construction would be short-term, implemented in a single phase with all construction work completed in approximately 12 months by 2014. As the Proposed Action would result in construction activities that are of short duration and do not require any in-ground construction efforts, no significant adverse construction impacts would result, and no further analysis is required.

All construction work would be undertaken in accordance with applicable city, state, and federal laws, regulations, and codes. All construction staging is expected to occur on-site. Most construction activity is expected to occur between the hours of 7:00 am and 5:00 pm on weekdays.

The project site is located in an area with substantial noise and activity from Broadway and the elevated IRT No. 1 subway line, as well as the Major Deegan Expressway (Route 87), and construction of this limited magnitude and duration would not significantly affect neighborhood land use or neighborhood character.

During construction, standard practices would be followed to ensure safe pedestrian and vehicular access to nearby buildings and along affected streets and sidewalks. Access to the existing stores and services of River Plaza would be maintained at all times during operating hours. No community facilities or open spaces would be adversely affected by the construction of the proposed expansion. All work areas would be fenced off with limited access points for workers.

Construction may at times also result in temporary closings of sidewalks adjacent to the site. Any sidewalk or street closures require the approval of the New York City Department of Transportation's Office of Construction Management and Coordination (NYCDOT-OCMC), the entity that insures critical arteries are not interrupted, especially in peak travel periods. All construction activities would be in accordance with the City's building and noise codes, and any potential impacts would be limited and temporary. Builders would be required to plan and carry out noise and dust control measures during construction. In addition, there would be requirements for street crossing and entrance barriers, protective scaffolding, and strict compliance with all applicable construction safety measures.

The proposed construction activities would conform to the requirements of the New York City Department of Buildings (NYCDOB) that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19.

ATTACHMENT C

LAND USE, ZONING & PUBLIC POLICY

I. INTRODUCTION

Under the *2012 CEQR Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed project, and determines whether that proposed project is compatible with those conditions or may affect them. Similarly, the analysis considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

The Proposed Action involves a zoning map change affecting portions of two City blocks (part of Manhattan Block 2215 and Bronx Block 3245) in the Marble Hill neighborhood of northern Manhattan/the Bronx, in Bronx Community District 7. The proposed zoning change would facilitate the expansion on an existing shopping center, River Plaza, at 40-50 West 225th Street. The proposed expansion would add approximately 25,680 gsf of retail and an approximately 10,965 gsf expansion of the existing storage space (total expansion of approximately 36,375 gsf). However, as discussed in Attachment A, "Project Description", a reasonable worst-case development scenario (RWCDS) of approximately 107,696 gsf of retail and an approximately 10,965 gsf expansion of the existing storage space (total expansion of approximately 118,391 gsf) is analyzed in this EAS for conservative purposes.

Under *CEQR* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. *CEQR* also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas. Since this EAS has provided detailed assessments for transportation, a detailed land use and zoning assessment has also been provided. The detailed assessment discusses existing and future conditions with and without the Proposed Action in the 2014 analysis year for a primary study area (coterminous with the rezoning area), and a secondary (approximate quarter-mile radius) study area surrounding the proposed rezoning area.

II. METHODOLOGY

Existing land uses were identified through review of a combination of sources including field surveys and secondary sources. New York City Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the study area, and provide the basis for the zoning evaluation of the Future No-Action and Future With-Action Conditions. Relevant public policy documents, recognized by the New York City Department of City Planning (NYCDCP) and other city agencies, were utilized to describe existing public policies pertaining to the study area, and served as the basis for the Future Without (No-Action condition) and Future With-Action discussions of public policy.

The Proposed Action includes a zoning map amendment, which would affect land use, zoning and potentially public policy. Land use, zoning, and public policy are addressed and analyzed for two geographical areas for the proposed rezoning: (1) the rezoning area also referred to as the primary study area, and (2) a secondary study area. For the purpose of this assessment, the primary study area is coterminous with the rezoning area, and comprises approximately 436,010 sf area, including Manhattan Block 2215, Lots 652, 653, 654, 665, 670, p/o 672, 690 and 700 and Bronx Block 3245, Lot 60 and p/o Lot 12. The primary study area is roughly bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of the MTA Metro North Railroad to the south. The secondary study area extends an approximate quarter-mile radius from the boundary of the rezoning area and encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Action. It is generally bound by Jacobus Place to the west, the Marble Hill Houses to the north, Bailey Avenue to the east, and the Harlem River to the south. Both the primary and secondary study areas have been established in accordance with *2012 CEQR Technical Manual* guidelines and can be seen in Figure C-1.

III. PRELIMINARY ASSESSMENT

Land Use and Zoning

A preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. However, under CEQR guidelines, if a detailed assessment is required in the technical analyses of socioeconomic conditions, neighborhood character, transportation, air quality, noise, infrastructure, or hazardous materials, a detailed land use assessment is appropriate. This EAS provides detailed assessments of transportation; therefore a detailed assessment of land use and zoning is warranted and provided in Section IV below. As a detailed assessment is warranted for the Proposed Action, the information that would typically be included in a preliminary assessment (e.g., physical setting, present land use, zoning information, etc.) has been incorporated into the detailed assessment in Section IV below. As discussed in the detailed assessment, the Proposed Action is not expected to adversely affect land use or zoning.

Public Policy

In addition, some assessment of public policy should accompany an assessment of land use and zoning. According to the *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the study area. If the proposed projects could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary. As described below, the Proposed Action does not warrant a detailed assessment of public policies.

The proposed rezoning area is located within the designated boundaries of New York City's Coastal Zone. There are no other adopted City policies applicable to the proposed rezoning area. The proposed rezoning area and surrounding quarter-mile secondary area are not controlled by or located in an urban

renewal area, designated in-place industrial park, or Industrial Business Zone or Ombudsman Area, nor does the Proposed Action involve the siting of any public facilities (Fair Share).

Waterfront Revitalization Program (WRP) Coastal Zone Management

The federal Coastal Zone Management Act of 1972 established to support and protect the nation's coastal areas, set forth standard policies for the review of new projects along coastlines. As part of the Federal Coastal Zone Management Program, New York State has adopted a state Coastal Zone Management Program, designed to achieve a balance between economic development and preservation. The program is also designed to minimize adverse changes to ecological systems, including limiting erosion and flood hazards. The state program contains provisions for local governments to develop their own local waterfront revitalization programs (WRPs). New York City has adopted such a program (New York City Waterfront Revitalization Program, NYCDCP, revised 1999). The Local WRP establishes the City's Coastal Zone, and includes policies that address the waterfront's economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives.

As shown in Figure C-2, the proposed rezoning area and the secondary study area fall within the City's designated coastal zone, and therefore, the Proposed Action must be assessed for its consistency with the policies of the City's Local Waterfront Revitalization Program (LWRP). A WRP Consistency Assessment Form has been completed for the project, and is attached as Appendix A. An assessment of the Proposed Action's compliance with the local Coastal Zone policies is provided below.

<u>Policy 1: Support and facilitate commercial and residential development in areas well-suited to such development.</u>

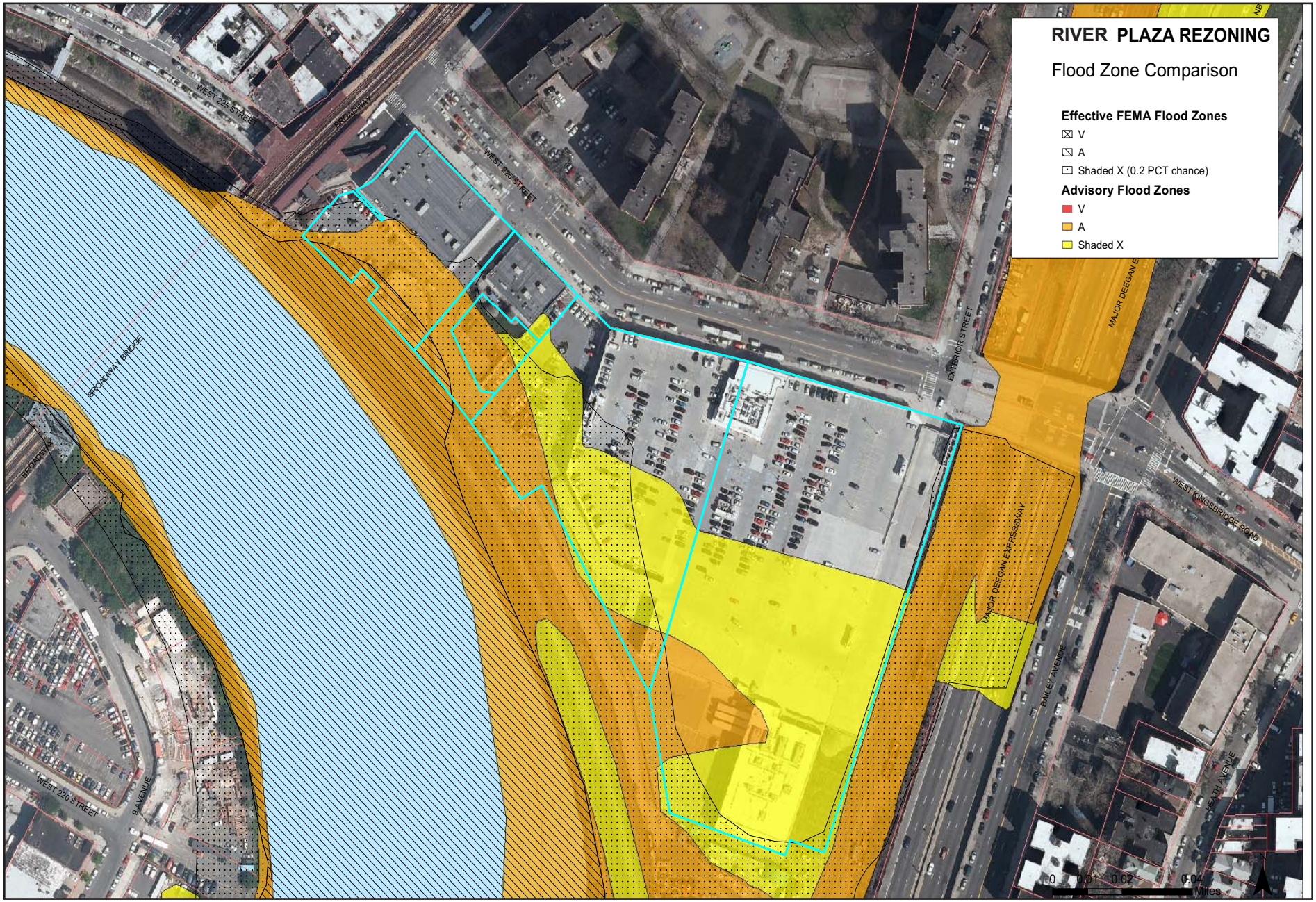
Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The proposed rezoning area is appropriate for commercial redevelopment. The proposed rezoning area is not located in either a Significant Maritime and Industrial Area or a Special Natural Waterfront Area, nor does it contain any unique or significant natural features. The Proposed Action would help to further optimize land use in the area by providing additional retail, services and generate business at a site that is highly visible and accessible, in close proximity to mass transit and to major transportation corridors. River Plaza shopping center offers a diverse selection of goods and services, and is located near the surrounding area's main commercial shopping corridor along Broadway. The proposed expansion would be compatible and complement similar retail uses in the surrounding area. Therefore, the proposed project is consistent with this policy.

<u>Policy 6: Minimize loss of life, structures and natural resources caused by flooding and erosion.</u>

Portions of the rezoning area are located within FEMA flood zones (Zones A and Shaded X), however. The area of the proposed retail expansion is not located within any portion of the flood zones. The portion of the site accommodating the storage building is located within both the Advisory Flood Zones A and Shaded X, which were released following Hurricane Sandy (see Figure C-3). Within the Advisory A zones, the ABFE is 10' NAVD 88. The storage building and would comply with all building code requirements at the time of construction and therefore the proposed project would not result in any negative impact to life, structures or natural resources within the area. Therefore, the Proposed Action would be compliant with this policy.


Coastal Zone Boundary of New York: Section 1
BOUNDARY LINE OF THE CITY OF NEW YORK
CITY OF YONKERS
NEW JERSEY
HUDSON
RIVER
VAN CORTLANDT PARK
WOODLAWN CEMETERY
JEROME PARK RESERVOIR
HARLEM RIVER
RIVERDALE PARK
SEE MAP 2
Area to be Rezoned
NEW YORK CITY DEPARTMENT OF CITY PLANNING
MAPPED STREETS AS OF JUNE 6, 1962
SHORELINE AND WATER BODIES AS OF JANUARY 1, 1968
NEW YORK CITY MAPPED STREETS: SECTION 1
BOROUGH OF THE BRONX, BRONX COUNTY


RIVER PLAZA REZONING
Flood Zone Comparison
Effective FEMA Flood Zones
V
A
Shaded X (0.2 PCT chance)
Advisory Flood Zones
V
A
Shaded X
WEST 225 STREET
BROADWAY
WEST 225 STREET
BROADWAY BRIDGE
EXTERIOR STREET
MAJOR DEEGAN E
MAJOR DEEGAN EXPRESSWAY
BAILEY AVENUE
WEST KINGSBRIDGE ROAD
HEATH AVENUE
BROADWAY
WEST 220 STREET
9 AVENUE
0 0.01 0.02 0.04
Miles

Policy 7: Minimize environmental degradation from solid waste and hazardous substances.

Policy 7.2: Prevent and remediate discharge of petroleum products.

The Proposed Action would not result in the introduction of any petroleum-related facility in the rezoning area, or result in any impacts with respect to petroleum-containing materials. According to an UST Closure report prepared by Whitestone Associates in 2003, all underground and above storage tanks (ASTs and USTs) at the site were closed and/or removed in accordance with all applicable regulations prior to any construction on the site. The proposed development site has been properly remediated and issued a "No Further Action" letter from the New York State Department of Environmental Conservation (DEC), regarding Spill numbers 0207652 and 0207895. In addition, an (e) designation would be mapped on a portion of the project site as a result of the proposed minimal in-ground disturbance that would occur for the construction of the storage area. The (e) designation would require the applicant to install a vapor barrier or perform environmental site investigation/and or testing at the time of construction. Therefore, the proposed project is consistent with this policy.

The Waterfront Open Space Division at the Department of City Planning has reviewed the waterfront aspect of this project and has determined that the proposed project is consistent with the City's WRP policies (WRP #12-126). Therefore, the Proposed Action would not have an adverse impact on public policy.

III. DETAILED ASSESSMENT

Existing Conditions

Land Use

Primary Study Area

The primary study area comprises approximately 10 acres (436,010 sf), and is roughly bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of the MTA Metro North Railroad to the south. The majority of the rezoning area (approximately 408,220 sf) is occupied by the River Plaza shopping center, which consists of three low-rise commercial buildings that contain a total of approximately 263,148 gsf of floor area (or approximately 99,507 zsf) and accessory parking (refer to Figure A-4 in Attachment A, "Project Description" which provides the existing site plan of River Plaza). The three commercial buildings front on West 225th Street and accommodate a range of retail, restaurant, and other service uses, including national and regional chains, such as Planet Fitness, Chase Bank, Starbucks, RadioShack, the Children's Place, Target, Marshall's, and Applebee's. Most of the shopping center's accessory parking (620 spaces) is located at the largest building which houses a Target and Marshall's and is located on the southwest corner of Exterior Street and West 225th Street. Additional parking (187 spaces) is provided throughout the shopping center. Loading and ancillary storage space for Target is provided in the rear of the building along the southeastern edge of the proposed rezoning area. There are two vehicular entrances to the shopping center, one at the eastern edge of the property at Exterior Street, which provides a ramp to parking lot at the Target and Marshall's building and another near the western edge of the property directly west of the one-story Applebee's restaurant.

Several of the lots within the rezoning area are owned by the New York City Department of Environmental Protection (DEP) (Block 2215, Lots 652 and 653), the Metropolitan Transportation

Authority (MTA) (Block 2215, Lot 672, 690 and Block 3245 Lot 12), and The City of New York (Lot 670). Lots 652, 653, and 670 are located within the boundary of the River Plaza shopping center. A New York City Pump Station for DEP is located on Lot 652 located in the rear of Applebee's (Retail K2). Lot 653 is a vacant, grassy parcel and is also utilized by DEP. Lot 670 is a paved area utilized as an easement for the city. Lot 672 is a grassy strip of land adjacent to the Metro North rail line and is not within the River Plaza shopping center property. Lot 690 is a paved driveway used by MTA vehicles. The portion of Block 3245, Lot 12 located within the rezoning area contains a paved area for use by the MTA as parking and storage. Approximately 52,001 sf of the River Plaza shopping center site is considered easements for DEP. The easement portions of the site are currently utilized as paved driveways to access parking for the River Plaza shopping center.

Secondary Study Area

As shown in Figure C-1, the area surrounding the rezoning area is a dense urban area that is largely fully developed and supports a mix of land uses, including commercial, residential, and transportation-related uses.

The area to the north of the rezoning area is residential. The New York City Housing Authority's Marble Hill Houses occupy a large, irregular-shaped block that is bounded by West 230th Street to the north, Exterior Street to the east, West 225th Street to the south and Broadway to the west. Comprising more than 16 acres, the Marble Hill Houses consist of several high-rise apartment buildings on a campus-like setting with accessory open space and accessory parking lots. In its entirety, the Marble Hill Houses include eleven buildings, rising 14-and 15-stories high and containing 1,682 apartments. The buildings are located at the block's periphery and are oriented around a large open green space at the center of the block.

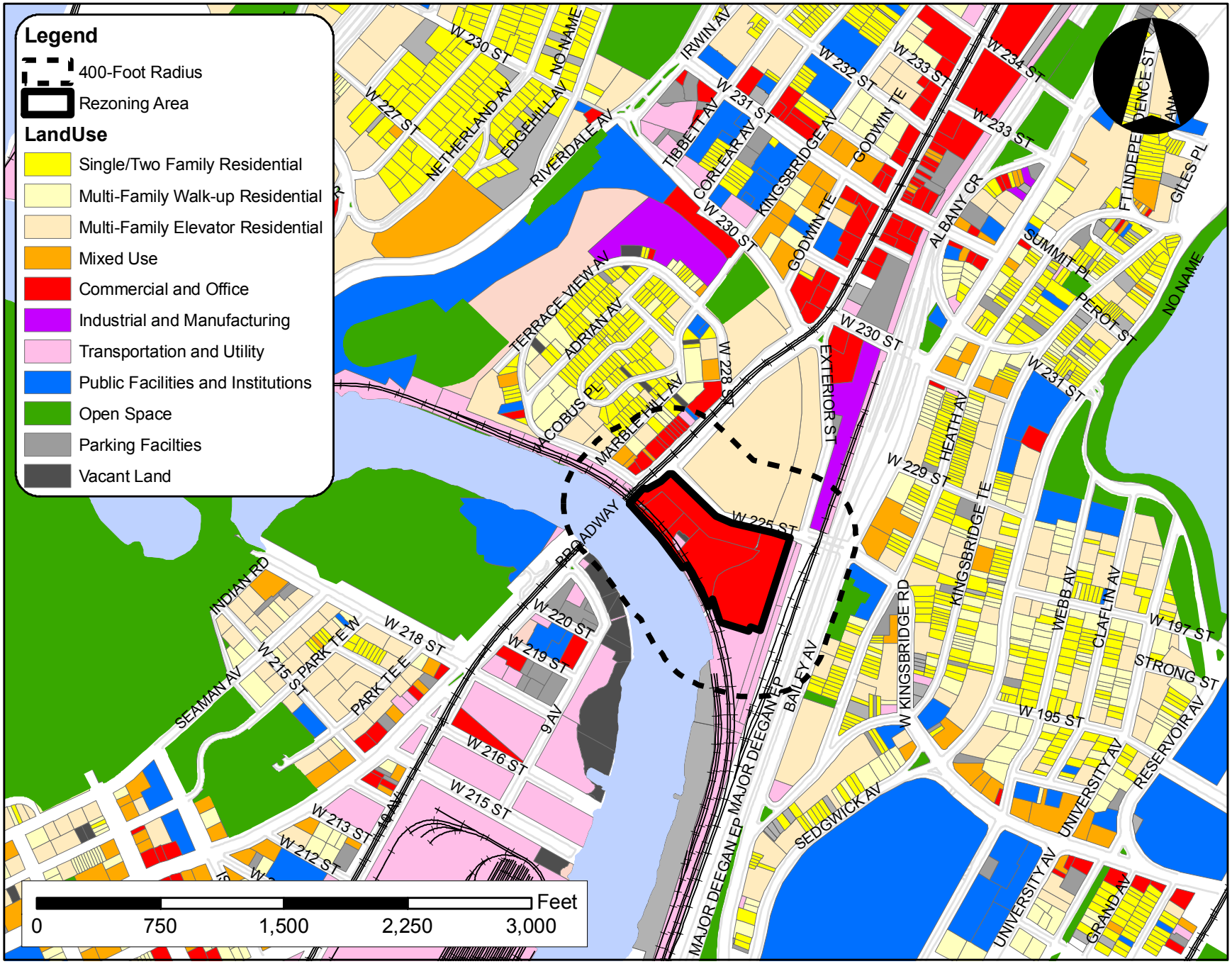
The Major Deegan Expressway, which is the southernmost extension of the New York State Thruway (Route 87), borders the proposed rezoning area to the east. It is a north-south, limited-access expressway with three travel lanes in each direction. The closest entrance ramp to the expressway is located five blocks north of the rezoning area from West 230th Street. Direct east of the Major Deegan Expressway, Bailey Avenue forms the eastern edge of the study area boundary. Bailey Avenue is two-way with two travel lane and on-street parking in both directions that extends along the east side of the Major Deegan. The west side of Bailey Avenue is lined with residential, and community facility uses in the vicinity of the proposed rezoning area.

The area to the south of the rezoning area is improved with New York City Metropolitan Transit Authority (MTA) railroad lines, which serve the Hudson Line of the Metro North commuter railroad. In addition, an abandoned MTA railroad building is located at the southeastern edge of the study area. Further south is the Harlem River, which separates Marble Hill from the rest of Manhattan.

Directly west of the proposed rezoning area is the 225th Street/Marble Hill subway station on the IRT No. 1 subway line, which extends as an elevated rail line above Broadway providing southbound service to Lower Manhattan and northbound service to 242nd Street/Van Courtlandt Park in the Bronx. Across Broadway, to the west, is improved with commercial storefront buildings and residential buildings with ground floor retail that front on Broadway. Broadway is the surrounding area's main commercial shopping corridor. Further east the area becomes primarily residential and contains low- and mid-rise one and two family walk-ups and multiunit residential buildings. The Marble Hill Metro-North Station on the Hudson Line is located also further west along the Harlem River near Marble Hill Lane.

Figure C-1

Land Use Study Area



Zoning

Primary Study Area

The area to be rezoned is primarily mapped within a M1-1 high performance manufacturing zoning district, with the exception of western edge which is mapped R6 with a C1-3 commercial overlay (see Figure C-4).

M1-1 zoning districts are often located adjacent to residential zoning districts, and can serve as buffers between residence districts and heavy industrial (M2 and M3) districts. M1-1 zoning districts permit a range of light industrial/manufacturing uses that must be fully enclosed and are subject to strict performance standards with regard to air, noise and vibrations. Office, most retail uses, and certain community facility uses are also allowed as-of-right. Use Groups 4 through 14, and 16 and 17 are allowed in M1-1 zoning districts. Residential uses are generally not permitted in M1 districts. The maximum floor area ratio (FAR) in an M1-1 zoning district is 1.0 for light industrial/manufacturing and commercial uses, and up to 2.4 for certain community facility uses. Under M1-1 zoning, a number of retail uses (Use Group 6) are limited to 10,000 zsf per establishment. These uses include department stores, variety stores, food stores, and dry goods/fabric stores. Accessory parking requirements in M1-1 zoning districts are relatively high. New manufacturing developments in M1-1 zoning districts require one parking space per 300 zsf of retail/office/restaurant space.

R6 zoning districts are medium-density residential districts. Typical R6 development is usually between three-and twelve stories tall. The maximum allowable FAR in an R6 district is 2.43 for residential buildings built pursuant to height factor regulations and 3.0 for residential buildings built pursuant to Quality Housing Regulations within 100-feet of a wide street or 2.43 for Quality Housing buildings built beyond 100-feet from a wide street. For community facility buildings or any buildings used partly for community facility use, the maximum FAR is 4.8.

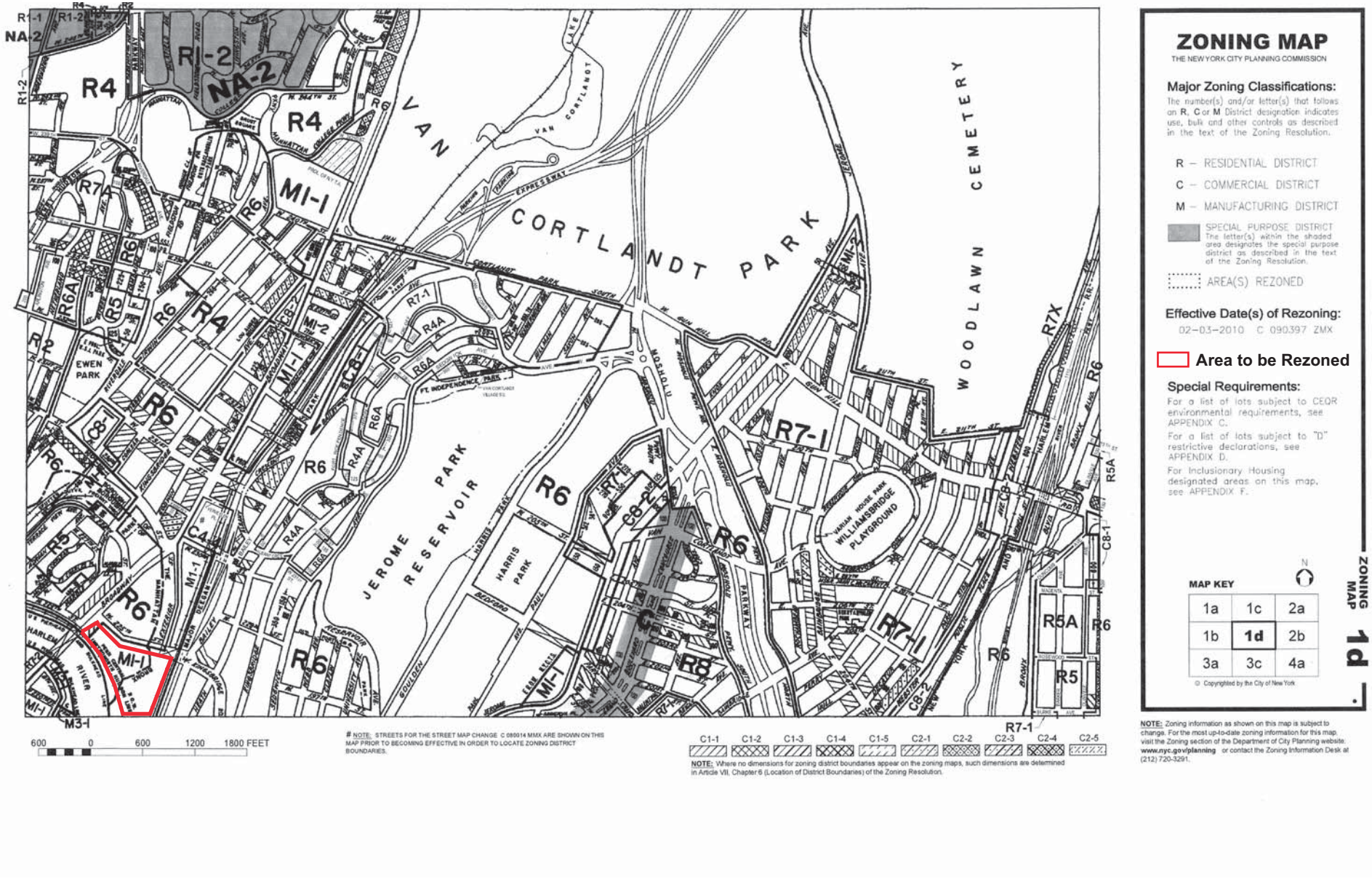
C1 commercial overlays are mapped within residential zoning districts to provide the local retail needs of the surrounding residential neighborhood. Commercial uses are limited to one or two floors, and must always be located below residential uses. C1-3 commercial overlays are mapped to a depth of 150 feet. The maximum FAR for commercial uses in a C1 overlay district mapped within an R6 residential zoning district is 2.0. C1-3 commercial overlays have a parking requirement of one accessory parking space per 400 zsf of retail/office space.

Secondary Study Area

As shown in Figure C-3, much of the secondary study area is zoned R6 for medium density residential uses. The R6 district is mapped to the west, north, and east of the proposed rezoning area. A C1-3 commercial overlay is mapped to a depth of 150 feet along the west side of Broadway from West 228th Street to West 225th Street. The M1-1 high performance industrial/manufacturing district is mapped south of West 230th Street to the east of Exterior Street until the Major Deegan Expressway, and to the south of the proposed rezoning area along the Harlem River.

Future Without the Proposed Action (No-Action Condition)

This section describes conditions that are expected to exist in the build year (2014) absent the Proposed Action.



River Plaza Rezoning EAS

Figure C-4

Existing Zoning Map

Land Use

Primary Study Area

In absence of the Proposed Action, no changes are anticipated within the primary study area. No expansion would occur to River Plaza shopping center, and the number of accessory parking spaces at the shopping center would continue to be 807 spaces.

Secondary Study Area

There are no known development projects anticipated to be completed by the 2014 build year in the quarter-mile secondary study area in the future without the Proposed Action.

Zoning

No changes to zoning in the primary study area, or in the secondary study area are anticipated in the future without the Proposed Action.

Future With the Proposed Action (Action Condition)

This section assesses the potential impacts of the Proposed Action on land use and zoning. The Proposed Action involves a zoning map change affecting portions of two blocks in the Marble Hill neighborhood of the northernmost part of Manhattan/the southwestern Bronx. The proposed zoning change would facilitate the expansion of the River Plaza shopping center. The proposed project would add 36,375 gsf of commercial floor area consisting of approximately 25,680 gsf of retail and approximately 10,695 gsf of storage space. The proposed project would reduce the number of accessory parking spaces from 807 to 665 spaces. However, for conservative analysis purposes, the RWCDS for the Proposed Action includes 118,391 gsf of commercial floor area consisting of approximately 107,696 gsf of retail and approximately 10,695 gsf of storage space. The RWCDS for the Proposed Action would also reduce the number of accessory parking spaces from 807 to 400 spaces.

Land Use

Primary Study Area

The Proposed Action would not introduce any new or change land uses in the primary study area. As described above, it would facilitate an approximate 118,391 gsf expansion of an existing shopping center, and a reduction of the shopping center's required accessory parking spaces.

As described in Attachment A, "Project Description," River Plaza is a highly successful retail center that provides a diverse selection of goods and services to the surrounding neighborhood and greater regional area. The cumulative effect of the proposed expansion would be to enhance the quality and expand commercial retail uses in Marble Hill. The proposed expansion of retail and storage uses at River Plaza would be consistent with uses already present in the surrounding area, and is expected to complement the area's main commercial shopping district along Broadway. Therefore, the Proposed Action would support land use trends in the study area.

The proposed zoning change would represent an opportunity to strengthen existing commercial retail

uses by allowing additional commercial development at a scale and density appropriate for the area. River Plaza occupies a highly visible site that is well-served by public transportation, including subway, commuter railroad and several bus lines. It is in close proximity to public mass transit; the IRT no.1 subway line has a station at 225th Street/Marble Hill and a number of local buses (BX7, Bx9, and Bx20) have routes on West 225th Street and Broadway. In addition, the Marble Hill Station on the Hudson Line of Metro North is located approximately 500 feet to the north of site. Furthermore, the River Plaza is visible and highly accessible from the Major Deegan Expressway (Route 87).

The proposed zoning change would represent an opportunity to strengthen existing commercial uses by allowing new retail and storage development at a scale and density appropriate for the area. Therefore, no significant adverse impacts to land use are expected to result from the Proposed Action.

Secondary Study Area

The quarter-mile study area would not undergo any development as a result of the Proposed Action. The Proposed Action would have any direct effects on land uses in the study area. As noted above, blocks immediately surrounding the proposed rezoning primarily support transportation, utility, commercial, and residential uses. The proposed shopping center expansion is expected to be compatible with the existing commercial uses of the surrounding area.

The Proposed Action is intended to enhance and expand an approximately 263,148 gsf shopping center by providing additional retail, services and businesses that would further expand an already thriving shopping and business district. Therefore, the Proposed Action would not introduce any land uses that would be incompatible with their surroundings, and are not expected to result in significant adverse land use impacts in the study area.

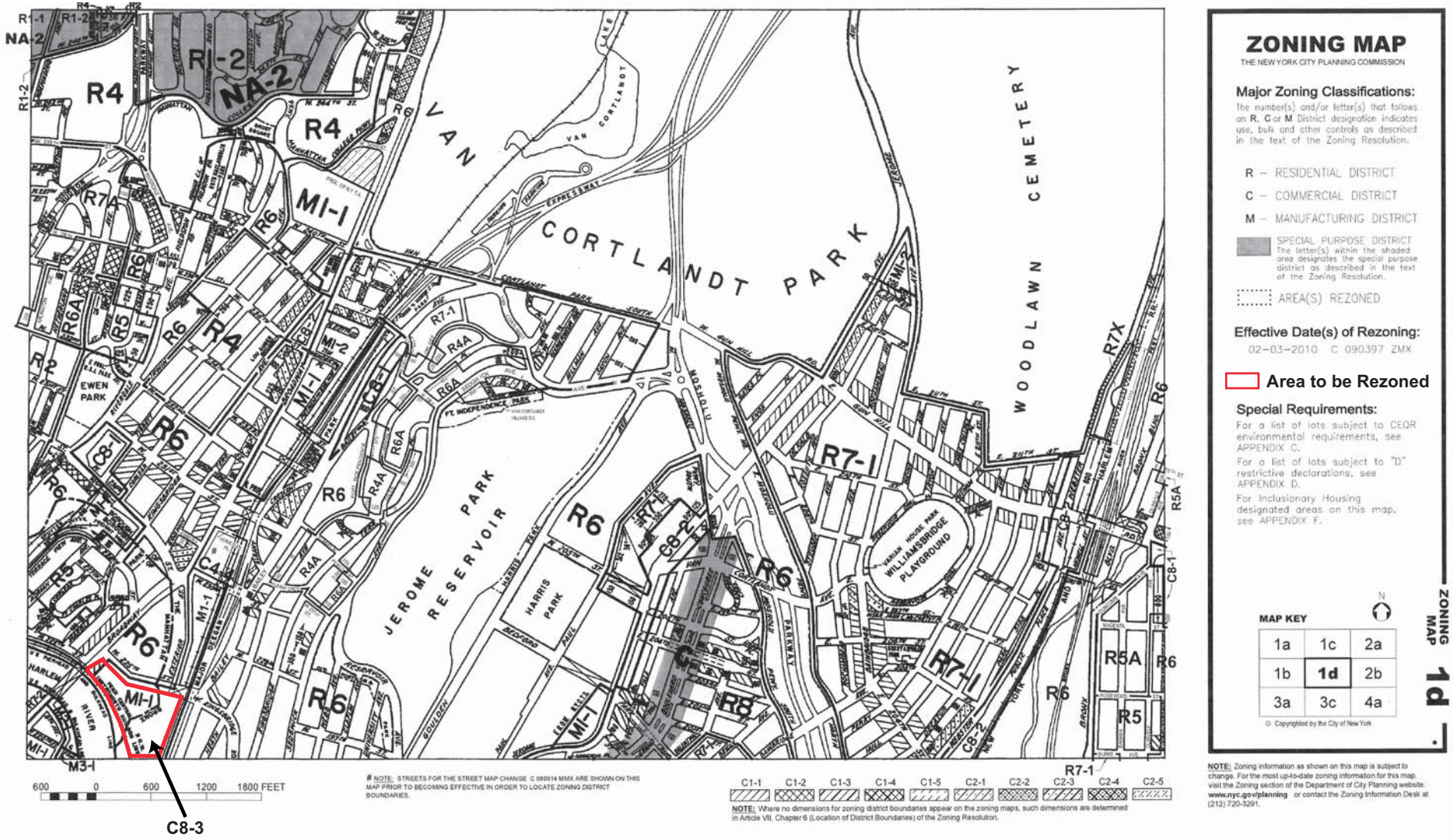
Zoning

Primary Study Area

The Proposed Action, if approved, would represent a change in zoning on portions of two blocks. A C8-3 zoning district would be mapped over the entire rezoning area, replacing the existing M1-1 and R6/C1-3 zoning districts (see Figure C-5). Table C-1 provides a comparison of zoning regulations, including maximum permitted FAR, allowable use groups, and streetwall height and setback requirements, under the existing M1-1 and R6/C1-3 zoning districts and proposed C8-3 zoning district.

As shown in Table C-1, the proposed zoning map change would modify the allowable uses and increase the permitted density. The proposed zoning change would represent an opportunity to strengthen existing commercial retail uses by allowing additional commercial development at a scale and density appropriate for the area.

C8-3 zoning districts are typically mapped along major traffic arteries, and allow commercial and semi-industrial uses, as well as certain community facility uses (Use Groups 4 to 14 and 16). Residential and light industrial/manufacturing uses would not be allowed under the proposed C8-3 zoning, and performance standards are imposed for certain semi-industrial uses. In addition, retail establishments would not be limited as to size of establishment under proposed C8-3 zoning, as under the existing M1-1 zoning district.



River Plaza Rezoning EAS

Figure C-5

Proposed Zoning Map

TABLE C-1
Comparison of Existing and Proposed Zoning

	Existing		Proposed
	M1-1 Zoning District	**R6/C1-3 Zoning District**	**C8-3 Zoning District**
Maximum Floor Area Ratio (FAR)	Manufacturing/Commercial: 2.0 Community Facility: 2.4	Residential: 2.43 Commercial: 2.0 Community Facility: 4.8	Commercial: 2.0 Community Facility: 6.5
Use Groups Permitted	UG: 4 through 14, 16 and 17*	UG: 1 through 6	UG: 4 through 14, and 16
Streetwall Height	Max. 60' or 4 stories	Max. 60' or 4 stories	Max. 30' or 3-stories
Height and Setback	Regular or Alternate Height and Setback, and Sky Exposure Planes	Regular or Alternate Height and Setback, and Sky Exposure Planes	Regular or Alternate Height and Setback and Sky Exposure Planes

Notes: Offices and most retail uses are permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit but houses of worship are allowed as-of-right.
Source: NYC Zoning Resolution

The proposed C8-3 zoning would also increase the allowable density. The maximum commercial FAR would increase to 2.0, and community facilities would be permitted up to an FAR of 6.5. In addition, the proposed C8-3 zoning district has lower parking requirements, compared with the existing M1-1 zoning district. Accessory parking requirements would be reduced to one parking space 1,000 zsf of retail space and one parking space per 2,000 zsf.

The expanded River Plaza would slightly exceed the number of accessory parking spaces required by the proposed C8-3 zoning district, and its overall floor area would be slightly less than what would be permitted in the proposed district.

Secondary Study Area

No changes to zoning in the secondary study area would result from the Proposed Action. As described above, the land uses changes proposed on the project site would be compatible with the surrounding area. The proposed rezoning would increase the allowable density and modify the allowable uses. Residential and light industrial/manufacturing uses would not be allowed and retail establishments would not be limited as to size of establishment under proposed C8-3 zoning. The proposed zoning map change is expected to complement and be compatible with surrounding zoning districts, including R6 zoning districts to the west, north, and east of the proposed rezoning area, and M1-1 zoning district to the northeast and south of the proposed rezoning area.

IV. CONCLUSION

The proposed zoning map change would allow for the enlargement of an existing shopping center which would be consistent with the existing land uses and at a density appropriate for the surrounding area. The Proposed Action would permit the extension of an existing use at a site that is highly accessible and well-served by public transportation, including subway, commuter railroad and several bus lines. The proposed development would add additional shopping opportunities and variety to an area that has maintained a thriving commercial business environment. The Proposed Action would not directly displace any existing land uses so as to adversely affect surrounding land uses, nor would it

generate land uses that would be incompatible with existing and anticipated land uses, zoning, or public policy in the study area.

The proposed C8-3 zoning would be consistent with residential and light industrial zoning designations in the area, and would permit commercial, semi-industrial and certain community facility development. High performance industrial uses and residential uses would not be permitted. The new commercial uses that would result from the Proposed Action would represent a continuation of the existing uses, and would not alter land use patterns.

Therefore, as presented above, the Proposed Action is not expected to adversely affect land use, zoning, or public policies.

ATTACHMENT D

URBAN DESIGN & VISUAL RESOURCES

I. INTRODUCTION

Together, the urban design components and visual resources of an area define the distinctive identity of a neighborhood. In an urban design assessment under CEQR, one considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment, as experienced by pedestrians in the study area. These components include building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. The concept of bulk is created by the size of a building and the way it is massed on a site. Height, length and width define a building's size; volume, shape, setbacks, lot coverage, and density define its mass.

This attachment assesses the potential effects on urban design and visual resources that could result from the Proposed Action. As described in Attachment A, "Project Description," the Proposed Action involves a zoning map amendment affecting portions of two blocks in the Marble Hill neighborhood of Manhattan/the Bronx to allow for the expansion of an existing shopping center. The proposed rezoning would map a C8-3 commercial zoning district over the area bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of Metro North Railroad to the south, replacing M1-1 and R6/C3-1 zoning districts. The proposed C8-3 zoning would modify the allowable uses and result in an increase in the permitted density. The Proposed Project would include an approximately 36,375 gsf expansion of the existing River Plaza shopping center at 40-50 West 225th Street. However, as discussed in Attachment A, "Project Description," the RWCDS for the Proposed Action would facilitate an approximately 118,391 gsf expansion of the River Plaza shopping center. Compared to future conditions without the Proposed Action, the RWCDS associated with the proposed rezoning, would result in a net increase of approximately 107,696 gsf of retail space and 10,695 gsf of storage space, as well as a reduction of 407 accessory parking spaces. This RWCDS is analyzed in the EAS for conservative purposes.

The following analysis addresses each of the urban design characteristics for existing conditions and the future without and with the Proposed Action for the year 2014.

II. METHODOLOGY

Determining Whether an Urban Design Analysis is Necessary

Urban design is the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open space, natural features, and wind and

sunlight conditions. These elements, as defined in the *2012 CEQR Technical Manual*, are described below:

- *Streets.* For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands.
- *Buildings.* Buildings support streets. A building's streetwalls form the most common backdrop in the city for public space. A building's size, shape, setbacks, lot coverage, placement on the zoning lot and block, the orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.
- *Visual Resources.* A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- *Open Space.* For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots and privately owned public spaces.
- *Natural Features.* Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- *Wind.* Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

In general, an assessment of urban design is needed when the project may have effects on one or more of the elements that contribute to the pedestrian experience, which are described above. As the Proposed Action would modify the zoning of portions of two blocks in Marble Hill, increasing the maximum allowable floor area, it has the potential to result in development that could alter the arrangement, appearance, and functionality of the built environment, and therefore, change the experience of a pedestrian in the project area. The following urban design analysis follows the guidelines of the *2012 CEQR Technical Manual.*

Per criteria of Section 230 of the 2012 *CEQR Technical Manual*, a study of wind conditions and their effect on pedestrian level safety may be warranted under certain circumstances for projects involving the construction of large buildings at locations that experience high wind conditions. The proposed zoning changes would map a C8-3 zoning district, which would increase the allowable commercial FAR in the rezoning area to 2.0 FAR. The Proposed Action would facilitate the expansion of of an existing shopping center, which would add a second story to an existing single-story retail building and a one-story storage warehouse. Although the proposed rezoning area is located near the Harlem River waterfront, approximately 100 feet to north, the Proposed Action is not expected to result in the construction of large or unusually tall buildings. The enlarged building would have a maximum height of 46 feet tall with the proposed additions. The resultant development is not expected to result in an exacerbation of wind conditions due to 'channelization' or 'downwash' effects that would affect pedestrian safety. Therefore, a study of wind conditions and their effect on pedestrian level safety is not warranted.

Study Area

As defined in the *2012 CEQR Technical Manual*, the urban design and visual resources study area is consistent with the land use, zoning, and public policy analysis provided in Attachment C, and consists of a primary study area, which is coterminous with the boundaries of the rezoning area, where the urban design effects of the Proposed Action are direct, and a secondary study area, which consists of the area within an approximate 400-foot radius of the rezoning area (see Figure D-1). As shown in Figure D-1, the secondary study area is roughly bounded by the New York City Housing Authority's Marble Hill Houses, to the north, Bailey Avenue to the east, the Harlem River to the south, and Jacobus Place to the west.

The following analysis is based on field visits, aerial views, photographs, and other graphic images of the rezoning area and surrounding area.

III. PRELIMINARY ASSESSMENT

Pursuant to CEQR, a preliminary assessment of urban design is appropriate when there is the potential for a pedestrian to observe from the street level a physical alteration beyond that allowed by existing zoning. CEQR further stipulates a detailed analysis is warranted for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings. According to the 2012 *CEQR Technical Manual*, detailed analyses are generally appropriate for area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements. As described above, the Proposed Action would modify the zoning of portions of two blocks in Marble Hill (part of Manhattan Block 2215 and Bronx Block 3245), and therefore, a preliminary analysis of urban design has been conducted and is provided below.

Existing Conditions

Primary Study Area

The rezoning area, which is currently zoned M1-1 with the exception of the eastern 150 feet zoned R6 with a C1-3 commercial overlay, contains a mix of low-density commercial development and public utility and transportation-related uses. It is located in Marble Hill directly south of the New York City Housing Authority's Marble Hill Houses, and is generally bounded by West 225th Street to the north, the Major Deegan Expressway to the east, the Hudson Line of the Metro North commuter rail line to the south, and Broadway to the west (see Figure D-1).

The rezoning area comprises portions of two City blocks that include several irregular shaped lots of varying sizes that encompass a total of approximately 436,010 sf. Several of the lots within the rezoning area are owned by the New York City Department of Environmental Protection (DEP) and the Metropolitan Transportation Authority (MTA) (Block 2215, Lots, 652, 653, 670, p/o 672, and 690 and Block 3245, p/o Lot 12). Table D-1 provides the existing floor area calculations for each of the lots in the rezoning area.

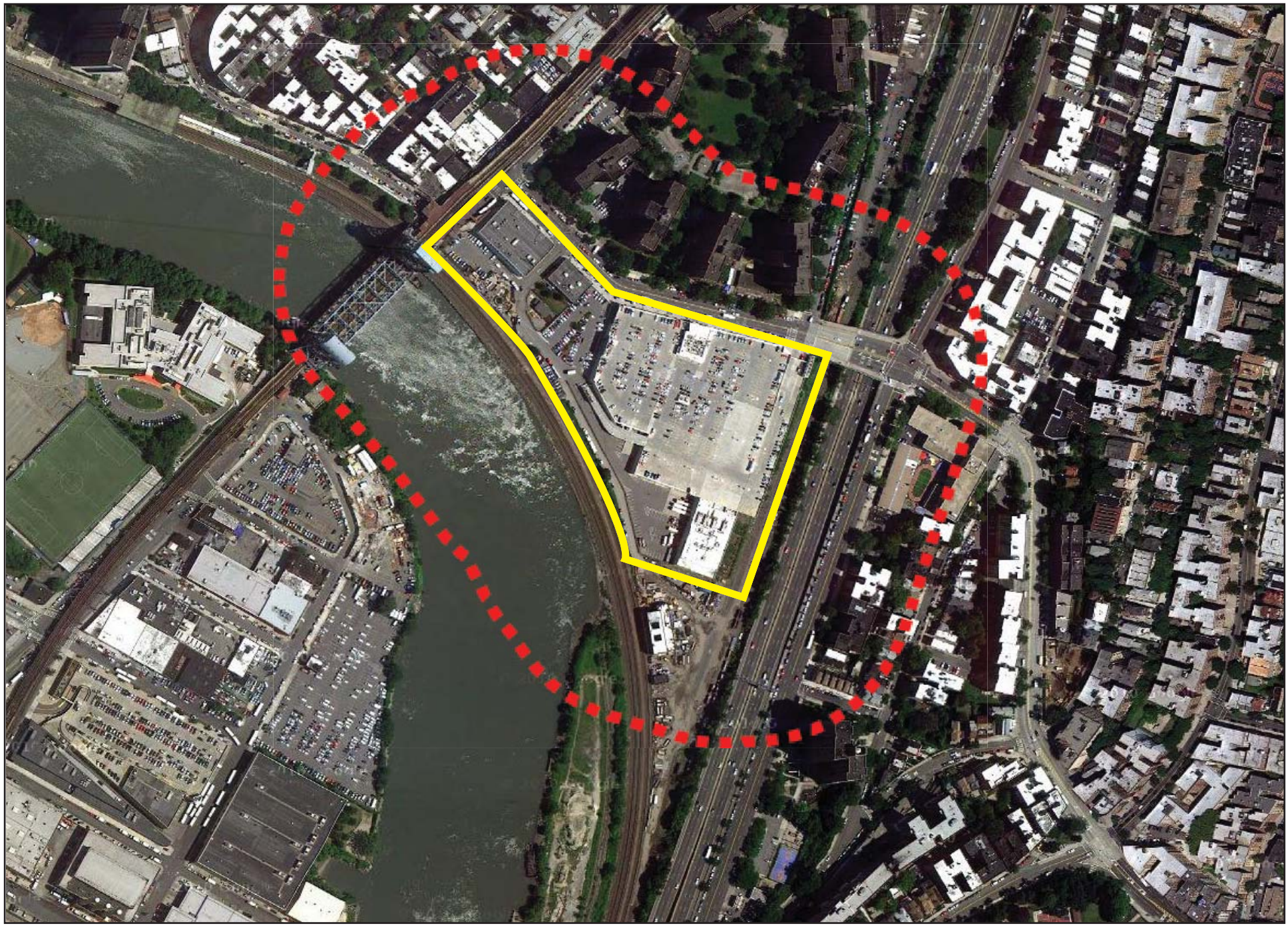


Figure D-1

Urban Design Study Area

Table D-1
Property Description of the Proposed Rezoning Area on Portions of Manhattan Block 2215 and Bronx Block 3245

Land Use and Property Address (Block, Lot)	Lot Area	No. Buildings/No. Stories	Building Area (gsf)
River Plaza Shopping Center 3000 West Kingsbridge Rd. (Block 3245, Lot 60)	221,516	Single-story commercial building	159,721 sf
River Plaza Shopping Center 5188 Broadway (Block 2215, Lot 665)	45,281	Two-story commercial building	41,760 sf
River Plaza Shopping Center 68 W. 225th St. (Block 2215, Lot 654)	30,339	Single-story commercial building	7,500 sf
River Plaza Shopping Center 40 W. 225th St. (Block 2215, Lot 700)	111,084	Single-story commercial building	54,167 sf
Manhattan- NYCDEP Pump Station (Block 2215, Lot 652)	6,617	NYCDEP Pump Station	0 sf
Manhattan- NYCDEP-owned (Block 2215, Lot 653)	3,500	Vacant	0 sf
Manhattan- MTA-owned (Block 2215, p/o Lot 672)	1,350	Vacant	0 sf
Manhattan- MTA-owned (Block 2215, Lot 670)	2,900	Vacant	0 sf
Manhattan – MTA-owned Block 2215, Lot 690	8,363	Vacant	0 sf
Bronx – MTA-owned Block 3245, p/o Lot 12	5,060	Vacant	0 sf
Totals	***436,010***		***263,148 sf***

The majority of the rezoning area is occupied by the 263,148 gsf River Plaza shopping center (99,507 zsf) which consists of three low-rise, freestanding commercial buildings fronting on the south side of West 225th Street, as well as accessory parking. (Figure A-4 in Attachment A, "Project Description" provides the existing site plan of River Plaza.) All three of these structures are contemporary buildings built in the early 2000s (see Figure D-2).The commercial buildings are one-and two-story structures without setbacks built to the lot line and are sidewalk-centered with separate storefront entrances for each retail establishment to encourage shoppers to walk outside to enter stores, as they would on a typical City block (see Figure D-2). They activate the streetscape with large transparent glass storefronts and accommodate range of national and regional retail and service establishments. The gaps in between the commercial buildings maintain views to the Harlem River waterfront (located within the secondary study area) (see Figure D-3). Views to the waterfront are also provided from Broadway (see Figure D-3).

At the northwestern corner of the rezoning area, on the southeast corner of Broadway and West 225th Street, is a two-story rectangular building (Retail K3) housing a number of stores, as well as a bank and fitness center. It has little ornamentation with the exception of illuminated signage and a glass, metal and masonry curtain wall (see Figure D-2). Adjacent to and east of the two-story building is the smallest commercial building (Retail K2), which rises one-story tall and contains approximately 7,500 gsf Applebee's restaurant. This building is clad in red brick with yellow window awnings that extend over the sidewalk (see Figure D-2). The third building of River Plaza is the largest, and is located on the southwest corner of Exterior Street and West 225th Street. This building is also one-story tall. Similar to the two-story building on the southeast corner of Broadway and West 225th Street, this building has a glass, metal, and masonry curtain wall (see Figure D-2). It contains a total of approximately 213,888 gsf of commercial floor area (including 20,813 gsf of ancillary storage space), and is anchored by a Target and Marshalls, and includes a number of national and regional retail establishments that have frontage along West 225th



1. View of rezoning area looking south west along West 225th Street



2. Looking south at River Plaza Shopping Center from West 225th Street



3. View of rezoning area looking south east along West 225th Street



4. View of River Plaza Shopping Center looking north from the parking lot



5. View of Harlem River from River Plaza Shopping Center



6. View of Broadway Bridge and Harlem River from River Plaza Shopping Center



7. View of rezoning area, Harlem River and Metro North Hudson Line from the elevated W. 225th St. IRT No. 1 subway platform.



8. View of rezoning area from W. 225th St. IRT No. 1 subway platfrom looking south east

Street. The 20,813 gsf storage space and the building's loading docks are located in the rear of the Target building along the southern edge of the rezoning area and are not visible from the street.

Accessory parking for the shopping center is primarily located at the Target/Marshalls building (620 spaces) and is not visible from the street. Access to this parking lot is provided via a ramp accessible from a curb cut on the south side of West 225th Street at Exterior Street, as well as from a ramp in parking lot located in-front of Marshall's. This parking lot is visible from West 225th Street. Approximately 187 additional parking spaces are provided throughout the remainder of the shopping center (for a total of 807 accessory spaces) and are accessible from a another curb cut on the south side of West 225th Street between Applebee's and the two-story commercial building at southwest corner of West 225th Street and Broadway.

Several of the lots within the rezoning area are owned by the New York City Department of Environmental Protection (DEP) (Block 2215, Lots 652 and 653), the Metropolitan Transportation Authority (MTA) (Block 2215, Lot 672, 690; Block 3245, Lot 12), and The City of New York (Lot 670). Lots 652, 653, and 670 are located within the boundary of the River Plaza shopping center. A New York City Pump Station for DEP is located on Lot 652 located in the rear of Applebee's (Retail K2). Lot 653 is a vacant, grassy parcel and is also utilized by DEP. Lot 670 is a paved area utilized as an easement for the city. Lot 672 is a grassy strip of land adjacent to the Metro North rail line and is not within the River Plaza shopping center property. Lot 690 is a paved driveway used by MTA vehicles. The portion of Block 3245, Lot 12 located within the rezoning area contains a paved area for use by the MTA as parking and storage. Approximately 52,001 sf of the River Plaza shopping center site is considered easements for DEP. The easement portions of the site are currently utilized as paved driveways to access parking for the River Plaza shopping center.

The primary study area is sloped toward downward towards the waterfront. It does not include any open spaces, natural, or visual resources, or view corridors. Both Broadway and West 225th Street are wide streets with substantial traffic. As noted above, the Harlem River waterfront, a visual resource located within the secondary study area, is visible from the proposed rezoning area along West 225th Street and Broadway (see Figure D-3).

The streetscapes of Broadway and West 225th Street are active with pedestrians, and include wide, well-maintained sidewalks, standard street signs, mast-arm lampposts, and wire mesh garbage cans. There are no street trees on Broadway and in front of the building on the southwest corner of West 225th Street and Broadway. Young street trees are provided in front of Applebees and the large building anchored by Target and Marshall's. Some street vendor carts are located on West 225th Street. Parallel parking is allowed on portions of West 225th Street, and there is also a local bus stop for the Bx9 bus route on West 225th Street.

Secondary Study Area

As described above, the secondary study area has been defined as the surrounding area within an approximate 400-foot radius of the rezoning area. The secondary study area includes a mix of building types, styles, heights, footprint sizes, and uses. It also is defined by major transportation corridors. There are few vacant lots. Most buildings are older structures that range in height from one-to 15-stories, creating a varied skyline.

The study area is urban and largely commercial in character with has an active and dense streetscape. The streets are paved and the sidewalks that flank them are in relatively good condition. Street furniture includes modern street lights, trash receptacles, and street signs. There are street trees on the north side of

West 225th Street, the east side of Bailey Avenue, and in the area to the west of the rezoning area. With the exception of the Marble Hill Houses, most buildings are oriented to the street and create solid streetwalls.

The topography of the study area slopes slightly downward to the east, and upward towards the west. There are no open spaces within the study area, and the only natural feature within the secondary study area is the Harlem River waterfront, which as described above is the only visual resource.

The surrounding street grid has an irregular street pattern, which creates blocks of various shapes and sizes, including large superblocks (see Figure D-1). The primary streets in the study area include West 225th Street, which is an east-west street with two travel lanes of traffic in each direction, and Broadway and Baily Avenues, which are a north-south thoroughfares with two lanes of traffic in each direction. The study area also includes the Major Deegan Expressway, a limited access north-south highway, which travels slightly below-grade within the study area. The western portion of the study area is defined by narrow, primarily one-way roadways.

Directly west of the proposed rezoning area is the 225th Street/Marble Hill subway station on the IRT No. 1 subway line, which extends as an elevated rail line above the centerline of Broadway. The elevated viaduct defines the Broadway corridor (see Figure D-4). The west side of Broadway is lined with low-rise commercial retail buildings with large vivid signs some of which have awnings that project over the sidewalks (see Figure D-4). To southwest of the rezoning area is the Broadway Bridge, which spans the Harlem River Ship Canal between Inwood and Marble Hill and is a moveable Vertical Lift bridge (see Figure D-4). It is a double deck structure that carries the IRT No. 1 subway lines on its upper level, and has a four-lane, two-way vehicular roadway (Broadway) with pedestrian walkways on either side on its lower level. The Broadway Bridge offers unobstructed views of the Harlem River. Further west the secondary study area becomes primarily residential and contains low-rise one and two family homes, and mid-rise multiunit walkup residential buildings. These residential buildings are generally older structures, ranging in height from two-to six-stories, and are composed of brick, masonry material, or are wood-framed houses.

The area to the south of the rezoning area is improved with New York City Metropolitan Transit Authority (MTA) railroad lines, which serve the Hudson Line of the Metro North commuter railroad (see Figure D-4). The Marble Hill Metro-North Station on the Hudson Line is located further west along the Harlem River near Marble Hill Lane. In addition, an abandoned MTA railroad building is located at the southeastern edge of the study area. Further south is the Harlem River, which separates Marble Hill from the rest of Manhattan.

To the east of the primary study area is the Major Deegan Expressway, a six lane limited access, divided highway that extends beneath an overpass for West 225th Street (see Figure D-5). Directly east of the Major Deegan Expressway, Bailey Avenue forms the eastern edge of the study area boundary. It extends along the east side of the Major Deegan, and it west side is lined with low-rise community facility and older, mid-rise residential buildings (see Figure D-5).

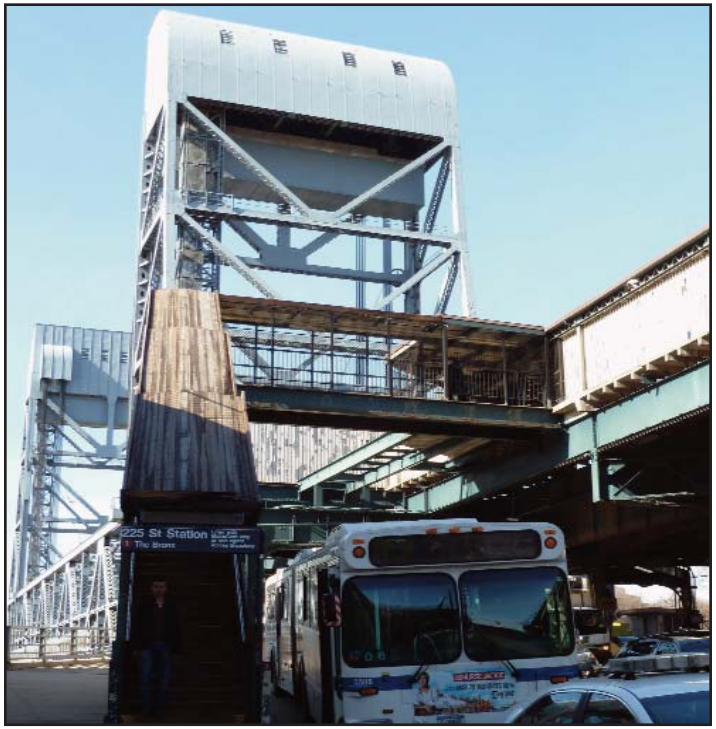
The triangular superblock to the north of the primary study area is occupied by a residential complex of T- and L-shaped buildings, open lawns, recreational area, and accessory parking lots (see Figure D-5). The residential buildings rise approximately 14-and 15-stories tall without any setbacks and are oriented around a central open lawn. The buildings are clad in brick and plainly articulated with little ornamentation.



9. View of the elevated IRT No. 1 subway line along Broadway looking west at W. 225th St



10. View of Broadway Bridge looking west down West. 225th Street



11. View of Broadway Bridge from the IRT No. 1 West 225thSt station



12. View of the Metro North's Hudson Line from the River Plaza parking lot



13. View of the Major Deegan Expressway looking south from West 225th St


14. View of the Major Deegan Expressway and decommissioned Conrail railroad


15. View of the MarbleHill Houses looking north from W. 225th St. and Exterior St.



16. View of the Marble Hill Houses from the parking lot at River Plaza Shopping Center

Future Without the Proposed Action (No-Action Condition)

Primary Study Area

In absence of the Proposed Action, no major changes are anticipated in the rezoning area. No expansion would occur to the River Plaza shopping center, and there would be no changes to building form, setbacks, size, or arrangement. Nor would there be any changes to block form and street pattern, or street hierarchy. In addition, no open space resources would be created in the rezoning area, and views to the waterfront from West 225th Street would be maintained. Therefore, the overall urban design of the rezoning area is anticipated to remain similar to existing conditions.

Secondary Study Area

In the future without the Proposed Action, the natural features, street patterns, block shapes, and streetscape of the study area are expected to remain unchanged by the analysis year of 2014. As described in Attachment C, "Land Use, Zoning and Public Policy, there are no known development projects planned within the 400-foot study area and therefore, there would be no change to urban design and visual resources. Beyond the 400-foot study area boundaries, as further described in Attachment C, there is one planned development anticipated to be constructed within a half-mile radius of the rezoning area. This project would be a five-story community facility building at 2553 University Avenue, which also would not affect urban design and visual resources.

Future With the Proposed Action (With-Action Condition)

The Proposed Action would change the zoning of portions of two blocks (Manhattan Block 2215 and Bronx Block 3245) in Marble Hill, which are roughly bounded by West 225th Street, the Major Deegan Expressway, the Hudson Line of the Metro North commuter railroad, and Broadway, to increase the allowable density as well as modify the allowable uses. The proposed C8-3 zoning district would permit commercial and semi-industrial uses at a density of 2.0 FAR, and community facilities would have a maximum allowable FAR of 6.5. Retail establishments would also no longer by limited as to size of establishment under proposed C8-3 zoning.

Primary Study Area

No buildings would be demolished as a result of the Proposed Action. The Proposed Action would facilitate the construction of a second story addition to the single-story commercial building anchored by Target and Marshalls at Exterior Street, and a one-story storage warehouse in the rear of the Target building (refer to Figure A-5 in Attachment A, "Project Description" for the preliminary site plan). The proposed addition would be similar in design aspects to the existing commercial buildings of River Plaza, and would retain the low-rise character of the shopping center. It also would maintain the existing streetwall on West 225th Street.

The proposed retail addition would be 16 feet in height and constructed on either side of existing entry plaza to Target on the rooftop of the existing building and would be oriented along West 225th Street. It would be contemporary in style and composed of similar materials to the existing building with a glass, masonry, and metal curtain wall that would be compatible with existing development in the surrounding area in terms of height, bulk, form, setbacks, size, and arrangement. As shown in Figure D-6, the proposed retail addition would be visible from street level on West 225th Street. The proposed addition above the Target/Marshalls building would rise to a height of approximately 46 feet without setbacks.



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44 West 28th Street 16th Floor
New York, NY 10001
t: 212 725 9530 f: 212 725 9552

300 West Knightbridge Road Bronx, NY 10468
64 West 225th Street Manhattan, NY 10463

Riverdale Plaza Retail Development
Proposed Expansion from 225th Street

June 01, 2012

The one-story warehouse would be similar in terms of materials, height, bulk, form, setbacks, and size to the existing storage warehouse in the rear of the building near the loading docks. It would not be visible from the street.

The Proposed Action would not change or adversely affect any of the urban design components defined in the *2012 CEQR Technical Manual*. The Proposed Action would not result in changes in block form, the demapping of streets or the mapping of new streets, nor would it affect the street hierarchy or introduce any new curb cuts. As the proposed expansion to shopping center would be constructed within an existing block, it would not block any significant view corridors, or affect any public views of visual resources. Although the proposed zoning change would modify the allowable uses and increase the allowable density on Block 2261, the resulting commercial development would not be out of scale with the surrounding structures. Therefore, the Proposed Action would not be expected to result in any significant, adverse impacts to urban design elements that would negatively affect the pedestrian experience in comparison to the No-Action condition.

The Proposed Action would not affect natural features, as none are located within the rezoning area. Views of the Harlem River waterfront from West 225th Street and the Broadway Bridge would be maintained. The pedestrian experience of this visual resource would be unaltered. Therefore, the Proposed Action would have no adverse impact on visual resources.

Secondary Study Area

The Proposed Action would not affect topography, open space, or natural features in the secondary study area, nor would it alter any street patterns, street hierarchies, or block forms in the study area. The proposed addition would be constructed on an existing block and would create a second story above Target oriented along West 225th Street, as well as provide additional storage space in a single-story warehouse in the rear of the Target building.

The Proposed Action also would not have significant adverse impacts on building uses, bulks, or arrangements within the study area. The proposed retail and storage uses would be in keeping with the largely commercial character of the study area. The proposed addition would maintain the existing street wall on West 225th Street, and be similar in arrangement to many of the low-rise commercial buildings found in the study area. While the enlarged building would be bulkier than most buildings in the study area, it would continue to be low-rise structure in close proximity to Broadway, the surrounding area's main commercial shopping corridor. The shopping center occupies a highly visible and readily accessible site that is in close proximity to public mass transit and the Major Deegan Expressway.

IV. CONCLUSION

The Proposed Action would not result in significant adverse impacts on urban design and visual resources, as defined by the guidelines for determining impact significance set forth in the *2012 CEQR Technical Manual.* The Proposed Action would change the zoning of portions of two blocks roughly bounded by West 225th Street, the Major Deegan Expressway, the Hudson Line of the MTA's Metro North commuter railroad, and Broadway to allow the expansion of a shopping center. The proposed C8-3 zoning district would modify the allowable uses and increase the permitted density.

New development under the proposed zoning would complement existing buildings in River Plaza shopping center and in the study area, and be of comparable height and bulk with the neighborhood's existing urban design context. The proposed addition would be built on existing blocks and lots, and would not block any significant view corridors, views of visual resources, or limit access to any visual resources in the study area. Nor would it alter any natural features, and existing views of the Harlem River waterfront from West 225th Street and the Broadway Bridge would be maintained.

ATTACHMENT E

TRANSPORTATION

I. INTRODUCTION

This application is for a zoning map change affecting Manhattan Block 2215, Lots 652, 653, 654, 665, 670, p/o 672, 690, 700 and Bronx Block 3245, Lot 60 and p/o Lot 12 in the Marble Hill neighborhood of northernmost part Manhattan and in the southwestern Bronx (the "Proposed Action"). The applicant, Kingsbridge Associates, is proposing to rezone an approximately 436,010 square foot (sf) area bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of Metro North Railroad to the south (see Figure A-1 for project location). The subject area is currently zoned M1-1 and R6/C1-3, and would be rezoned to a C8-3 general service commercial zoning district, thereby permitting commercial and semi-industrial uses, as well as certain community facilities, and increasing the allowable density.

The proposed zoning change would facilitate the expansion of the River Plaza shopping center located at 50 West 225th Street ("Proposed Project"), which occupies the majority of the proposed rezoning area (408,220 sf). The Proposed Project would consist of an approximately 25,680 gross square foot (gsf) retail expansion of the existing shopping center, and an 10,695 gsf expansion of the existing storage space (for a total expansion of 36,375 gsf). This would increase the square footage of the existing shopping center by approximately 10 percent. The Proposed Action would also reduce the number of accessory parking spaces at River Plaza from 807 to 665 accessory parking spaces. The remainder of the rezoning area (17,417 sf) is occupied by uses for the New York City Department of Environmental Protection (DEP) and the Metropolitan Transportation Authority (MTA).

Although the Proposed Action could allow up to approximately 849,118 zoning square feet (zsf) of theoretical commercial development on the project site as a result of the rezoning, the reasonable worst-case development scenario (RWCDS) for analysis would consist of an approximately 107,696 gsf retail expansion of the existing shopping center, and an 10,695 gsf expansion of the existing storage space (for a total expansion of 118,391 gsf). The RWCDS would reduce the number of accessory parking spaces at River Plaza from 807 to 400. Although the Applicant intends to build the project discussed above, the RWCDS will be analyzed in the EAS for conservative purposes. There are no plans to redevelop or expand the project site other than the RWCDS due to existing physical site limitations and constraints, which include existing utility and access easements, the existing building footprint configurations, and necessary truck maneuvering areas, ramps, and parking aisles. As such, the RWCDS for analysis would be approximately 118,391 gsf of retail and storage space. The Proposed Project is anticipated to be completed by 2014.

Based on the following detailed analysis, the level of new transportation demand generated by the Proposed Action is not expected to result in any significant adverse impacts to parking, transit or pedestrian conditions in the vicinity of the rezoning area. While the Proposed Action would result in a traffic significant impact at three intersections in the study area and a pedestrian impact at one crosswalk in the study area, the impacts would be fully mitigated by the implementation of the proposed transportation mitigation measure described below.

II. PRELIMINARY ANALYSIS METHODOLOGY

The *2012 CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed project. According to the *CEQR Technical Manual*, if the proposed project is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are to be performed to estimate the incremental trips that could be incurred at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the proposed project would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, parking, and vehicular and pedestrian safety.

III. LEVEL 1 SCREENING ASSESSMENT

A Level 1 trip generation screening assessment was conducted to estimate the numbers of person and vehicle trips by mode expected to be generated by the proposed project during the weekday AM, midday, PM and Saturday peak hours. These estimates were then compared to the *CEQR Technical Manual* analysis thresholds to determine if a Level 2 screening and/or quantified operational analyses may be warranted. The travel demand assumptions used for the assessment are discussed below and a detailed travel demand forecast is provided.

TRANSPORTATION PLANNING FACTORS

Table E-1 shows the transportation planning factors used for the travel demand forecast generated by the Proposed Project in the weekday AM, midday, PM, and Saturday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies and truck trip factors for the proposed shopping center expansion. The factors in Table E-1 were based on approved trip generation rates provided in the *2012 CEQR Technical Manual*; modal split and auto occupancy surveys conducted at River Center Target and Modell's (West 225th Street between Broadway and Exterior Street) and at the Hub (Third Avenue between East 151st and East 152nd Streets) in September and October 2005; and the weekday in/out direction splits are based on the *ITE Trip Generation Handbook (8th Edition)* for Land Use Code 820 (Shopping Center), while the Saturday in/out direction splits are based on April 2011 field surveys at the project site.

In addition, it was assumed that 15 percent of the proposed expanded shopping center's trips would be linked to trips from the existing shopping center.

TRAVEL DEMAND FORECAST

Table E-2 summarizes the results of the travel demand forecast for the Proposed Project based on the factors shown in Table E-1 and discussed above. Table E-2 shows the incremental net change in weekday and Saturday peak hour person trips, vehicle trips and transit trips for the proposed project.

As shown in Table E-2, the proposed project would generate a total of 278, 833, 833 and 1,205 person trips during the weekday AM, midday and PM and Saturday peak hours, respectively. Net trips by

Table E-1
Transportation Planning Factors

Land Use:	**Proposed Shopping Center Expansion**	
Size/Units:	118,391 gsf	
Trip Generation:	(1)	
Weekday	78.2	
Saturday	92.5	
	per 1000/SF	
Temporal Distribution:	(1)	
MD	9.0%	
PM	9.0%	
SAT	11.0%	
	(2)	
Modal Splits:	Weekday	Saturday
Auto	35.7%	38.4%
Taxi	2.9%	7.3%
Subway	24.4%	14.0%
Bus	17.2%	21.0%
Walk/Other	19.8%	19.3%
	100.0%	100.0%
	(3) & (4)	
In/Out Splits:	In	Out
MD	50%	50%
PM	48%	52%
SAT	52%	48%
Vehicle Occupancy:	(2)	
Auto	1.90	2.45
Taxi	1.90	2.88
Truck Trip Generation:	(1)	
	0.35	
	per 1,000 sf	
	(1)	
AM	8.0%	
MD	11.0%	
PM	2.0%	
SAT	11.0%	
	In	Out
MD/PM/SAT	50.0%	50.0%

Notes :

(1) Source: 2012 CEQR Technical Manual.

(2) Based on PHA survey conducted at River Center Target and Modell's and at The Hub, September/

(3) Weekday In/Out Splits are based on the ITE Trip Generation Handbook, 8th Edition for Land Use Code 820 (Shopping Center).

(4) Saturday in/out splits are based on PHA field survey, April 2011.

- 15% link trips with existing shopping center.

Table E-2
Travel Demand Forecast Summary

Land Use: **Proposed Shopping Center Expansion**

Size/Units: 118,391 gsf

Peak Hour Trips:

AM	278
MD	833
PM	833
SAT	1,205

Person Trips:

		In	Out
AM	**Auto**	60	39
	Taxi	5	3
	Subway	41	26
	Bus	29	19
	Walk/Other	34	21
	Total	169	108

		In	Out
MD	**Auto**	149	149
	Taxi	12	12
	Subway	102	102
	Bus	72	72
	Walk/Other	82	82
	Total	417	417

		In	Out
PM	**Auto**	143	155
	Taxi	12	13
	Subway	98	106
	Bus	69	75
	Walk/Other	79	86
	Total	401	435

		In	Out
SAT	**Auto**	241	222
	Taxi	46	42
	Subway	88	81
	Bus	132	121
	Walk/Other	121	112
	Total	628	578

Vehicle Trips :

		In	Out
AM	**Auto (Total)**	32	21
	Taxi	3	2
	Taxi Balanced	5	5
	Truck	2	2
	Total	39	28

		In	Out
MD	**Auto (Total)**	78	78
	Taxi	6	6
	Taxi Balanced	12	12
	Truck	2	2
	Total	92	92

		In	Out
PM	**Auto (Total)**	75	82
	Taxi	6	7
	Taxi Balanced	13	13
	Truck	0	0
	Total	88	95

		In	Out
SAT	**Auto (Total)**	98	91
	Taxi	16	15
	Taxi Balanced	31	31
	Truck	2	2
	Total	131	124

Other Trips:

	Project Total			Link Trip (1)			Net		
Subway	In	Out		In	Out		In	Out	Total
AM	41	26		6	4		35	22	57
MD	102	102		15	15		87	87	174
PM	98	106		15	16		83	90	173
SAT	88	81		13	12		75	69	144
	Project Total			Link Trip (1)			Net		
Bus	In	Out		In	Out		In	Out	Total
AM	29	19		4	3		25	16	41
MD	72	72		11	11		61	61	122
PM	69	75		10	11		59	64	123
SAT	132	121		20	18		112	103	215
	Project Total			Link Trip (1)			Net		
Walk Only	In	Out		In	Out		In	Out	Total
AM	34	21		5	3		29	18	47
MD	82	82		12	12		70	70	140
PM	79	86		12	13		67	73	140
SAT	121	112		18	17		103	95	198

Vehicle Trips :

	Project Total			Link Trip (1)			Net		
Total Vehicles	In	Out		In	Out		In	Out	Total
AM	39	28		6	4		33	24	57
MD	92	92		14	14		78	78	156
PM	88	95		13	14		75	81	156
SAT	131	124		20	19		111	105	216

Notes:

(1) 15% Link Trips with existing shopping center

subway would total 57, 174, 173 and 144 during these periods, respectively, while net bus trips would total 41, 122, 123 and 215, respectively. Vehicle trips (auto, taxi and truck trips combined) would total 57, 156, 156 and 216, during the weekday AM, midday and PM and Saturday peak hours, respectively. The proposed project would generate a net total of 145, 436, 436 and 557 pedestrian trips (including walk-only, subway and bus trips) during the weekday AM, midday and PM and Saturday peak hours respectively. Of these total pedestrian trips, 47, 140, 140 and 198 would be walk-only trips during the weekday AM, midday and PM and Saturday peak hours, respectively.

Since these numbers of peak hour trips would exceed the *CEQR Technical Manual* analysis thresholds for vehicular traffic, bus trips and pedestrian trips (including walk-only, subway and bus trips) during one or more of the peak hours, a Level 2 screening assessment was undertaken to identify specific locations where additional detailed analyses may be warranted.

IV. LEVEL 2 SCREENING ASSESSMENT

A Level 2 screening assessment involves the assignment of project-generated trips to the study area street network, pedestrian elements and transit facilities, and the identification of specific locations where the incremental increase in demand may potentially exceed *CEQR Technical Manual* analysis thresholds and therefore require a quantitative analysis.

TRAFFIC

All auto, taxi and truck trips were assigned to and from the project site. **Figure E-1** shows the assignment of vehicle trips (including auto, taxi and truck trips) generated by the proposed project during the weekday AM, midday and PM and Saturday peak hours. As shown in Figure E-1, the results of this level of analysis conclude that the Proposed Action would not result in intersections with 50 or more vehicle trips during the weekday AM peak hour. As such, the detailed traffic analysis of the weekday AM peak hour can be screened out as no traffic impacts are likely.

However, as shown in Figure E-1, action-generated traffic is expected to exceed the 50-trip *CEQR Technical Manual* analysis threshold at a total of four intersections (all of which are signalized) along West 225th Street in one or more peak hours:

- West 225th Street at Broadway
- West 225th Street at Parking Lot Entrance
- West 225th Street at Exterior Street
- West 225th Street at Bailey Avenue.

Therefore, based on this Level 2 screening assessment, these four intersections have been selected for detailed analysis during the weekday midday and PM and Saturday peak hours.

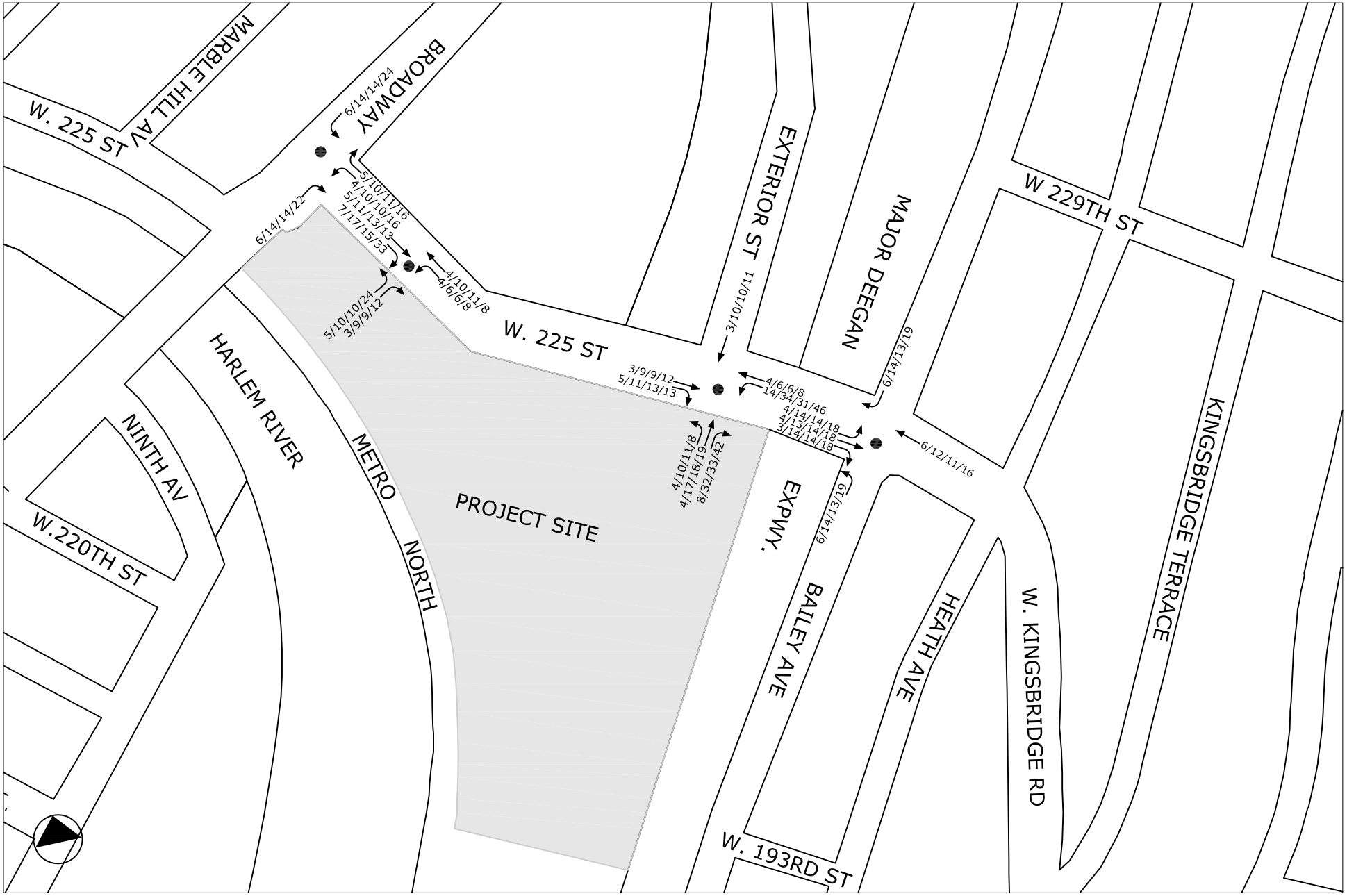
TRANSIT

SUBWAY

Table E-2 also shows the anticipated subway transit incremental forecast due to the proposed project. As shown in Table E-2, peak hour subway trips would be 57, 174, 173 and 144 in the weekday AM, midday and PM and Saturday peak hours, respectively. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of subway conditions is generally not required if a proposed project is projected to result in fewer than 200 peak hour trips subway trips, as this level of new demand is considered unlikely to result in significant adverse impacts. Therefore, the

Figure E-1

Action Generated Vehicle Increments



LEGEND

5/10/10/24: AM/MD/PM/SAT MD Peak Hour Traffic Volume

Project Site ● Analyzed Intersection

proposed project is not expected to result in any significant adverse impacts to subway station elements based on *CEQR Technical Manual* criteria, and a detailed subway analysis is not warranted.

BUS

As shown in Table E-2, the proposed project would generate 41, 122, and 123 bus trips during the weekday AM, midday, and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed project is projected to result in fewer than 200 peak hour trips bus transit trips, as this level of new demand is considered unlikely to result in significant adverse impacts. Therefore, based on Table E-2, a detailed bus analysis is not warranted during the weekday AM, midday, and PM peak hours, when overall bus demand is typically highest.

According to Table E-2, the proposed project would generate approximately 215 bus trips during the Saturday peak hour. Two local bus routes run adjacent to the project site: the Bx7 and the Bx9.

The Bx7 bus route operates between West 263rd Street/Riverdale Avenue in Riverdale and West 167th Street in Washington Heights (Manhattan) daily. The last few buses late at night terminate at West 207th Street in Manhattan instead of continuing to West 167th Street. In the vicinity of the project site, this route runs in the north/south direction along Broadway, immediately to the west of the project site.

The Bx9 bus route operates between Broadway/West 262nd Street in Riverdale and West Farms Square (East Tremont Ave-West Farms Square 2 & 5 Subway Station) daily. In the vicinity of the project site, this route travels along West 225th Street, immediately to the projects site's north.

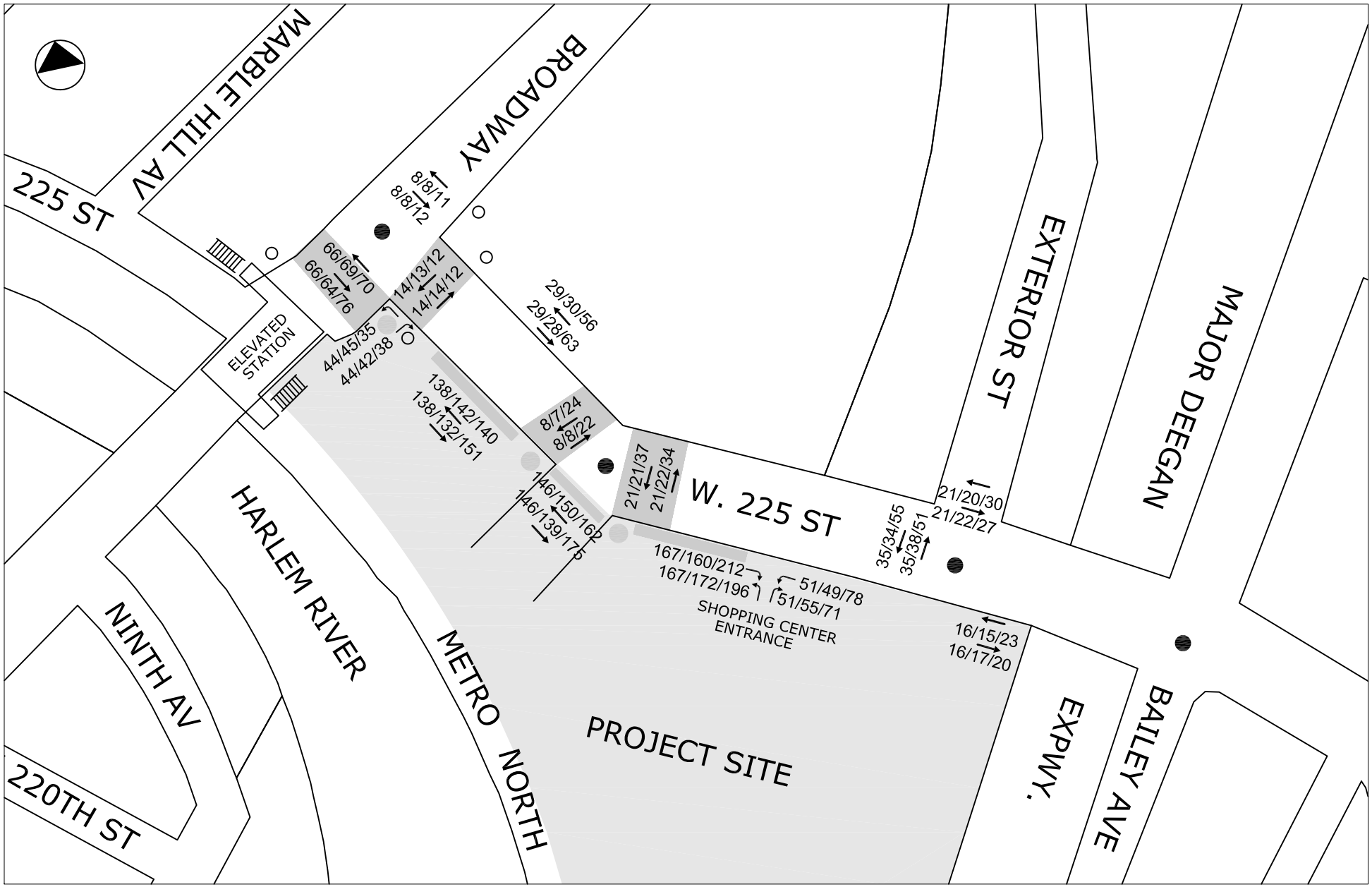
The bus trips generated by the proposed project were assigned proportionally to these two bus routes. Based on these assignments, it is expected that passengers inbound to and outbound from the project site travelling in the same direction would not overlap (i.e. be present on the buses at the same time) and therefore, it is anticipated that the number of project generated trips occurring in any one direction on either bus route would not exceed the *CEQR Technical Manual's* threshold of 50 trips. It is also important to note that overall bus demand on the local bus system is typically lower during the Saturday period versus the typical weekday AM and PM commuter peak periods. Therefore, the proposed project is not expected to result in any significant adverse impacts to bus transit services based on *CEQR Technical Manual* criteria, and a detailed bus analysis is not warranted.

PEDESTRIANS

According to *CEQR Technical Manual* criteria, projected pedestrian volume increases of less than 200 pedestrians per hour at any pedestrian element would not typically be considered a significant impact, since that level of increase would not generally be noticeable and therefore would not require further analysis. As shown in Table E-2, the number of walk-only trips that would be generated by the proposed project would be 47, 140, 140 and 198 pedestrians during the weekday AM, midday, and PM and Saturday peak hours, respectively. While the walk-only increment for all four peak hours would be below the *CEQR Technical Manual* threshold for analysis, the project's transit demand (subway and bus) would contribute to the pedestrian volumes adjacent to the project site; therefore a detailed analysis will be required in the weekday midday and PM periods as well as the Saturday peak period.

Figure E-2 shows the sidewalks, corners and crosswalks that would be analyzed for potential impacts as well as the project generated pedestrian assignments for these sidewalks, corner areas and crosswalks that would be analyzed in the weekday midday, PM, and Saturday peak hours.

Figure E-2
Action Generated Pedestrian Increments



LEGEND

146/139/175: MD/PM/SAT MD Peak Hour Traffic Volume

○ Bus Stop ▥ Subway Entrance ▭ Project Site

▭ Analyzed Sidewalk & Crosswalk ● Analyzed Corner ● Analyzed Intersection

SIDEWALKS

- South sidewalk on West 225th Street between Broadway and Parking Entrance
- South sidewalk on West 225th Street between Parking Entrance and Exterior Street

CORNER AREAS

- Southeast corner at West 225th Street and Broadway
- Southeast corner at West 225th Street and Parking Entrance
- Southwest corner at West 225th Street and Parking Entrance

CROSSWALKS

- South and east crosswalks at West 225th Street and Broadway
- West, south and east crosswalks at West 225th Street and Parking Entrance

PARKING

As a quantitative traffic analysis is necessary based on the Level 1 and Level 2 screening assessments, and the Proposed Action would result in a reduction of parking spaces at the project site, analysis of on-site and off-street parking conditions are also provided. These analyses focus on the existing and future parking supply and demand in proximity to project site during the critical Saturday peak hour.

V. TRANSPORTATION ANALYSES METHODOLOGIES

TRAFFIC

Analysis Methodology

To establish the existing conditions traffic network for the study area, manual turning movement, vehicle classification, and automatic traffic recorder (ATR) counts were conducted during the weekday AM, midday, and PM and Saturday peak periods in May 2012. Field surveys of parking regulations, lane configurations, and other physical and operational characteristics of the street network were also undertaken in June 2012. Current signal timing plans for signalized intersections within the study area were obtained from the New York City Department of Transportation (NYCDOT). Surveys of on-street and off-street public parking capacity and utilization were also conducted in June 2012.

The traffic analysis examines conditions in the weekday midday and PM, and Saturday peak hours when demand is expected to be greatest. Based on existing peak traffic volumes along major corridors in the study area, the peak hours selected for the weekday analyses are 1-2 PM and 4:45-5:45 PM. The Saturday analysis focuses on the 4-5 PM peak hour. It should be noted that the turning movement counts for Saturday were conducted between 12 PM and 2 PM in parallel with the ATR data collection. Upon reviewing the ATR data, it was found that there was an hour that had higher volumes than when the turning movement counts were collected. Therefore, the network was balanced using the volumes from the peak ATR data (4 PM to 5 PM) while using the proportional movements from the TMC counts (left/through/right) collected during the Saturday 12 PM to 2 PM time period.
The capacity analyses at study area intersections are based on the methodology presented in the *Highway Capacity Manual (HCM) Software HCS+ Version 5.5*. Traffic data required for these analyses include the hourly volumes on each approach and various other physical and operational characteristics. Signal timing plans for signalized intersections were obtained from the New York City Department of

Transportation (NYCDOT). Field inventories were conducted to document the physical layout, lane markings, curbside parking regulations, and other relevant characteristics needed for the analysis.

The HCM methodology provides a volume-to-capacity (v/c) ratio for each signalized intersection approach. The v/c ratio represents the ratio of traffic volumes on an approach to the approach's carrying capacity. A ratio of less than 0.90 is generally considered indicative of non-congested conditions in dense urban areas; when higher than this value, the ratio reflects increasing congestion. At a v/c ratio of between 0.95 and 1.0, near-capacity conditions are reached and delays can become substantial. Ratios of greater than 1.0 indicate saturated conditions with queuing. The HCM methodology also expresses quality of flow in terms of level of service (LOS), which is based on the amount of delay that a driver typically experiences at an intersection. Levels of service range from A, with minimal delay (10 seconds or less per vehicle), to F, which represents long delays (greater than 80 seconds per vehicle).

Table E-3 shows the LOS/delay relationship for signalized intersections using the HCM methodology. Levels of service A, B, and C generally represent highly favorable to fair levels of traffic flow. At LOS D, the influence of congestion becomes noticeable. LOS E is considered to be the limit of acceptable delay, and LOS F is considered to be unacceptable to most drivers. In this study, a signalized lane grouping operating at LOS E or F or a v/c ratio of 0.90 or above is identified as congested.

TABLE E-3
Intersection Level of Service Criteria

Level of Service (LOS)	Average Delay per Vehicle (seconds) Signalized Intersections
A	less than 10.1
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

Source: *2000 Highway Capacity Manual.*

Significant Impact Criteria

The identification of significant adverse traffic impacts at analyzed intersections is based on criteria presented in the *CEQR Technical Manual*. According to *CEQR Technical Manual* criteria, if a lane group under the With-Action condition is within LOS A, B or C, or marginally acceptable LOS D (average control delay less than or equal to 45.0 seconds/vehicle for signalized intersections), the impact is not considered significant. If the lane group LOS deteriorates from LOS A, B, or C in the No-Action condition to worse than mid-LOS D (i.e., delay greater than 45 seconds/vehicle at signalized intersections) or to LOS E or F under the With-Action condition, then a significant traffic impact has occurred. For a lane group operating at LOS D under the No-Action condition, an increase of five or more seconds is considered significant if the With-Action delay exceeds mid-LOS D. For a lane group operating at LOS E under the No-Action condition, an increase in projected delay of 4.0 or more seconds is considered significant, and for a lane group operating at LOS F under the No-Action condition, an increase in projected delay of 3.0 or more seconds is considered significant.

TRANSIT

SUBWAY

As discussed above, the Proposed Action is not expected to result in any significant adverse impacts to subway transit services based on *CEQR Technical Manual* guidelines, and a detailed subway analysis is not provided in this EAS.

BUS

As discussed above, the Proposed Action is not expected to result in any significant adverse impacts to bus transit services based on *CEQR Technical Manual* guidelines, and a detailed bus analysis is not provided in this EAS.

PEDESTRIANS

ANALYSIS METHODOLOGY

Data on peak period pedestrian flow volumes were collected along analyzed sidewalks, corner areas and crosswalks that would experience peak hour project generated pedestrian volumes of 200 or greater as per the level two screening analysis. Peak hours were determined by comparing rolling hourly averages, and the highest 15-minute volumes within the selected peak hours were used for analysis. Based on existing peak pedestrian volumes using the pedestrian elements to be analyzed, the peak hours selected for the weekday analyses are 12:00 – 1:00 PM and 5:00 – 6:00 PM. The 1:00 – 2:00 PM peak hour was analyzed for the Saturday analysis.

Peak 15-minute pedestrian flow conditions during the weekday AM, midday and PM and Saturday peak hours are analyzed using the *2000 Highway Capacity Manual* methodology and procedures outlined in the *CEQR Technical Manual*. Using this methodology, the congestion level of pedestrian facilities is determined by considering pedestrian volume, measuring the sidewalk or crosswalk width, determining the available pedestrian capacity and developing a ratio of volume flows to capacity conditions. The resulting ratio is then compared with LOS standards for pedestrian flow, which define a qualitative relationship at a certain pedestrian traffic concentration level. The evaluation of street crosswalks and corners is more complicated as these spaces cannot be treated as corridors due to the time incurred waiting for traffic lights. To effectively evaluate these facilities a "time-space" analysis methodology is employed which takes into consideration the traffic light cycle at intersections.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned, with LOS A representative of free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. **Table E-4** defines the LOS criteria for pedestrian crosswalk/corner area and sidewalk conditions, as based on the *Highway Capacity Manual* methodology.

TABLE E-4
Pedestrian Crosswalk/Corner Area and Sidewalk Levels of Service Descriptions

LOS	Crosswalk/Corner	Crosswalk/Corner Area Criteria (sf/ped)	Non-Platoon Sidewalk Criteria (pmf)	Platoon Sidewalk Criteria (pmf)
A	(Unrestricted)	≥ 60	≤ 5	≤ 0.5
B	(Slightly Restricted)	≥ 40	≤ 7	≤ 3
C	(Restricted but fluid)	≥ 24	≤ 10	≤ 6
D	(Restricted, necessary to continuously alter walking stride and direction)	≥ 15	≤ 15	≤ 11
E	(Severely restricted)	≥ 8	≤ 23	≤ 18
F	(Forward progress only by shuffling; no reverse movement possible)	≤ 8	> 23	> 18

Notes: Based on average conditions for 15 minutes
sf/ped – square feet of area per pedestrian
pmf – pedestrians per minute per foot of effective sidewalk width
Source: *2000 Highway Capacity Manual*

The analysis of sidewalk conditions includes a "platoon" factor in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. "Platooning" is the tendency of pedestrians to move in bunched groups or "platoons" once they cross a street where cross traffic required them to wait. Platooning generally results in a level of service one level poorer than that determined for average flow rates.

IMPACT CRITERIA

SIDEWALKS

Since the proposed project site is not located within a Central Business District (CBD), *2012 CEQR Technical Manual* criteria define a significant adverse sidewalk impact to have occurred under platoon conditions if the average pedestrian flow rate under the No-Action condition is less than 3.5 pedestrians per minute per foot width (pmf) of effective sidewalk width, and the average flow rate under the With-Action condition is greater than 6.0 pmf (LOS D or worse). If the average flow rate under the With-Action condition is less than or equal to 6.0 pmf (LOS C or better), the impact should not be considered significant. If the No-Action pedestrian flow rate is between 3.5 and 19 pmf, an increase in average flow rate under the With Action condition should be considered significant based on **Table E-5**, which shows a sliding-scale that identifies what increase is considered a significant impact for Table E-5, the impact should not be considered significant. If the average pedestrian flow rate under the No-Action condition is greater than 19 pmf, then an increase in pedestrian flow rate greater than or equal to 0.6 pmf should be considered significant.

TABLE E-5
Significant Impact Criteria for Sidewalks with Platooned Flow in a Non-CBD Location

No-Action Condition Pedestrian Flow (pmf)	With-Action Condition Pedestrian Flow Increment to be Considered a Significant Impact (pmf)
< 3.5	With Action Condition > 6.0
3.5 to 3.8	Increment ≥ 2.6
3.9 to 4.6	Increment ≥ 2.5
4.7 to 5.4	Increment ≥ 2.4
5.5 to 6.2	Increment ≥ 2.3
6.3 to 7.0	Increment ≥ 2.2
7.1 to 7.8	Increment ≥ 2.1
7.9 to 8.6	Increment ≥ 2.0
8.7 to 9.4	Increment ≥ 1.9
9.5 to 10.2	Increment ≥ 1.8
10.3 to 11.0	Increment ≥ 1.7
11.1 to 11.8	Increment ≥ 1.6
11.9 to 12.6	Increment ≥ 1.5
12.7 to 13.4	Increment ≥ 1.4
13.5 to 14.2	Increment ≥ 1.3
14.3 to 15.0	Increment ≥ 1.2
15.1 to 15.8	Increment ≥ 1.1
15.9 to 16.6	Increment ≥ 1.0
16.7 to 17.4	Increment ≥ 0.9
17.5 to 18.2	Increment ≥ 0.8
18.3 to 19.0	Increment ≥ 0.7
> 19.0	Increment ≥ 0.6

Source: *CEQR Technical Manual*

CORNER AREAS AND CROSSWALKS

For non-CBD areas, *CEQR Technical Manual* criteria define a significant adverse corner area or crosswalk impact to have occurred if the average pedestrian space under the No-Action condition is greater than 26.6 square feet/pedestrian (sf/ped) and, under the With-Action condition, the average pedestrian space decreases to 24 sf/ped or less (LOS D or worse). If the pedestrian space under the With-Action condition is greater than 24 sf/ped (LOS C or better), the impact should not be considered significant. If the average pedestrian space under the No-Action condition is between 5.1 and 26.6 sf/ped, a decrease in pedestrian space under the With-Action condition should be considered significant based on **Table E-6** which shows a sliding-scale that identifies what decrease in pedestrian space is considered a significant impact for a given amount of pedestrian space in the No-Action condition. If the decrease in pedestrian space is less than the value in Table E-6, the impact is not considered significant. If the average pedestrian space under the No-Action condition is less than 5.1 sf/ped, then a decrease in pedestrian space greater than or equal to 0.2 sf/ped should be considered significant.

TABLE E-6
Significant Impact Criteria for Corners and Crosswalks in a Non-CBD Location

No-Action Condition Pedestrian Space (sf/ped)	With-Action Condition Pedestrian Space Reduction to be Considered a Significant Impact (sf/ped)
> 26.6	With Action Condition ≤ 24.0
25.8 to 26.6	Reduction ≥ 2.6
24.9 to 25.7	Reduction ≥ 2.5
24.0 to 24.8	Reduction ≥ 2.4
23.1 to 23.9	Reduction ≥ 2.3
22.2 to 23.0	Reduction ≥ 2.2
21.3 to 22.1	Reduction ≥ 2.1
20.4 to 21.2	Reduction ≥ 2.0
19.5 to 20.3	Reduction ≥ 1.9
18.6 to 19.4	Reduction ≥ 1.8
17.7 to 18.5	Reduction ≥ 1.7
16.8 to 17.6	Reduction ≥ 1.6
15.9 to 16.7	Reduction ≥ 1.5
15.0 to 15.8	Reduction ≥ 1.4
14.1 to 14.9	Reduction ≥ 1.3
13.2 to 14.0	Reduction ≥ 1.2
12.3 to 13.1	Reduction ≥ 1.1
11.4 to 12.2	Reduction ≥ 1.0
10.5 to 11.3	Reduction ≥ 0.9
9.6 to 10.4	Reduction ≥ 0.8
8.7 to 9.5	Reduction ≥ 0.7
7.8 to 8.6	Reduction ≥ 0.6
6.9 to 7.7	Reduction ≥ 0.5
6.0 to 6.8	Reduction ≥ 0.4
5.1 to 5.9	Reduction ≥ 0.3
< 5.1	Reduction ≥ 0.2

Source: *CEQR Technical Manual*

PEDESTRIAN AND VEHICULAR SAFETY EVALUATION

Under *CEQR Technical Manual* guidelines, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high accident locations. These are defined as locations where 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, accident trends would be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic volumes, accident types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety should be identified and coordinated with NYCDOT.

PARKING

ANALYSIS METHODOLODY

The parking analysis identifies the supply of both on-site and off-street public parking in proximity to a project site and the extent to which both are utilized under existing conditions and conditions in the future both with and without the proposed action. A ¼-mile radius around a project site is assumed in the off-street parking inventory as the distance that someone driving to the site would be willing to walk. If, however, the analysis identifies a shortfall in parking within the ¼-mile study area, the study area could sometimes be extended to ½-mile to identify additional parking supply.

IMPACT CRITERIA

For proposed projects located in areas not designated as Parking Zones 1 and 2, a project's parking shortfall that exceeds more than half of the available parking spaces within ¼-mile of the site can be considered significant. Additional factors to be considered in determining whether such a shortfall is significant include: the availability and extent of transit in the area and the proximity of the project to such transit; aspects of the project that may be considered trip reduction or travel demand management (TDM) measures; the travel modes of customers of area commercial businesses; and patterns of automobile usage by area residents. In some cases, if there is adequate parking supply within ½-mile of the project site, the projected parking shortfall may also not necessarily be considered significant.

VI. TRAFFIC

EXISTING CONDITIONS

STUDY AREA NETWORK

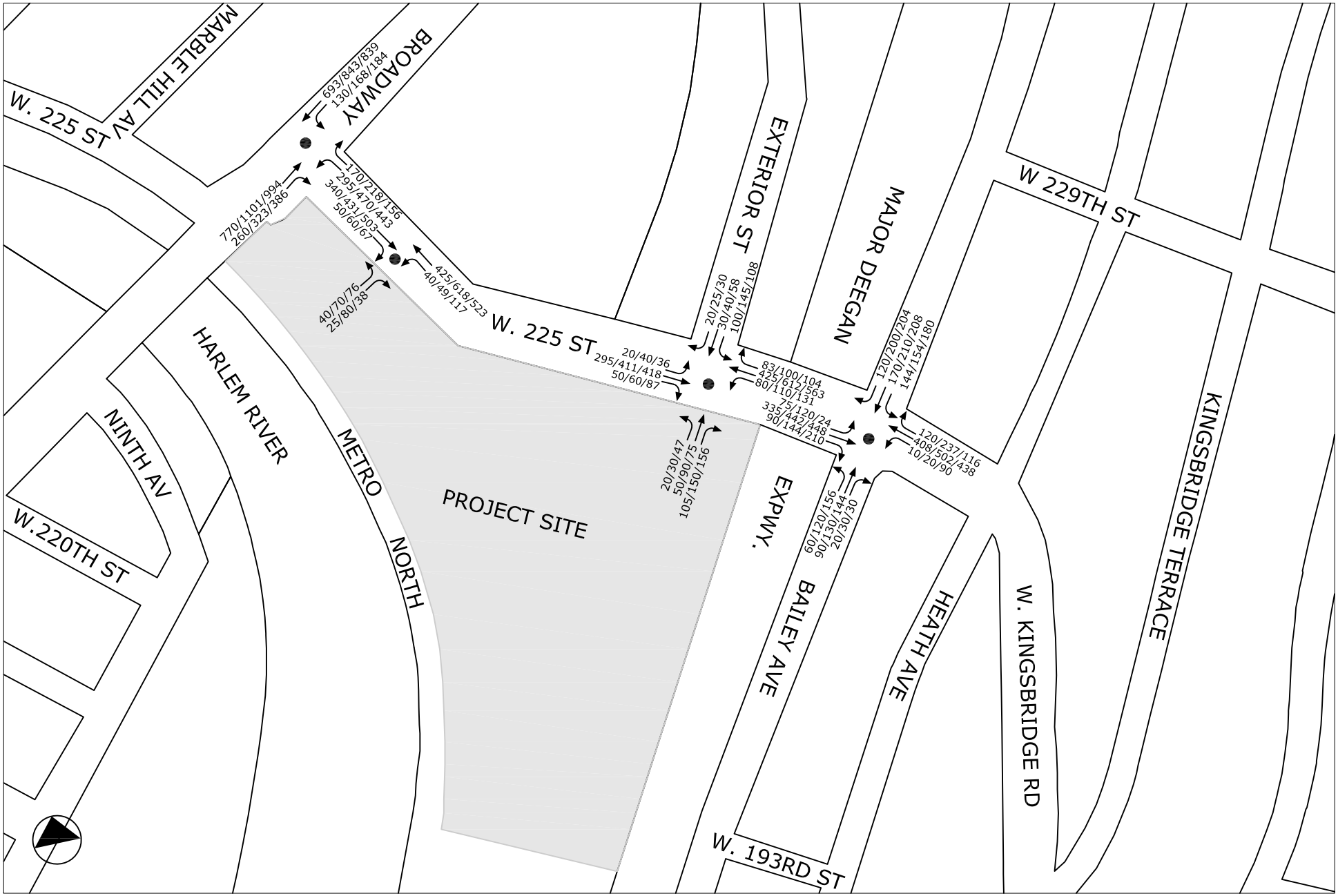
As shown in **Figure E-3**, West 225th Street is the main artery serving the project site. Broadway runs in the north/south direction to the west of the project site while Bailey Avenue and the Major Deegan Expressway travel in the north/south direction to the east of the project site. To the south of the site, the Harlem River separates the project site from Manhattan, connected via the Broadway Bridge. As discussed above in Section IV, "Level 2 Screening Assessment," the traffic study area includes a total of four intersections (all of which are signalized) along West 225th Street that were selected for analysis based on the anticipated numbers of new project-generated vehicle trips. Figure E-3 shows existing 2012 peak hour traffic volumes on the study area street network during the weekday midday and PM and Saturday peak hours, respectively. As shown in Figure E-3, approximately 490, 739 and 852 vehicles are entering and exiting the existing River Plaza shopping center. Of these vehicles, one-third of the vehicles enter/exit the site at the intersection of West 225th Street and Parking Lot Entrance while the remaining two-thirds enter/exit the site at the intersection of West 225th Street and Exterior Street.

INTERSECTION CAPACITY ANALYSIS

Table E-7 provides an overview of the levels of service that characterize existing "overall" intersection conditions during the weekday midday and PM and Saturday peak hours. The overall level of service of an intersection represents a weighted average of the individual traffic movements' levels of service. "Overall" LOS E or F indicates that serious congestion exists – either one specific traffic movement at the intersection has severe delays or two or more traffic movements at the intersection are at LOS E or F with substantial delays. As shown in Table E-7, no analyzed intersections currently operate at LOS E or F in any peak hour. One intersection operates at a marginally acceptable LOS D in the weekday PM and

Figure E-3

Existing Traffic Volumes



LEGEND

40/70/60: MD/PM/SAT MD Peak Hour Traffic Volume

Project Site Analyzed Intersection

Saturday peak hours, while the remaining intersections operate at LOS C or better during all other analyzed peak hours.

TABLE E-7
Existing Intersection Level of Service Summary

	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Overall LOS A/B/C	4	3	3
Overall LOS D	0	1	1
Overall LOS E	0	0	0
Overall LOS F	0	0	0

Table E-8 shows the existing lane group level of service during the weekday midday and PM and Saturday peak hours. During the weekday midday peak hour, no individual traffic movements operate at LOS E or F. Three individual traffic movements out of approximately 22 such movements analyzed operate at LOS E or F during the weekday PM peak hour. During the Saturday peak hour, four individual traffic movements out of approximately 22 such movements operate at LOS E or F.

TABLE E-8
Existing Lane Group Level of Service Summary

	Weekday Midday Peak Hour	Weekday PM Peak Hour	Saturday Peak Hour
Overall LOS A/B/C	18	15	16
Overall LOS D	3	4	2
Overall LOS E	0	0	2
Overall LOS F	0	3	2

Note: The number of lane movements differs between the weekday midday peak hour and the weekday PM and Saturday peak hours because during the weekday midday peak hour one movement operates as a northbound left/through/right movement and during the weekday PM and Saturday peak hours operates as two movements: a northbound defacto left-turn movement and a through/right movement.

Table E-9 shows the volume-to-capacity ratios, delays and levels of service by movement at each analyzed intersection in each peak hour, and identifies those movements that are considered congested in one or more peak hours (i.e., movements operating at LOS E or F and/or with a high v/c ratio—0.90 and above). These congested locations are discussed in more detail below.

West 225th Street at Broadway

As shown in Table E-9, the westbound left movement is operating with a v/c ratio of 1.05 (LOS F) and 92.6 seconds of delay during the weekday PM peak hour. The westbound left/right movement is also operating with a v/c ratio of 1.05 (LOS F) and100.5 seconds of delay during the weekday PM peak hour. The northbound through movement on Broadway is operating with a v/c ratio of 0.96 (LOS D) during the weekday PM peak hour and the northbound right-turn movement is operating with a v/c ratio of 1.05 (LOS F) and 93.1 seconds of delay. During the Saturday peak hour, the westbound left movement is operating with a v/c ration of 0.98 (LOS E) and 74.3 seconds of delay; the westbound left-right movement is operating with a v/c ratio of0.98 (LOS E) and79.7 seconds of delay; and the northbound right-turn movement is operating with a v/c ratio of 1.05 (LOS F) and 89.9 seconds of delay.

Table E-9
Existing Conditions Level of Service Analysis

Intersection	Lane Group	MD Peak Hour V/C Ratio	MD Peak Hour Delay (seconds)	MD Peak Hour LOS	PM Peak Hour V/C Ratio	PM Peak Hour Delay (seconds)	PM Peak Hour LOS		Saturday Peak Hour V/C Ratio	Saturday Peak Hour Delay (seconds)	Saturday Peak Hour LOS	
1. West 225th Street (E-W) @	WB-L	0.72	41.9	D	1.05	92.6	F	*	0.98	74.3	E	*
Broadway (N-S)	WB-LR	0.72	46.0	D	1.05	100.5	F	*	0.98	79.7	E	*
	NB-T	0.70	28.4	C	0.96	47.1	D	*	0.84	33.4	C	
	NB-R	0.74	37.6	D	1.05	93.1	F	*	1.05	89.9	F	*
	SB-Def L	0.32	23.1	C	0.45	31.8	C		0.47	31.2	C	
	SB-T	0.38	11.9	B	0.48	13.0	B		0.45	12.6	B	
	Intersection		27.3	C		52.8	D			44.2	D	
2. West 225th Street (E-W) @	EB-TR	0.26	11.5	B	0.33	12.1	B		0.37	12.5	B	
Parking Lot Entrance (N-S)	WB-LT	0.33	12.2	B	0.50	14.2	B		0.67	18.1	B	
	NB-LR	0.11	20.7	C	0.26	22.4	C		0.19	21.6	C	
	Intersection		12.5	B		14.4	B			16.1	B	
3. West 225th Street (E-W) @	EB-LTR	0.25	11.2	B	0.37	15.5	B		0.39	12.6	B	
Exterior Street (N-S)	WB-LT	0.36	12.3	B	0.59	19.4	B		0.66	17.4	B	
	WB-R	0.12	10.3	B	0.14	13.1	B		0.16	10.7	B	
	NB-L	0.06	20.0	B	0.08	25.9	C		0.14	21.1	C	
	NB-TR	0.31	23.1	C	0.46	32.3	C		0.46	25.9	C	
	SB-LTR	0.44	26.6	C	0.75	49.1	D		0.66	35.3	D	
	Intersection		15.0	B		23.2	C			18.6	B	
4. West 225th Street (E-W) @	EB-L	0.22	12.0	B	0.53	25.2	C		0.07	10.0	A	
Bailey Ave (N-S)	EB-TR	0.26	11.2	B	0.34	15.5	B		0.37	12.3	B	
	WB-L	0.03	9.6	A	0.07	13.0	B		0.29	13.2	B	
	WB-TR	0.32	11.7	B	0.48	17.4	B		0.32	11.7	B	
	NB-Def L				0.69	50.5	D		0.97	89.6	F	*
	NB-TR				0.33	29.1	C		0.38	24.5	C	
	NB-LTR	0.26	22.1	C								
	SB-LTR	0.61	28.0	C	0.73	38.4	D		0.83	37.2	D	
	Intersection		17.0	B		24.8	C			25.5	C	

Notes:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, Dfl-Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume to capacity ratio

LOS - level of service

***** - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)

West 225th Street at Bailey Avenue

As shown in Table E-9, the northbound defacto left-turn movement is operating with a v/c of 0.97 (LOS F) and 89.6 seconds of delay during the Saturday peak hour.

THE FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION)

Between 2012 and 2014, it is expected that traffic demand in the study area will increase due to background growth. There are no expected major developments in the study area that would contribute to the increase in traffic demand. No-Action condition traffic volumes were developed by applying the annual background growth rates recommended in the *CEQR Technical Manual* to existing volumes. An annual compounded background growth rate of 0.25 percent was applied for years 2012 through 2014.

INTERSECTION CAPACITY ANALYSIS

Figure E-4 shows the expected No-Action weekday midday and PM and Saturday peak hour traffic volumes at analyzed intersections within the study area, while **Table E-10** shows a summary comparison of intersection levels of service for existing and future No-Action conditions. As shown in Table E-10, all analyzed intersections would continue to operate at LOS C or better during all analyzed peak hours, with the exception of one intersection during the PM peak hour, which would deteriorate from LOS D to LOS E, and one intersection during the Saturday peak hour, which would continue to operate at LOS D.

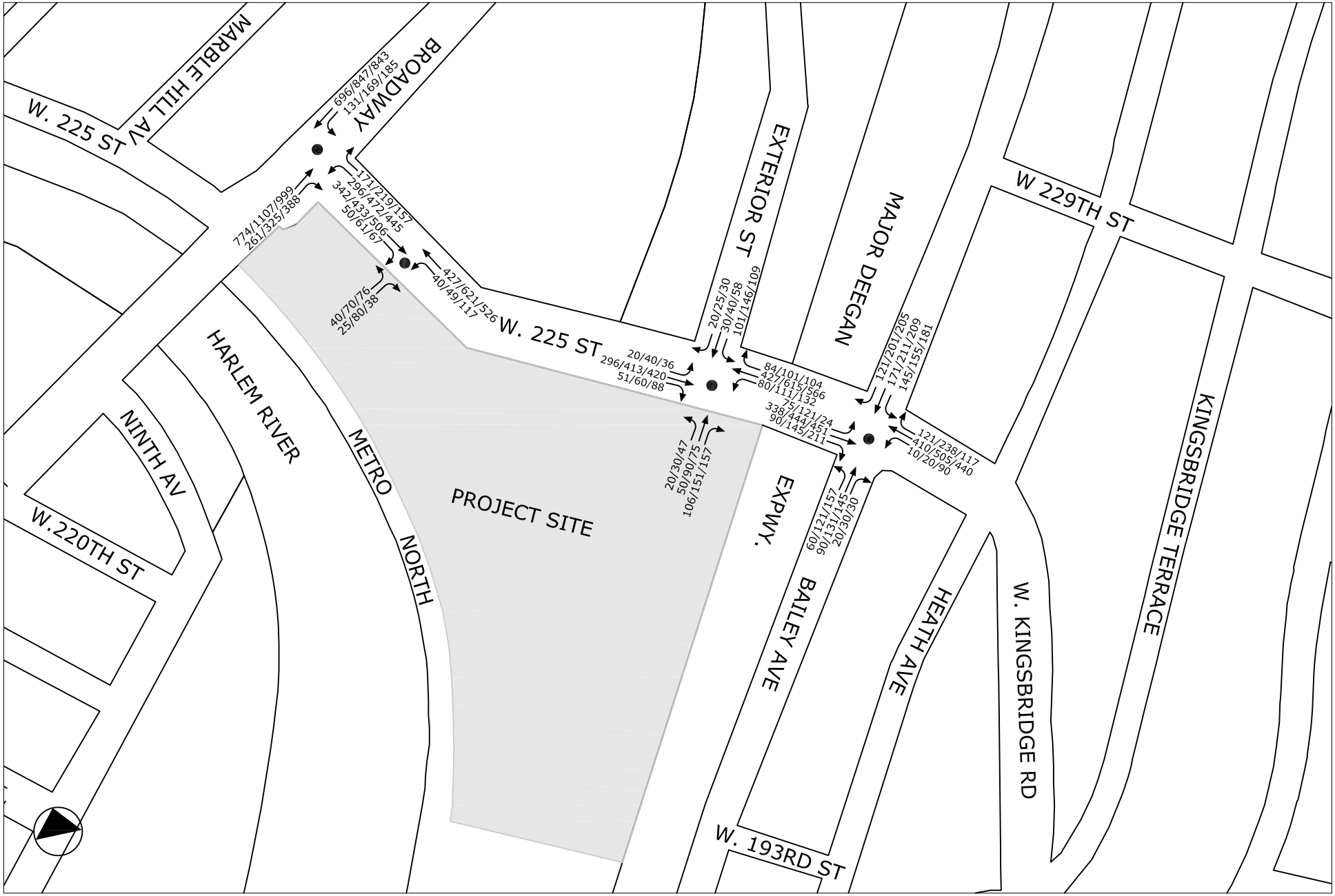
TABLE E-10
Intersection Level of Service Summary Comparison
Existing vs. No-Action

	Existing			No-Action		
	Midday	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**
Overall LOS A/B/C	4	3	3	4	3	3
Overall LOS D	0	1	1	0	0	1
Overall LOS E	0	0	0	0	1	0
Overall LOS F	0	0	0	0	0	0

Table E-11 shows a summary comparison of the individual lane group levels of service for existing and future No-Action conditions. As shown in Table E-11, all analyzed movements would continue to operate at LOS D or better during the weekday midday and PM and Saturday peak hours with the exception of three individual traffic movements at the intersection of Broadway and West 225th Street that would continue to operate at LOS F during the weekday PM peak hour; one individual traffic movement that would deteriorate from LOS E to LOS F under No-Action conditions at the intersection of Broadway and West 225th Street during the Saturday peak hour; two individual traffic movements that would remain at LOS F during the Saturday peak hour at this intersection; and another individual traffic movement that would remain at LOS E at this intersection during the Saturday peak hour.

Figure E-4

No-Action Traffic Volumes



LEGEND

40/70/60: MD/PM/SAT MD Peak Hour Traffic Volume

Project Site ● Analyzed Intersection

TABLE E-11
Lane Group Level of Service Summary Comparison
Existing vs. No-Action

	Existing			No-Action		
	Midday	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**
Overall LOS A/B/C	18	15	16	18	15	16
Overall LOS D	3	4	2	3	4	2
Overall LOS E	0	0	2	0	0	1
Overall LOS F	0	3	2	0	3	3

Note: The number of lane movements differs between the weekday midday peak hour and the weekday PM and Saturday peak hours because during the weekday midday peak hour one movement would operate as a northbound left/through/right movement and during the weekday PM and Saturday peak hours would operate as two movements: a northbound defacto left-turn movement and a through/right movement.

Table E-12 shows the detailed volume-to-capacity ratios, delays and levels of service by movement at each analyzed intersection in each peak hour in the No-Action condition, and identifies those movements that are considered congested in one or more peak hours. As shown in Table E-12, some intersections that were congested under existing conditions would worsen, and no additional locations would become congested during any of the analyzed peak hours by 2014 under No-Action conditions.

THE FUTURE WITH THE PROPOSED ACTION (WITH-ACTION)

As discussed previously, the Proposed Action would result in an expansion of the existing shopping center and storage space, totally an increase of approximately 118,391 gsf. As discussed above in Section IV, "Level 2 Screening Assessment," auto and taxi trips generated by this projected development were assigned to the project site, as were truck trips. The assignment of project increment vehicle trips (including auto, taxi and truck trips) generated by the expansion during the weekday midday and PM and Saturday peak hours is shown in Figure E-1.

INTERSECTION CAPACITY ANALYSIS

Figure E-5 show the weekday midday and PM and Saturday peak hour traffic networks in the 2014 future with the Proposed Action. The volumes shown are the combination of the net incremental traffic generated by Proposed Action and the No-Action traffic network. No physical or operational changes to the study area street network are planned as part of the Proposed Action.

Table E-13 shows a summary comparison of intersection levels of service for future No-Action and With-Action conditions. As shown in Table E-13, all analyzed intersections would continue to operate at LOS C or better during all analyzed peak hours, with the exception of one intersection during the PM peak hour, which would continue to operate at LOS E, and one intersection during the Saturday peak hour, which would operate at LOS E.

Table E-12
No-Action Level of Service Analysis

Intersection	Lane Group	MIDDAY PEAK HOUR						PM PEAK HOUR						SATURDAY PEAK HOUR					
		EXISTING			NO-ACTION			EXISTING			NO-ACTION			EXISTING			NO-ACTION		
		V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS
1. West 225th Street (E-W) @	WB-L	0.72	41.9	D	0.73	42.0	D	1.05	92.6	F *	1.06	94.1	F *	0.98	74.3	E *	0.99	75.5	E *
Broadway (N-S)	WB-LR	0.72	46.0	D	0.72	46.2	D	1.05	100.5	F *	1.06	102.5	F *	0.98	79.7	E *	0.99	81.3	F *
	NB-T	0.70	28.4	C	0.71	28.5	C	0.96	47.1	D *	0.97	48.2	D *	0.84	33.4	C	0.84	33.7	C
	NB-R	0.74	37.6	D	0.80	42.9	D	1.05	93.1	F *	1.22	154.8	F *	1.05	89.9	F *	1.10	104.3	F *
	SB-Def L	0.32	23.1	C	0.32	23.5	C	0.45	31.8	C	0.45	32.0	C	0.47	31.2	C	0.47	31.3	C
	SB-T	0.38	11.9	B	0.39	11.9	B	0.48	13.0	B	0.48	13.0	B	0.45	12.6	B	0.45	12.6	B
	Intersection		27.3	C		28.0	C		52.8	D		59.9	E		44.2	D		46.4	D
2. West 225th Street (E-W) @	EB-TR	0.26	11.5	B	0.26	11.5	B	0.33	12.1	B	0.33	12.1	B	0.37	12.5	B	0.37	12.6	B
Parking Lot Entrance (N-S)	WB-LT	0.33	12.2	B	0.33	12.2	B	0.50	14.2	B	0.50	14.2	B	0.67	18.1	B	0.67	18.2	C
	NB-LR	0.11	20.7	C	0.11	20.7	C	0.26	22.4	C	0.26	22.5	C	0.19	21.6	C	0.19	21.7	C
	Intersection		12.5	B		12.5	B		14.4	B		14.4	B		16.1	B		16.2	B
3. West 225th Street (E-W) @	EB-LTR	0.25	11.2	B	0.25	11.2	B	0.37	15.5	B	0.38	15.5	C	0.39	12.6	B	0.39	12.6	B
Exterior Street (N-S)	WB-LT	0.36	12.3	B	0.36	12.3	B	0.59	19.4	B	0.60	19.5	C	0.66	17.4	B	0.67	17.5	C
	WB-R	0.12	10.3	B	0.12	10.3	B	0.14	13.1	B	0.15	13.2	B	0.16	10.7	B	0.16	10.7	B
	NB-L	0.06	20.0	B	0.06	20.0	B	0.08	25.9	C	0.08	25.9	C	0.14	21.1	C	0.14	21.1	C
	NB-TR	0.31	23.1	C	0.31	23.2	C	0.46	32.3	C	0.46	32.4	C	0.46	25.9	C	0.47	25.9	C
	SB-LTR	0.44	26.6	C	0.45	26.7	C	0.75	49.1	D	0.75	49.7	D	0.66	35.3	D	0.67	35.6	D
	Intersection		15.0	B		15.1	B		23.2	C		23.3	C		18.6	B		18.7	B
4. West 225th Street (E-W) @	EB-L	0.22	12.0	B	0.22	12.1	B	0.53	25.2	C	0.54	25.8	C	0.07	10.0	A	0.07	10.0	A
Bailey Ave (N-S)	EB-TR	0.26	11.2	B	0.26	11.2	B	0.34	15.5	B	0.35	15.5	B	0.37	12.3	B	0.37	12.3	B
	WB-L	0.03	9.6	A	0.03	9.6	A	0.07	13.0	B	0.07	13.0	B	0.29	13.2	B	0.29	13.3	B
	WB-TR	0.32	11.7	B	0.32	11.8	B	0.48	17.4	B	0.48	17.4	B	0.32	11.7	B	0.32	11.8	B
	NB-Def L							0.69	50.5	D	0.70	51.8	D	0.97	89.6	F *	0.98	92.6	F *
	NB-TR							0.33	29.1	C	0.34	29.2	C	0.38	24.5	C	0.38	24.5	C
	NB-LTR	0.26	22.1	C	0.26	22.1	C												
	SB-LTR	0.61	28.0	C	0.62	28.1	C	0.73	38.4	D	0.74	38.6	D	0.83	37.2	D	0.84	37.5	D
	Intersection		17.0	B		17.0	B					25.0	C		25.5	C		25.8	C

Notes:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

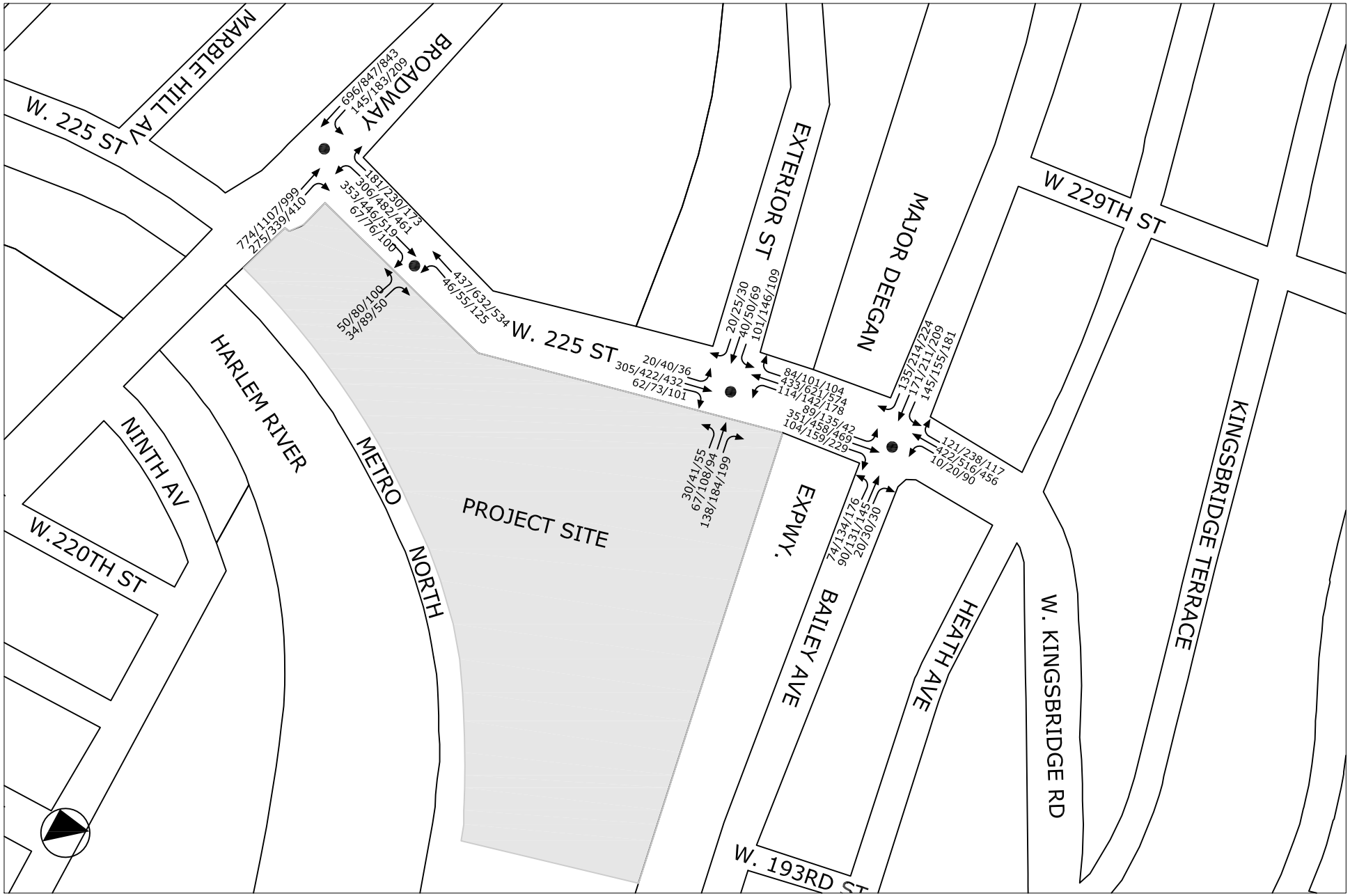
L-Left, T-Through, R-Right, Dfl-Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume to capacity ratio

LOS - level of service

***** - Denotes a congested movement (LOS E or F, or V/C ratio greater than or equal to 0.9)

Figure E-5
With-Action Traffic Volumes



LEGEND

53/83/90: MD/PM/SAT MD Peak Hour Traffic Volume

Project Site ● Analyzed Intersection

TABLE E-13
Intersection Level of Service Summary Comparison
No-Action vs. With-Action

	No-Action			With-Action		
	Midday	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**
Overall LOS A/B/C	4	3	3	4	3	3
Overall LOS D	0	0	1	0	0	0
Overall LOS E	0	1	0	0	1	1
Overall LOS F	0	0	0	0	0	0

Table E-14 shows a summary comparison of the individual lane group levels of service for future No-Action and With-Action conditions. As shown in Table E-14, all analyzed movements would continue to operate at LOS D or better during the weekday midday peak hour, with the exception of one movement that would operate at LOS E. During the weekday PM peak hour, 14 movements would operate at acceptable LOS C or better, three would operate at LOS D, two would operate at LOS E and three would operate at LOS F. During the Saturday peak hour, 16 movements would continue to operate at acceptable LOS C or better, two would operate at LOS D, zero would operate at LOS E and four would operate at LOS F.

TABLE E-14
Lane Group Level of Service Summary Comparison
No-Action vs. With-Action

	No-Action			With-Action		
	Midday	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**
Overall LOS A/B/C	18	15	16	19	14	16
Overall LOS D	2	4	2	2	3	2
Overall LOS E	1	0	1	1	2	0
Overall LOS F	0	3	3	0	3	4

Note: The number of lane movements differs between the No-Action weekday midday peak hour and the With-Action weekday midday peak hour because under No-Action conditions one movement would operate as a northbound left/through/right movement and under With-Action conditions would operate as two movements: a northbound defacto left-turn movement and a through/right movement.

Table E-15 shows the volume-to-capacity ratios, delays and levels of service by movement at each analyzed intersection in each peak hour in the With-Action condition, and identifies those movements that are considered congested in one or more peak hours. As shown in Table E-15, conditions at three intersections would deteriorate during one or more of the analyzed peak hours.

During the midday peak period, conditions at one intersection would deteriorate: at the intersection of West 225th Street and Broadway, the westbound left/right lane group would be impacted and the northbound right-turn lane group would be impacted.

During the PM peak period, conditions at three intersections would deteriorate as compared to No-Action conditions: at the intersection of West 225th Street and Broadway, the westbound left-turn lane group, the westbound left/right lane group and the northbound right-turn lane group would be impacted; at the intersection of West 225th Street and Exterior Street, the southbound left/thru/right lane group would be

Table E-15
With-Action Level of Service Analysis

		MIDDAY PEAK HOUR							PM PEAK HOUR							SATURDAY PEAK HOUR						
		NO-ACTION			WITH-ACTION				NO-ACTION			WITH-ACTION				NO-ACTION			WITH-ACTION			
Intersection	**Lane Group**	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS		V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS		V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	
1. West 225th Street (E-W) @	WB-L	0.73	42.0	D	0.75	43.5	D		1.06	94.1	F	1.08	101.7	F	*	0.99	75.5	E	1.02	84.3	F	*
Broadway (N-S)	WB-LR	0.72	46.2	D	0.78	51.6	D	*	1.06	102.5	F	1.13	126.0	F	*	0.99	81.3	F	1.09	112.7	F	*
	NB-T	0.71	28.5	C	0.71	28.5	C		0.97	48.2	D	0.97	48.2	D		0.84	33.7	C	0.84	33.7	C	
	NB-R	0.80	42.9	D	0.90	57.6	E	*	1.22	154.8	F	1.29	183.3	F	*	1.10	104.3	F	1.23	155.3	F	*
	SB-Def L	0.32	23.5	C	0.37	24.7	C		0.45	32.0	C	0.49	32.9	C		0.47	31.3	C	0.54	33.1	C	
	SB-T	0.39	11.9	B	0.39	11.9	B		0.48	13.0	B	0.48	13.0	B		0.45	12.6	B	0.45	12.6	B	
	Intersection		28.0	C		30.6	C			59.9	E		66.8	E			46.4	D		58.1	E	
2. West 225th Street (E-W) @	EB-TR	0.26	11.5	B	0.29	11.8	B		0.33	12.1	B	0.36	12.4	B		0.37	12.6	B	0.42	13.2	B	
Parking Lot Entrance (N-S)	WB-LT	0.33	12.2	B	0.35	12.4	B		0.50	14.2	B	0.52	14.6	B		0.67	18.2	C	0.72	19.7	B	
	NB-LR	0.11	20.7	C	0.14	21.0	C		0.26	22.5	C	0.29	22.9	C		0.19	21.7	C	0.26	22.5	C	
	Intersection		12.5	B		12.9	B			14.4	B		14.8	B			16.2	B		17.3	B	
3. West 225th Street (E-W) @	EB-LTR	0.25	11.2	B	0.27	11.3	B		0.38	15.5	C	0.40	15.9	B		0.39	12.6	B	0.42	12.9	B	
Exterior Street (N-S)	WB-LT	0.36	12.3	B	0.42	13.1	B		0.60	19.5	C	0.67	21.5	C		0.67	17.5	C	0.76	20.7	C	
	WB-R	0.12	10.3	B	0.12	10.3	B		0.15	13.2	B	0.15	13.2	B		0.16	10.7	B	0.17	10.8	B	
	NB-L	0.06	20.0	B	0.09	20.4	C		0.08	25.9	C	0.12	26.5	C		0.14	21.1	C	0.17	21.7	C	
	NB-TR	0.31	23.2	C	0.43	25.3	C		0.46	32.4	C	0.59	35.9	D		0.47	25.9	C	0.63	30.5	C	
	SB-LTR	0.45	26.7	C	0.55	30.3	C		0.75	49.7	D	0.90	71.4	E	*	0.67	35.6	D	0.84	52.6	D	*
	Intersection		15.1	B		16.4	B			23.3	C		27.4	C			18.7	B		22.7	C	
4. West 225th Street (E-W) @	EB-L	0.22	12.1	B	0.27	12.9	B		0.54	25.8	C	0.62	29.7	C		0.07	10.0	A	0.12	10.7	B	
Bailey Ave (N-S)	EB-TR	0.26	11.2	B	0.28	11.4	B		0.35	15.5	B	0.36	15.8	B		0.37	12.3	B	0.40	12.6	B	
	WB-L	0.03	9.6	A	0.03	9.6	A		0.07	13.0	B	0.07	13.1	B		0.29	13.3	B	0.31	13.7	B	
	WB-TR	0.32	11.8	B	0.33	11.8	B		0.48	17.4	B	0.49	17.6	B		0.32	11.8	B	0.33	11.9	B	
	NB-Def L				0.34	25.9	C		0.70	51.8	D	0.80	63.4	E	*	0.98	92.6	F	1.16	148.2	F	*
	NB-TR				0.25	22.3	C		0.34	29.2	C	0.34	29.2	C		0.38	24.5	C	0.39	24.5	C	
	NB-LTR	0.26	22.1	C		23.8	C															
	SB-LTR	0.62	28.1	C	0.62	28.1	C		0.74	38.6	D	0.76	39.6	D		0.84	37.5	D	0.87	40.2	D	
	Intersection		17.0	B		17.3	B			25.0	C		26.3	C			25.8	C		31.2	C	

Notes:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, Dfl-Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume to capacity ratio

LOS - level of service

***** - denotes an impacted movement

congested; at the intersection of West 225th Street and Bailey Avenue, the northbound defacto left-turn lane group would be impacted.

During the Saturday peak period, conditions at three intersections would deteriorate: at the intersection of West 225th Street and Broadway, the westbound left lane group, the westbound left/right lane group and the northbound right-turn lane group would be impacted; at the intersection of West 225th Street and Exterior Street, the southbound lane group would be impacted; and at the intersection of West 225th Street and Bailey Avenue, the northbound defacto left-turn lane group would be impacted.

No congestion is expected at any other analyzed study area intersection and all other study area intersections would continue to operate with acceptable LOS and delay.

MITIGATION

As discussed above, the Proposed Action could result in traffic congestion that would exceed the significant traffic impact criteria at three intersections during one or more of the analyzed peak hours. Specifically, 1, 3 and 3 intersections would be impacted in weekday midday, weekday PM and Saturday peak hours, respectively. To alleviate these impacts, the feasibility of implementing mitigation measures was explored. The mitigation analysis results and recommendations are discussed below.

According to the *CEQR Technical Manual*, a significant traffic impact can be considered fully mitigated if the degradation in the level of service under the Action-with-Mitigation condition compared to the No-Action condition is no longer deemed significant based on the impact criteria described above in Section V, "Transportation Analyses Methodologies". For future No-Action LOS A, B or C, mitigation to mid-LOS D (45 seconds of delay) is required.

With the proposed traffic mitigation measures, outlined below, all significant adverse traffic impacts due to the Proposed Action would be fully mitigated.

PROPOSED MITIGATION MEASURES

Measures to mitigate project-generated traffic impacts would consist of minor adjustments to signal timing in order to increase green time for impacted movements. The mitigation proposed for each intersection is presented in **Table E-16** and discussed below. At the intersection of West 225th Street at Broadway it is proposed to transfer one second of green time from the southbound phase to the westbound phase during the weekday midday peak period. At this same intersection, it is proposed to transfer one second of green time to the westbound phase and two seconds of green time to the north/south phase for a total reduction of three seconds of green time from the southbound only movement during the weekday PM and Saturday peak periods. At the intersection of West 225th Street at Exterior Street, it is proposed to transfer three seconds of green time from the east/west phase to the north/south phase during the PM peak period and two seconds of green time from the east/west phse to the north/south phase during the Saturday peak period. At the intersection of West 225th Street at Bailey Avenue, it is proposed to transfer two seconds of green time from the east/west phase to the north/south phase during the weekday PM peak period and three seconds of green time from the east/west phase to the north/south phase during the Saturday peak period.

INTERSECTION CAPACITY ANALYSIS

Table E-17 shows a summary comparison of intersection levels of service for future No-Action, With-Action and Action-with-Mitigation conditions. As shown in Table E-17, all analyzed intersections would

Table E-16
Proposed Mitigation Measures

Intersection	Peak Hour	Approach	No Build Signal Timings (Seconds) (1)		Proposed Signal Timing (Seconds) (1)			Proposed Improvement Measures
			All Times	PM	MD	PM	SAT	
West 225th Street (E-W) @	MD/PM/SAT	NS	37		37	39	39	Transfer 1 sec. from SB to WB in Weekday MD, Weekday PM and Saturday peak hours.
Broadway (N-S)		SB	18		17	15	15	Transfer 2 sec. from SB to NS in Weekday PM and Saturday peak hour.
		Ped	8		8	8	8	
		WB	27		28	28	28	
West 225th Street (E-W) @	PM	NS	36	48	36	51	38	Transfer 3 sec. from EW to NS in Weekday PM peak hour.
Exterior Street (N-S)		EW	54	72	54	69	52	Transfer 2 sec. from EW to NS in Saturday peak hour.
West 225th Street (E-W) @	PM/SAT	NS	36	49	36	51	38	Transfer 2 sec. from EW to NS in Weekday PM peak hour.
Bailey Ave (N-S)		EW	54	71	54	69	52	Transfer 3 sec. from EW to NS in Saturday peak hour.

Notes :

(1) Signal timings shown indicate Green plus Yellow (including All Red) for each phase.

continue to operate at LOS C or better during all analyzed peak hours under Action-with-Mitigation conditions, with the exception of one intersection during the PM peak hour, which would continue to operate at LOS E in the weekday PM peak hour.

TABLE E-17
Intersection Level of Service Summary Comparison
No-Action vs. With-Action vs. Action-with-Mitigation

	No-Action			With-Action			Action-with-Mitigation		
	Midday	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**
Overall LOS A/B/C	4	3	3	4	3	3	4	3	4
Overall LOS D	0	0	1	0	0	0	0	0	0
Overall LOS E	0	1	0	0	1	1	0	1	0
Overall LOS F	0	0	0	0	0	0	0	0	0

Table E-18 shows a summary comparison of the individual lane group levels of service for future No-Action, With-Action and Action-with-Mitigation conditions. As shown in Table E-18, all analyzed movements would continue to operate at LOS D or better during the weekday midday peak. During the weekday PM peak hour, all individual movements would continue to operate at LOS D or better with the exception of three individual traffic movements that would continue to operate at LOS F. During the Saturday peak hour, 16 movements would continue to operate at acceptable LOS C or better, two would operate at LOS D, one would operate at LOS E, and three would operate at LOS F.

TABLE E-18
Lane Group Level of Service Summary Comparison
No-Action vs. With-Action (with Traffic Improvements)

	No-Action			With-Action			Action-with-Mitigation		
	Midday	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**	**Midday**	**PM**	**Saturday**
Overall LOS A/B/C	18	15	16	19	14	16	19	14	16
Overall LOS D	2	4	2	2	3	2	3	5	2
Overall LOS E	1	0	1	1	2	0	0	0	1
Overall LOS F	0	3	3	0	3	4	0	3	3

Note: The number of lane movements differs between the No-Action weekday midday peak hour and the With-Action weekday midday peak hour because under No-Action conditions one movement would operate as a northbound left/through/right movement and under With-Action conditions would operate as two movements: a northbound defacto left-turn movement and a through/right movement.

Table E-19 shows the volume-to-capacity ratios, delays and levels of service by movement at each analyzed intersection in each peak hour in the No-Action, With-Action and Action-with-Mitigation conditions. As shown in Table E-19, with the implementation of the limited mitigation measures discussed above, no analyzed intersection would experience a significant impact in the future with the Proposed Action.

VII. PEDESTRIANS

EXISTING CONDITIONS

As shown in Figure E-2 and discussed previously above in Section IV, "Level 2 Screening Assessment," a total of two sidewalks, three corner reservoir areas and five crosswalks where project-generated pedestrian trips are expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or

Table E-19
Action-with-Mitigation Level of Service Analysis

		MIDDAY PEAK HOUR									PM PEAK HOUR									SATURDAY PEAK HOUR								
		NO-ACTION			WITH-ACTION			ACTION-WITH-MITIGATION			NO-ACTION			WITH-ACTION			ACTION-WITH-MITIGATION			NO-ACTION			WITH-ACTION			ACTION-WITH-MITIGATION		
Intersection	**Lane Group**	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS	V/C Ratio	Delay (seconds)	LOS
1. West 225th Street (E-W) @	WB-L	0.73	42.0	D	0.75	43.5	D	0.76	43.3	D	1.06	94.1	F	1.08	101.7	F *	1.03	85.8	F	0.99	75.5	E	1.02	84.3	F *	0.99	73.0	E
Broadway (N-S)	WB-LR	0.72	46.2	D	0.78	51.6	D *	0.70	44.1	D	1.06	102.5	F	1.13	126	F *	1.07	103.6	F	0.99	81.3	F	1.09	112.7	F *	0.99	80.5	F
	NB-T	0.71	28.5	C	0.71	28.5	C	0.66	26.0	C	0.97	48.2	D	0.97	48.2	D	0.91	38.1	D	0.84	33.7	C	0.84	33.7	C	0.79	29.8	C
	NB-R	0.80	42.9	D	0.9	57.6	E *	0.82	43.5	D	1.22	154.8	F	1.29	183.3	F *	1.20	145.2	F	1.10	104.3	F	1.23	155.3	F *	1.11	107.0	F
	SB-Def L	0.32	23.5	C	0.37	24.7	C	0.40	25.7	C	0.45	32.0	C	0.49	32.9	C	0.57	37.4	D	0.47	31.3	C	0.54	33.1	C	0.62	38.2	D
	SB-T	0.39	11.9	B	0.39	11.9	B	0.39	12.5	B	0.48	13.0	B	0.48	13	B	0.49	13.7	B	0.45	12.6	B	0.45	12.6	B	0.46	13.2	B
	Intersection		28.0	C		30.6	C		27.7	C		59.9	E		66.8	E		55.4	E		46.4	D		58.1	E		34.3	C
2. West 225th Street (E-W) @	EB-TR	0.26	11.5	B	0.29	11.8	B	0.29	11.8	B	0.33	12.1	B	0.36	12.4	B	0.36	12.4	B	0.37	12.6	B	0.42	13.2	B	0.42	13.2	B
Parking Lot Entrance (N-S)	WB-LT	0.33	12.2	B	0.35	12.4	B	0.35	12.4	B	0.50	14.2	B	0.52	14.6	B	0.52	14.6	B	0.67	18.2	C	0.72	19.7	B	0.72	19.7	B
	NB-LR	0.11	20.7	C	0.14	21	C	0.14	21.0	C	0.26	22.5	C	0.29	22.9	C	0.29	22.9	C	0.19	21.7	C	0.26	22.5	C	0.26	22.5	C
	Intersection		12.5	B		12.9	B		12.9	B		14.4	B		14.8	B		14.8	B		16.2	B		17.3	B		17.3	B
3. West 225th Street (E-W) @	EB-LTR	0.25	11.2	B	0.27	11.3	B	0.27	11.3	B	0.38	15.5	C	0.40	15.9	B	0.42	17.7	B	0.39	12.6	B	0.42	12.9	B	0.44	14.3	B
Exterior Street (N-S)	WB-LT	0.36	12.3	B	0.42	13.1	B	0.42	13.1	B	0.60	19.5	C	0.67	21.5	C	0.70	24.4	C	0.67	17.5	C	0.76	20.7	C	0.80	23.7	C
	WB-R	0.12	10.3	B	0.12	10.3	B	0.12	10.3	B	0.15	13.2	B	0.15	13.2	B	0.16	14.8	B	0.16	10.7	B	0.17	10.8	B	0.18	11.9	B
	NB-L	0.06	20.0	B	0.09	20.4	C	0.09	20.4	C	0.08	25.9	C	0.12	26.5	C	0.11	24.4	C	0.14	21.1	C	0.17	21.7	C	0.16	20.1	C
	NB-TR	0.31	23.2	C	0.43	25.3	C	0.43	25.3	C	0.46	32.4	C	0.59	35.9	D	0.54	32.4	C	0.47	25.9	C	0.63	30.5	C	0.59	27.6	C
	SB-LTR	0.45	26.7	C	0.55	30.3	C	0.55	30.3	C	0.75	49.7	D	0.90	71.4	E *	0.80	52.3	D	0.67	35.6	D	0.84	52.6	D *	0.74	40.0	D
	Intersection		15.1	B		16.4	B		16.4	B		23.3	C		27.4	C		26.4	C		18.7	B		22.7	C		22.6	C
4. West 225th Street (E-W) @	EB-L	0.22	12.1	B	0.27	12.9	B	0.27	12.9	B	0.54	25.8	C	0.62	29.7	C	0.65	33.6	C	0.07	10.0	A	0.12	10.7	B	0.13	12.3	B
Bailey Ave (N-S)	EB-TR	0.26	11.2	B	0.28	11.4	B	0.28	11.4	B	0.35	15.5	B	0.36	15.8	B	0.38	17.0	B	0.37	12.3	B	0.4	12.6	B	0.42	14.5	B
	WB-L	0.03	9.6	A	0.03	9.6	A	0.03	9.6	A	0.07	13.0	B	0.07	13.1	B	0.08	14.1	B	0.29	13.3	B	0.31	13.7	B	0.34	16.1	B
	WB-TR	0.32	11.8	B	0.33	11.8	B	0.33	11.8	B	0.48	17.4	B	0.49	17.6	B	0.50	18.9	B	0.32	11.8	B	0.33	11.9	B	0.35	13.7	B
	NB-Def L				0.34	25.9	C	0.34	25.9	C	0.70	51.8	D	0.80	63.4	E *	0.75	54.0	D	0.98	92.6	F	1.16	148.2	F *	0.92	87.8	F
	NB-TR				0.25	22.3	C	0.25	22.3	C	0.34	29.2	C	0.34	29.2	C	0.32	27.6	C	0.38	24.5	C	0.39	24.5	C	0.35	21.8	C
	NB-LTR	0.26	22.1	C		23.8	C		23.8	C																		
	SB-LTR	0.62	28.1	C	0.62	28.1	C	0.62	28.1	C	0.74	38.6	D	0.76	39.6	D	0.72	36.7	D	0.84	37.5	D	0.87	40.2	D	0.79	32.2	C
	Intersection		17.0	B		17.3	B		17.3	B		25.0	C		26.3	C		25.9	C		25.8	C		31.2	C		25.3	C

Notes:

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound

L-Left, T-Through, R-Right, Dfl-Analysis considers a defacto left-turn lane on this approach

V/C ratio - volume to capacity ratio

LOS - level of service

* - denotes an impacted movement

more peak hours have been selected for analysis. These pedestrian elements are along the south side of West 225th Street, adjacent to the project site. Existing peak 15-minute pedestrian flow volumes and levels of service along these sidewalks, corner areas and crosswalks during the weekday midday and PM and Saturday peak hours are shown in **Tables E-20 through E-22**, respectively. As shown in Tables E-20 through E-22, all analyzed sidewalks, corner areas and crosswalks are currently operating at acceptable LOS C or better in all analyzed peak hours.

THE FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION)

Estimates of peak hour trips on analyzed sidewalks, corner areas and crosswalks in the No-Action condition were developed by applying the annual background growth rates recommended in the *CEQR Technical Manual* to existing volumes. An annual compounded background growth rate of 0.25 percent was applied for years 2012 through 2014.

Tables E-23 through E-25 show the forecasted No-Action peak 15-minute pedestrian flow volumes and levels of service along these sidewalks, corner areas and crosswalks during the weekday midday and PM and Saturday peak hours. As shown, all analyzed pedestrian facilities are projected to operate at an acceptable LOS C or better in all peak periods in the No-Action condition.

THE FUTURE WITH THE PROPOSED ACTION (WITH-ACTION)

The Proposed Action would generate new pedestrian demand on analyzed sidewalks, corner areas and crosswalks by 2014. This new demand would include trips made solely by walking, as well as pedestrian trips en route to and from the Marble Hill – West 225th Street subway station entrances and the Bx7 and the Bx9 bus stops. Pedestrian trips generated by the Proposed Action are expected to be concentrated on the sidewalks, corners and crosswalks closest to the project site.

As shown in Table E-2 above, the Proposed Project is expected to generate a net total of 140 walk-only trips in the weekday midday peak hour, 140 in the PM peak hour and 198 in the Saturday peak hour. Trips generated by the Proposed Project en route to and from the subway would account for 174, 173 and 144 new pedestrian trips during the weekday midday and PM and Saturday peak hours, respectively, and trips generated by the Proposed Project en route to and from local bus stops would account for 122, 123 and 215 new pedestrian trips during the weekday midday and PM and Saturday peak hours, respectively. The assignment of these trips to the study area sidewalks, corner areas and crosswalks in each peak hour is shown in Figure E-2 in Section IV, Level 2 Screening Assessment." Based on the peak hour project-generated pedestrian trips presented in Figure E-2, peak 15-minute incremental pedestrian volumes were developed. These pedestrian volumes were added to the projected No-Action volumes to generate the With-Action pedestrian volumes for analysis. **Figure E-6** shows the With-Action pedestrian volumes.

Tables E-26 through E-28 show the forecasted With-Action peak 15-minute pedestrian flow volumes and levels of service along analyzed sidewalks, corner areas and crosswalks during the weekday midday and PM and Saturday peak hours. As shown, all analyzed pedestrian facilities are projected to operate at an acceptable LOS C or better in all peak periods in the With-Action condition with the exception of the south crosswalk at the intersection of Broadway and West 225th Street during the Saturday peak hour, which would deteriorate from LOS C (with 28.3 square feet per pedestrian) to LOS D (with 23.7 square feet per pedestrian). During the Saturday peak period, this location would be impacted.

Table E-20
Existing Sidewalk Conditions

Sidewalk	Location	Total Width	Shy Dist.	Effective Width (ft)	Existing Peak 15-Minute Volumes			Flow Rate (per/min/ft)			Existing Platoon Flow Level of Service		
					MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street between Broadway and Parking Entrance	South	20	12	8.0	258	353	366	2.2	2.9	3.1	B	B	C
West 225th Street between Parking Entrance and Exterior Street	South	18	3	15	231	296	358	1.0	1.3	1.6	B	B	B

Notes:

Effective width calculated by deducting 1.5 ft for wall avoidance and 1.5 ft for curbside obstructions from measured width.

Persons per minute per foot of effective width.

Table E-21
Existing Corner Area Conditions

Intersection	Corner	Curb Radii (feet)	Average Pedestrian Space (sq-ft/ped)			Existing Level of Service		
			MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	SW	16	163.2	114.8	124.8	A	A	A
West 225th Street and Parking Entrance	SW	8	92.9	71.8	58.6	A	A	B
	SE	8	88.6	67.2	50.7	A	A	B

Table E-22
Existing Crosswalk Conditions

Intersection	Crosswalk	Existing Peak 15-Minute Volumes			Average Pedestrian Space (sq-ft/ped)			Existing Level of Service		
		MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	South	167	203	216	41.0	29.7	28.4	B	C	C
	East	59	90	67	105.4	64.7	89.6	A	A	A
West 225th Street and Parking Entrance	West	20	24	31	364.1	302.8	287.5	A	A	A
	South	224	279	348	65.7	44.9	39.9	A	B	C
	East	14	25	51	657.0	281.0	176.5	A	A	A

Table E-23
No-Action Sidewalk Conditions

Sidewalk	Location	Total Width	Shy Dist.	Effective Width (ft)	No-Action Peak 15-Minute Volumes			Flow Rate (per/min/ft)			No-Action Platoon Flow Level of Service		
					MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street between Broadway and Parking Entrance	South	20	12	8.0	260	354	368	2.2	3.0	3.1	B	B	C
West 225th Street between Parking Entrance and Exterior Street	South	18	3	15	233	298	360	1.0	1.3	1.6	B	B	B

Notes:

Effective width calculated by deducting 1.5 ft for wall avoidance and 1.5 ft for curbside obstructions from measured width.

Persons per minute per foot of effective width.

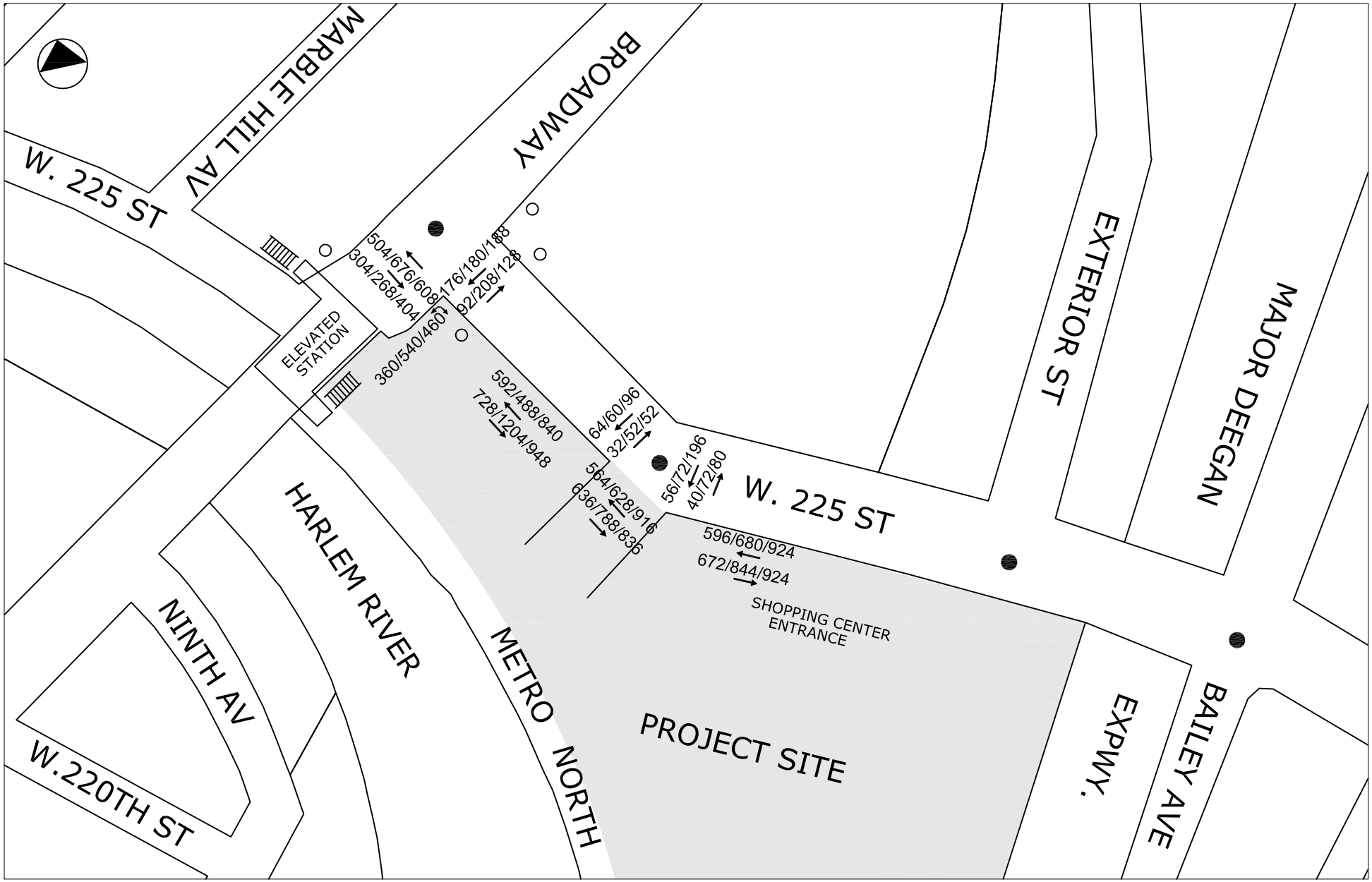
Table E-24
No-Action Corner Area Conditions

Intersection	Corner	Curb Radii (feet)	Average Pedestrian Space (sq-ft/ped)			No-Action Level of Service		
			MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	SW	16	162.6	114.2	124.5	A	A	A
West 225th Street and Parking Entrance	SW	8	92.2	72.9	58.3	A	A	B
	SE	8	87.8	67.9	50.4	A	A	B

Table E-25
No-Action Crosswalk Conditions

Intersection	Crosswalk	No-Action Peak 15-Minute Volumes			Average Pedestrian Space (sq-ft/ped)			No-Action Level of Service		
		MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	South	168	204	217	40.8	29.5	28.3	B	C	C
	East	59	90	67	105.3	64.6	89.5	A	A	A
West 225th Street and Parking Entrance	West	20	24	31	454.1	370.2	287.5	A	A	A
	South	226	281	350	65.0	50.7	39.6	A	B	C
	East	14	25	51	657.0	352.8	176.5	A	A	A

Figure E-6
With-Action Pedestrian Volumes



LEGEND

160/165/179: MD/PM/SAT MD Peak Hour Traffic Volume

Project Site

○ Bus Stop

Subway Entrance

● Analyzed Intersection

Table E-26
Comparison of No-Action and With-Action Sidewalk Conditions

		No-Action						With-Action					
		Flow Rate (per/min/ft)			Platoon Flow Level of Service			Flow Rate (per/min/ft)			Platoon Flow Level of Service		
Sidewalk	Location	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street between Broadway and Parking Entrance	South	2.2	3.0	3.1	B	B	C	2.8	3.5	3.7	B	C	C
West 225th Street between Parking Entrance and Exterior Street	South	1.0	1.3	1.6	B	B	B	1.4	1.7	2.1	B	B	B

Table E-27
Comparison of No-Action and With-Action Corner Area Conditions

			No-Action						With-Action					
		Curb Radii	Average Pedestrian Space (sq-ft/ped)			No-Action Level of Service			Average Pedestrian Space (sq-ft/ped)			With-Action Level of Service		
Intersection	Corner	(feet)	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	SW	16	162.6	114.2	124.5	A	A	A	132.4	98.4	106.3	A	A	A
West 225th Street and Parking Entrance	SE	8	92.2	72.9	58.3	A	A	B	68.9	57.2	45.1	A	B	B
	SW	8	87.8	67.9	50.4	A	A	B	63.7	52.1	38.7	A	B	C

Table E-28
Comparison of No-Action and With-Action Crosswalk Conditions

		No-Action						With-Action					
		Average Pedestrian Space (sq-ft/ped)			No-Action Level of Service			Average Pedestrian Space (sq-ft/ped)			With-Action Level of Service		
Intersection	Crosswalk	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	South	40.8	29.5	28.3	B	C	C	33.3	25.0	23.7	C	C	D
	East	105.3	64.6	89.5	A	A	A	91.2	59.0	80.3	A	B	A
West 225th Street and Parking Entrance	West	454.1	370.2	287.5	A	A	A	374.4	313.9	202.0	A	A	A
	South	65.0	50.7	39.6	A	B	C	46.1	38.5	29.7	B	C	C
	East	657.0	352.8	176.5	A	A	A	379.2	242.2	128.3	A	A	A

MITIGATION

As discussed above, the south crosswalk at the intersection of Broadway and West 225th Street would be impacted during the Saturday peak period. The proposed mitigation measures discussed earlier in Section VI, "Traffic", included signal timing changes; therefore, a pedestrian analysis for the Action-with-Mitigation conditions was performed to ensure that the proposed mitigation would both mitigate the pedestrian impact at the intersection of Broadway and West 225th Street and not result in any additional pedestrian impacts. These signal timing changes have been included in the Action-with-Mitigation pedestrian analysis. **Tables E-29 through E-31** show the forecasted Action-with-Mitigation peak 15-minute pedestrian flow volumes and levels of service along analyzed sidewalks, corner areas and crosswalks during the weekday midday and PM and Saturday peak hours. As shown, all analyzed pedestrian facilities are projected to operate at an acceptable LOS C or better in all peak periods in the Action-with-Mitigation condition. Therefore, under *CEQR Technical Manual* criteria, the Proposed Action would not result in any unmitigated significant adverse pedestrian impacts.

VIII. VEHICULAR AND PEDESTRIAN SAFETY EVALUATION

Under *CEQR Technical Manual* guidelines, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high accident locations. These are defined as locations where 48 or more total reportable and non-reportable crashes or five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. (Reportable accidents are defined as those involving injuries, fatalities, and/or $1,000 or more in property damage.)

Table E-32 shows summary accident data for the years 2008 through 2010 that were obtained from the New York City Department of Transportation. This is the most recent three year period for which data are available. The table shows the total number of crashes each year and the numbers of crashes each year involving pedestrians and cyclists at intersections in proximity to the project site where the majority of new vehicular and pedestrian trips would be concentrated. As shown in Table E-26, no intersections were found to have experienced a total of 48 or more crashes in any one year. Additionally, no intersections experienced five or more pedestrian and/or bicyclist injury crashes in one or more years and therefore are not considered high accident locations. As shown in Table E-26, the intersection of West 225th Street at Bailey Avenue experienced the highest total vehicles accidents during the most recent three year period of data. This was during 2009, when the intersection experienced 8 total accidents. This number is well below the 48 accident threshold that would identify this location as a high accident location.

TABLE E-32
Summary Motor Vehicle Accident Data 2008-2010

		Pedestrian Injury Accidents			Bicycle Injury Accidents			Total Pedestrian/Bicyclist Injury Accidents			Total Accidents (Reportable + Non-Reportable)		
Intersection		2008	2009	2010	2008	2009	2010	2008	2009	2010	2008	2009	2010
West 225th Street at	Broadway	1	0	2	0	0	0	1	0	2	1	1	3
	Parking Lot Entrance	0	1	0	0	0	0	0	1	0	0	1	0
	Exterior Street	0	2	0	0	0	0	0	2	0	5	7	4
	Bailey Avenue	0	1	1	0	0	0	0	1	1	4	8	6

Source: NYSDMV/DOT

Table E-29
Action-with-Mitigation Sidewalk Conditions

		No-Action						With-Action						Action-with-Mitigation					
		Flow Rate (per/min/ft)			Platoon Flow Level of Service			Flow Rate (per/min/ft)			Platoon Flow Level of Service			Flow Rate (per/min/ft)			Platoon Flow Level of Service		
Sidewalk	Location	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street between Broadway and Parking Entrance	South	2.2	3.0	3.1	B	B	C	2.8	3.5	3.7	B	C	C	2.8	3.5	3.7	B	C	C
West 225th Street between Parking Entrance and Exterior Street	South	1.0	1.3	1.6	B	B	B	1.4	1.7	2.1	B	B	B	1.4	1.7	2.1	B	B	B

Table E-30
Action-with-Mitigation Corner Area Conditions

			No-Action						With-Action						Action-with-Mitigation					
			Average Pedestrian Space (sq-ft/ped)			No-Action Level of Service			Average Pedestrian Space (sq-ft/ped)			With-Action Level of Service			Average Pedestrian Space (sq-ft/ped)			With-Action Level of Service		
Intersection	Corner	Curb Radii (feet)	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	SW	16	162.6	114.2	124.5	A	A	A	132.4	98.4	106.3	A	A	A	132.6	98.8	106.8	A	A	A
West 225th Street and Parking Entrance	SE	8	92.2	72.9	58.3	A	A	B	68.9	57.2	45.1	A	B	B	68.9	57.2	45.1	A	B	B
	SW	8	87.8	67.9	50.4	A	A	B	63.7	52.1	38.7	A	B	C	63.7	52.1	38.7	A	B	C

Table E-31
Action-with-Mitigation Crosswalk Conditions

		No-Action						With-Action						Action-with-Mitigation					
		Average Pedestrian Space (sq-ft/ped)			No-Action Level of Service			Average Pedestrian Space (sq-ft/ped)			With-Action Level of Service			Average Pedestrian Space (sq-ft/ped)			With-Action Level of Service		
Intersection	Crosswalk	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT	MD	PM	SAT
West 225th Street and Broadway	South	40.8	29.5	28.3	B	C	C	33.3	25.0	23.7	C	C	D	35.5	26.9	27.2	C	C	C
	East	105.3	64.6	89.5	A	A	A	91.2	59.0	80.3	A	B	A	91.2	64.6	84.1	A	A	A
West 225th Street and Parking Entrance	West	454.1	370.2	287.5	A	A	A	374.4	313.9	202.0	A	A	A	374.4	313.9	202.0	A	A	A
	South	65.0	50.7	39.6	A	B	C	46.1	38.5	29.7	B	C	C	46.8	38.5	29.7	B	C	C
	East	657.0	352.8	176.5	A	A	A	379.2	242.2	128.3	A	A	A	379.2	242.2	128.3	A	A	A

IX. PARKING

An analysis of on-site and off-street parking conditions is included since the Proposed Action would result in a reduction of parking spaces at the project site. This analysis focuses on the existing and future parking supply and demand in the proximity of the project site during the critical Saturday peak hour.

EXISTING CONDITIONS

OFF-STREET

Under *CEQR Technical Manual* guidelines, an analysis of off-street public parking conditions typically focuses on facilities (surface lots and garages) within a ¼-mile radius of a project site. Therefore, parking facilities within a roughly ¼-mile radius of the project site were initially inventoried to determine their capacities and approximate utilization during the Saturday peak hour. As shown in **Table E-33** and **Figure E-7**, there are currently seven public parking facilities with a total of 661 parking spaces within this ¼-mile radius (not including the parking available at the project site). Overall, these seven off-street public parking facilities were found to be 51 percent utilized (323 spaces available) in the Saturday peak period.

Currently, there are 807 spaces on the project site. As shown in **Table E-34**, this on-site parking facility was found to be 41 percent utilized (473 spaces available) during the Saturday peak hour (parking surveys were conducted at the project site on a Saturday as Saturdays typically generate the highest vehicle demands).

THE FUTURE WITH THE PROPOSED ACTION (WITH-ACTION)

OFF-STREET

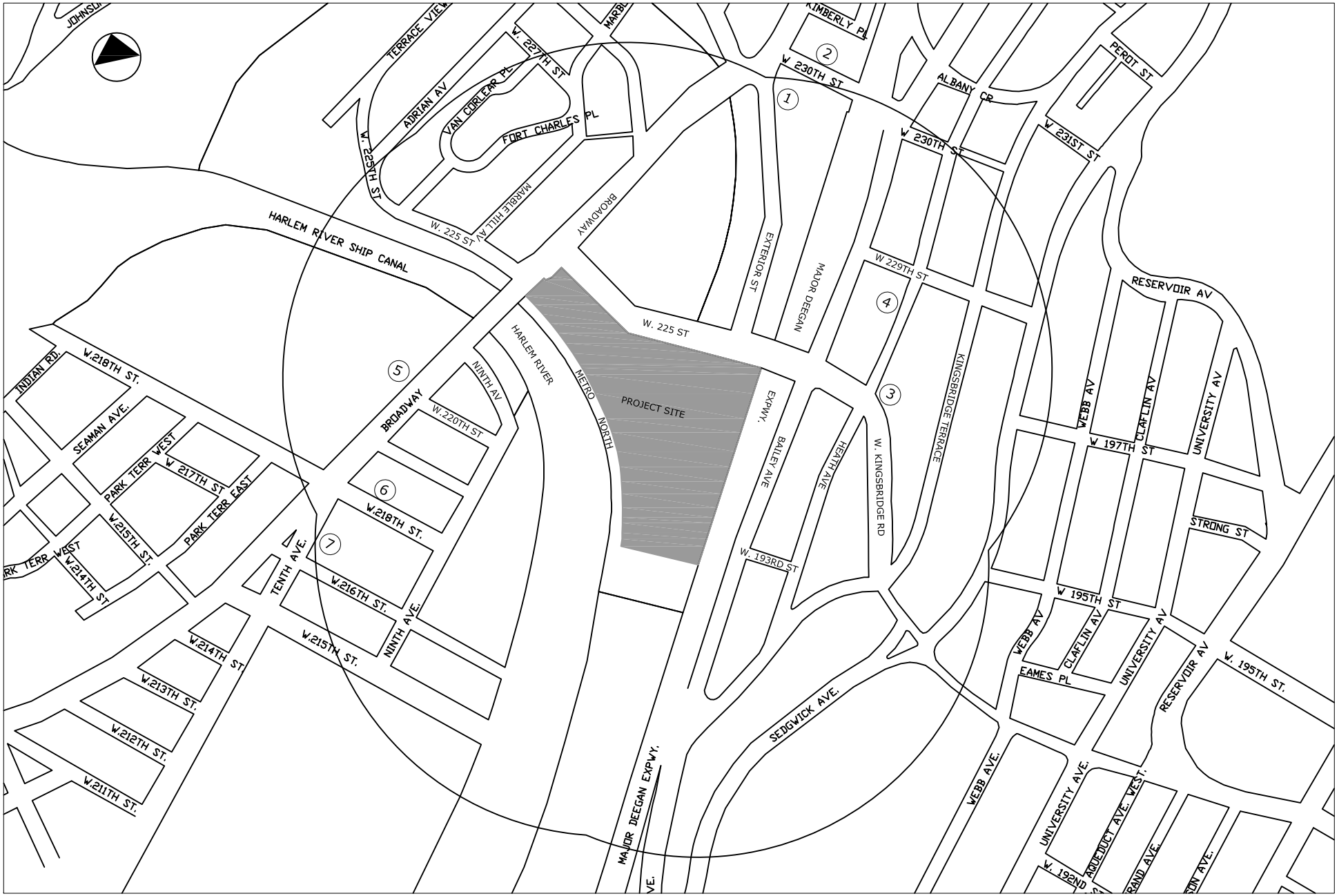
In the future with the Proposed Action, while there would be no change to the supply of off-street public parking in the vicinity of the project site, parking availability would be reduced at the site. In the future with the Proposed Action, the number of spaces at the site would be reduced from approximately 807 spaces to 400 spaces. As shown in **Table E-35**, with this reduction in parking spaces, during the Saturday peak period, the parking supply on the site would experience a shortfall of 76 spaces. Table **E-36** shows what the availability at each off-street parking facility would be. Based on the projected parking shortfall at the project site generated by the RWCDS, Table E-36 shows that the off-street parking in the vicinity of the project site would be readily able to accommodate this shortfall. As shown in Table E-36, the off-street parking facilities in a ¼-mile radius of the project site would be 51 percent utilized during the Saturday peak hour in the future without the project. With these off-street parking facilities accommodating the parking shortfall that would occur at the project site, the utilization of these garages during the Saturday peak hour would increase to approximately 60 percent. As a result, the Proposed Action would not result in a significant adverse parking impact under *CEQR Technical Manual* criteria.

X. CONCLUSION

As described in Attachment A, "Project Description," the RWCDS for the Proposed Action is an increase of approximately 118,391 gsf of retail and storage space at the existing shopping center. There would also be a decrease of approximately 407 parking spaces on the site. As detailed in this attachment, minor signal timing changes are proposed at three of analyzed intersections during one or more of the analyzed peak hours. Overtime, NYCDOT would monitor the traffic operations at these intersections and determine whether or not theses improvements are necessary. While the reduction in parking provided

Figure E-7

Quarter Mile Off-Street Public Parking Location



LEGEND

Project Site

Table E-33

2012 Quarter Mile Off-Street Public Parking Utilization in Vicinity of the River Plaza

				Saturday Peak Period		
Map #	Name	Address	License Number	Estimated Utilization Rate	# of Parking Spaces Utilized	# of Parking Spaces Available
1	2910 Atlantic Parking Corp.	188 W. 230th Street 2900 Exterior Street	1078473	60%	90	60
2	Propark America New York, LLC.	171 W. 230th Street	133829	49%	98	102
3	Juslea INC.	2724 Health Avenue	1348170	60%	15	10
4	28-20 Parking Corp.	28-20 Bailey Avenue	1404321	56%	35	28
5	5141 Broadway	W. 218th Street	1031644	43%	13	17
6	Seaman Parking Corp.	433-439 W. 218th Street	1210590	38%	19	31
7	216-10 NY Parking Corp.	4055 10th Avenue	1310420	48%	68	75
TOTAL				51%	338	323

Source: PHA June 2012 Field Survey.

Table E-34

Existing Parking Accumulation at Project Site

Time	IN	OUT	Total Movement	Accumulation	Utilization (%)
10 a.m.-11 a.m.	112	96	207	112	14%
11 a.m.-12 p.m.	268	217	485	163	20%
12 p.m.-1 p.m.	336	270	606	229	28%
1 p.m.-2 p.m.	396	360	756	265	33%
2 p.m.-3 p.m.	403	385	788	283	35%
3 p.m.-4 p.m.	373	390	763	266	33%
4 p.m.-5 p.m.	460	392	852	334	41%
5 p.m.-6 p.m.	385	434	819	285	35%
6 p.m.-7 p.m.	301	357	658	229	28%
7 p.m.-8 p.m.	188	286	474	131	16%
8 p.m.-9 p.m.	75	88	163	117	15%
9 p.m.-10 p.m.	23	62	85	78	10%

Notes:

* Existing parking capacity equals 807 spaces.
* Source: PHA field surveys, Saturday 4/30/2011.

Table E-35

2014 With-Action Parking Accumulation

Saturday

Time	Existing Accumulation[1]				No-Action Accumulation[1]				With-Action Increment[3]		With-Action Accumulation[2]			
	IN	OUT	Accumulation	Utilization (%)	IN	OUT	Accumulation	Utilization (%)	IN	OUT	IN	OUT	Accumulation	Utilization (%)
10 a.m.-11 a.m.	112	96	112	14%	113	96	112	14%	61	31	174	127	198	50%
11 a.m.-12 p.m.	268	217	163	20%	270	219	164	20%	80	50	350	269	280	70%
12 p.m.-1 p.m.	336	270	229	28%	339	272	230	29%	87	65	426	337	368	92%
1 p.m.-2 p.m.	396	360	265	33%	399	363	267	33%	83	77	482	440	411	103%
2 p.m.-3 p.m.	403	385	283	35%	406	388	285	35%	81	78	487	466	432	108%
3 p.m.-4 p.m.	373	390	266	33%	376	393	268	33%	73	86	449	479	402	100%
4 p.m.-5 p.m.	460	392	334	41%	463	395	336	42%	83	77	546	472	476	119%
5 p.m.-6 p.m.	385	434	285	35%	388	437	287	36%	47	104	435	541	370	92%
6 p.m.-7 p.m.	301	357	229	28%	303	360	230	29%	22	68	325	428	267	67%
7 p.m.-8 p.m.	188	286	131	16%	189	288	131	16%	14	22	203	310	160	40%
8 p.m.-9 p.m.	75	88	117	15%	75	89	118	15%	10	16	85	105	141	35%
9 p.m.-10 p.m.	23	62	78	10%	23	62	78	10%	13	9	36	71	105	26%

Note:
1. Assumes 807 parking lot capacity.
2. Assumes 400 parking lot capacity.
3. With-Action Increment includes auto trips with 15% link trip credit applied (excludes taxi and truck trips).

Table E-36

2014 With-Action Parking Utilization in Vicinity of the River Plaza

	Saturday Peak Period		
	Estimated Utilization Rate	# of Parking Spaces Utilized	# of Parking Spaces Available
Existing	51%	338	323
Future No-Action	51%	340	321
Future With-Action	60%	416	265

on-site in the future with the Proposed Project would result in a parking shortfall during Saturday, the off-street parking facilities located within a ¼-mile radius of the project site would readily be able to accommodate the shortfall, with their utilization increasing from 51 percent to 60 percent during Saturday . As shown above, the Proposed Action is not expected to result in any unmitigated significant adverse impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, or parking.

APPENDIX A

WATERFRONT REVITALIZATION PROGRAM

CONSISTENCY ASSESSMENT FORM

For Internal Use Only:
Date Received: _____

WRP no._____
DOS no._____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

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

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

A. APPLICANT

1. Name: Kingsbridge Associates
2. Address: c/o Washington Square Partners, 675 Third Avenue, New York, NY 10017
3. Telephone: 212-906-9090 Fax:_____ E-mail: ptravis@washsquare.com
4. Project site owner: Kingsbridge Associates

B. PROPOSED ACTIVITY

1. Brief description of activity:

   This application is for a zoning map change affecting portions of blocks and several lots in the Marble Hill neighborhood of Manhattan/Bronx, in Bronx Community District 7. Under the reasonable worst-case development scenario (RWCDS), the proposed rezoning from M1-1 and R6/C1-3 to C8-3 would allow the applicant to expand an existing shopping center by approximately 118,391 gsf (including 107,696 gsf retail and 10,695 gsf storage). Additionally, the rezoning would allow for a reduction of the shopping center's accessory parking requirement from 807 spaces to 366 spaces; however, 400 parking spaces are proposed to be provided at the shopping center. No other projected or potential development sites have been identified as a result of the proposed rezoning. Refer to Attachment A, "Project Description," for details.

2. Purpose of activity:

   The Proposed Action would allow for the expansion of a very popular shopping center and would thus increase the number of jobs in the community and provide additional shopping opportunities for area residents, as well as enhance the existing shopping center.

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

   Manhattan Block 2215, Lots 652, 653, 654, 665, 670, p/o 672, 690, 700 and Bronx Block 3245, Lot 60, p/o Lot 12 in the Marble Hill neighborhood of northernmost part Manhattan and in the southwestern Bronx. The site is bounded by Broadway to the west, West 225th Street to the north, the Major Deegan Expressway (Route 87) to the east, and the Hudson Line of Metro North Railroad to the south.

Proposed Activity Cont'd

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

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

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

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

C. COASTAL ASSESSMENT

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

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

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

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

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

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

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

Policy Questions cont'd	Yes	No
51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)		✓
52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)		✓

D. CERTIFICATION

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

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

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Applicant/Agent Signature: Date: 03/18/2013