DRAFT SCOPE OF WORK FOR THE 161st STREET/RIVER AVENUE REZONING TARGETED ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 09DCP024X

ULURP NOs. Pending

NOVEMBER 12, 2008

A. INTRODUCTION

This draft scope of work outlines the issues to be analyzed in the preparation of a targeted Environmental Impact Statement (EIS) for the proposed 161st Street/River Avenue Rezoning ("the proposed action") in the Bronx (see **Figure 1**). The proposed action includes zoning map and zoning text amendments proposed by the New York City Department of City Planning (DCP). The rezoning area consists of two contiguous areas and one non-contiguous area (see **Figure 2**) in the Bronx (Bronx Community District 4). This document provides a description of the proposed action and includes task categories for all technical areas to be analyzed in the targeted EIS.

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

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

The environmental analyses in the targeted EIS will assume a development period of ten years for the reasonable worst-case development scenario (RWCDS) for the project (build year 2018), and identify the cumulative impacts of other projects in areas affected by the proposed action. The New York City Department of City Planning (DCP), as lead agency, will coordinate the review of the proposed action among the involved and interested agencies and the public.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

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

- Approval of the NYC City Planning Commission (CPC) and New York City Council for an amendment to the NYC zoning map.

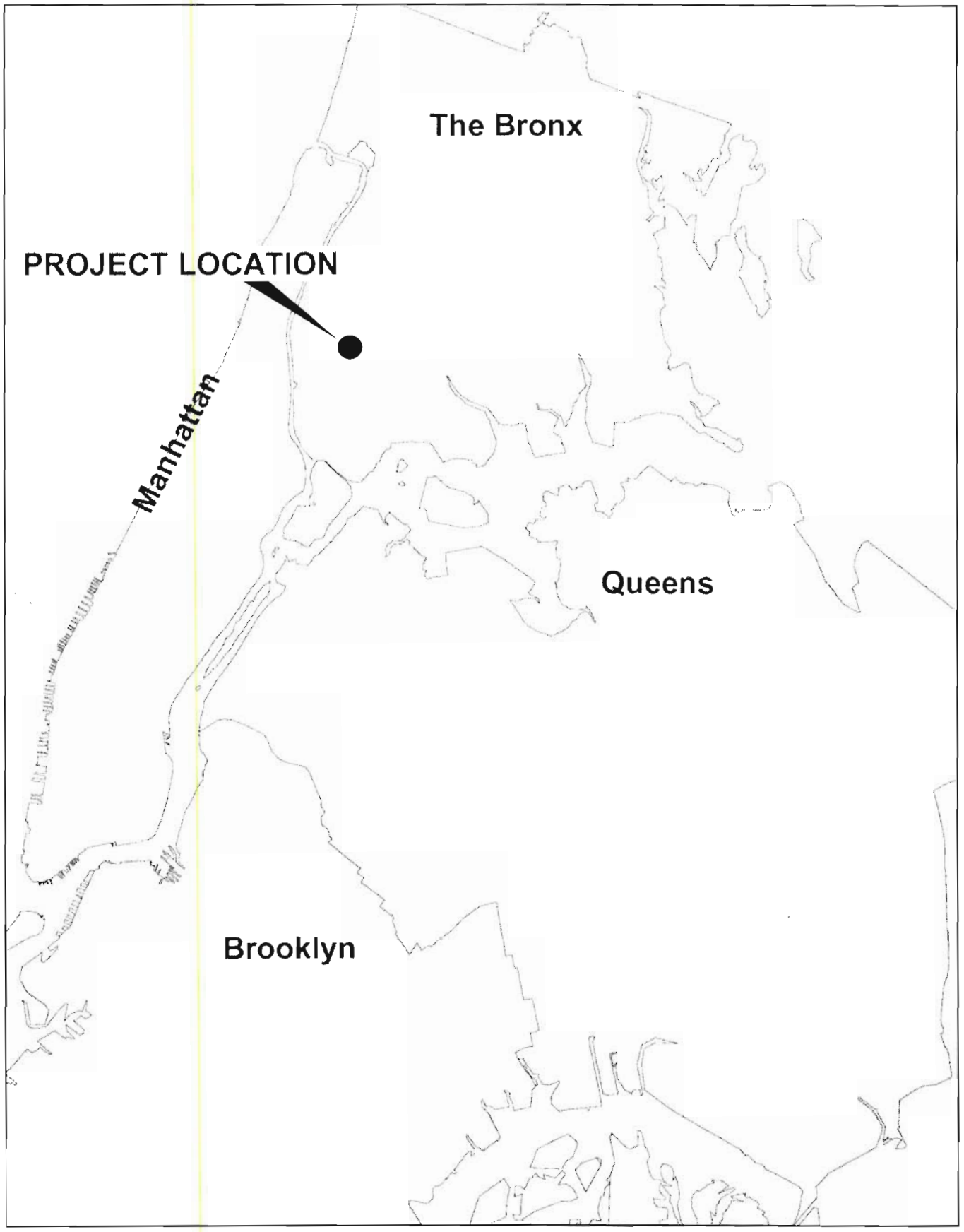


Figure 1 - Project Location

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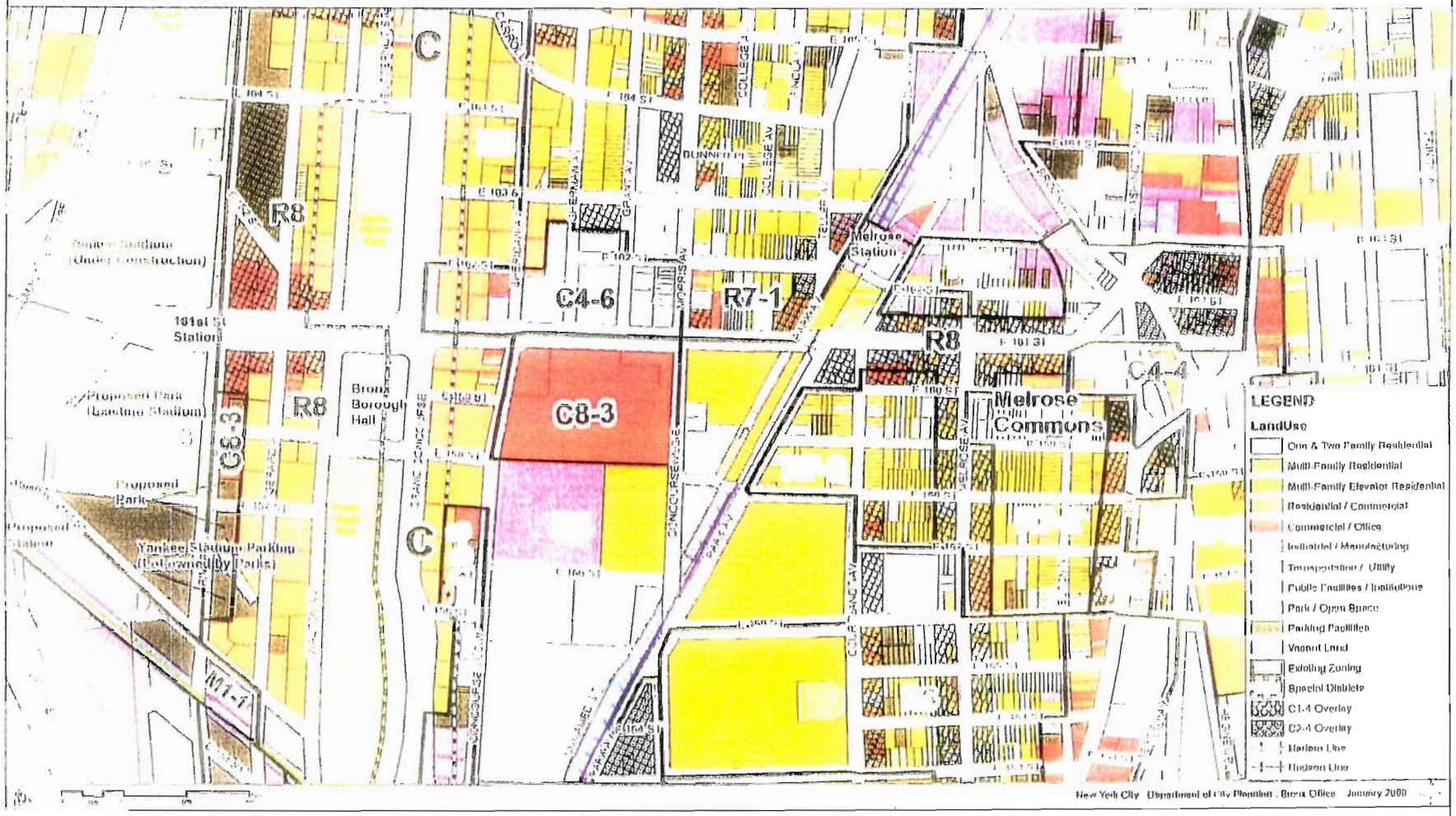


Figure 2 - Existing Zoning

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- Approval of the NYC City Planning Commission (CPC) and New York City Council for a zoning text amendment for the proposed C6-3D (R9 equivalent) zoning district.
- Approval of the NYC City Planning Commission (CPC) and New York City Council for a zoning text amendment to establish Inclusionary Zoning Housing within the proposed C6-3D (R9) and R8A zoning districts in Bronx Community District 4.

These actions are subject to the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was submitted on November 9, 2008. DCP, acting as lead agency on behalf of the City Planning Commission, has determined that the proposed action would have the potential for significant adverse environmental impacts on the following: traffic and parking, transit and pedestrian, air quality, and noise. Therefore, a detailed assessment of likely effects in those areas of concern must be prepared and disclosed in a targeted EIS.

This draft scoping document sets forth the analyses and methodologies proposed for the targeted EIS. The public, interested agencies, Bronx Community Boards 4 and elected officials are invited to comment on the scope, either in writing or orally, at a public scoping hearing to be held on Tuesday, December 16, 2008, at 4:00 PM at the Bronx Museum of the Arts, 1040 Grand Concourse. Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing will be considered and incorporated as appropriate into a final scope of work. The final scope of work will be used as a framework for preparing the targeted Draft EIS (DEIS) for the proposed action.

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

C. DESCRIPTION OF THE PROPOSED ACTION

The 161st Street/ River Avenue rezoning area is generally bound by River Avenue on the west, East 162nd Street to the north, Park Avenue to the east, and East 159th and East 153rd Street to the south (see Figure 3). The 161st Street corridor is largely built-out, including several civic uses and NYCHA housing; therefore the rezoning is focused on three strategic nodes. From west to east, the three nodes are: the Transit Node, the Civic Node and the Residential Node. The rezoning would address the characteristics and needs that are specific to each node while strengthening the identity of the corridor as a whole.

Located at the intersection of 161st Street and River Avenue, the Transit Node is centered on a transit hub that includes an elevated train, a subway line and buses. This area is characterized by low-rise commercial uses, surface and enclosed parking, and Yankee Stadium. Being such a transit rich area, this node can accommodate high density development; at the same time, the elevated train line located along River Avenue poses challenges, most notably street level noise. Furthermore, this area experiences substantial pedestrian and vehicular congestion, particularly on game days. As a result, a new zoning district has been crafted to address both the assets and liabilities of a high density transit node along an elevated train.

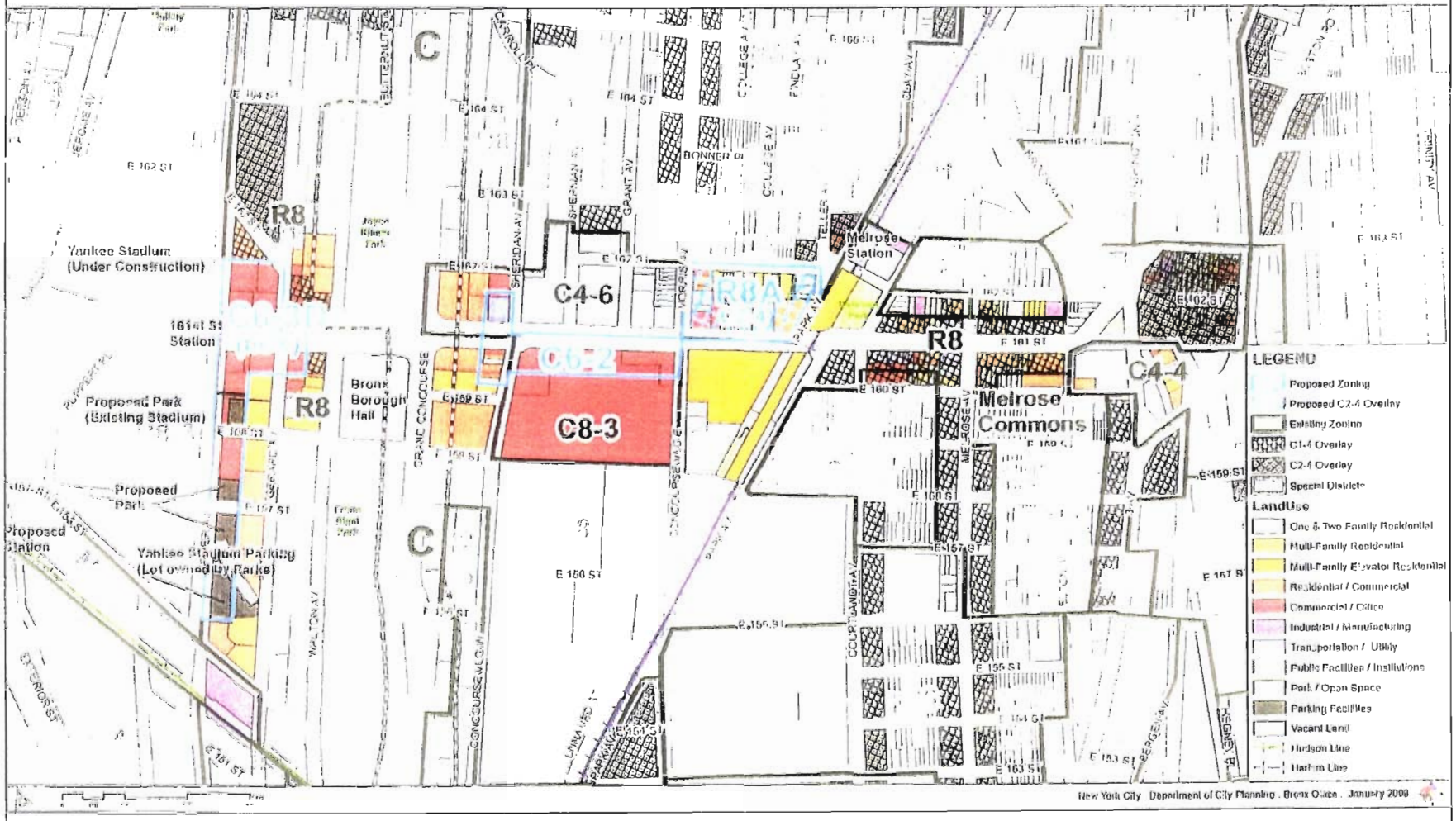


Figure 3 - Proposed Zoning

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At the center of the 161st Street corridor is the Civic Node, which is generally located between the Grand Concourse and Morris Avenue. This area is characterized by the corridor's civic uses, most notably the Bronx Criminal Court Complex and the new Bronx Hall of Justice, as well as by a mix of office buildings, low-rise commercial uses and surface parking. As a result, higher density infill commercial and office development is most appropriate for this area.

East of Morris Avenue the character of the corridor becomes predominately residential. The Residential Node is defined as the area between Morris Avenue and the Melrose Commons Urban Renewal Area, a growing residential community located on the eastern edge of the 161st Street corridor. As a result, a higher density contextual zoning district that matches existing and proposed buildings in Melrose Commons is most appropriate for this area. In addition, local ground floor commercial uses would be expanded to all lots along 161st Street, activating the street level in an area that connects the Civic Center with the Melrose Metro-North station at Park Avenue and 162nd Street.

Zoning Map Amendment:

Transit Node

In the Transit Node, existing commercial zoning designations would be changed to permit residential uses and additional commercial uses along River Avenue, and existing residential zoning and commercial overlay designations would be changed to permit additional residential and commercial uses along East 161st Street. A zoning text amendment would establish a new C6-3D zoning district described below.

The proposed zoning changes are listed below.

- Change from C8-3 to C6-3D, portions of three blocks generally located along River Avenue south of East 161st Street and north of East 153rd Street.
- Change from R8/C1-4 to C6-3D, portions of three blocks generally located along East 161st Street between River Avenue and Walton Avenue, south of East 162nd Street and north of East 158th Street.

These zoning changes would result in a change in uses allowed surrounding the high-profile intersection of East 161st Street and River Avenue, and would facilitate new residential and commercial development in an area well served by transit. This area is characterized by one- and two-story retail uses (many seasonal) and surface and enclosed parking catering to Yankee Stadium. The proposed C6-3D zoning district would allow towers over six- to eight-story bases with setback requirements along the elevated train on River Avenue.

The proposed C6-3D district would allow high-density residential, commercial and community facility uses with a maximum FAR of 9.0. The existing C8-3 district allows heavy commercial and light industrial uses up to an FAR of 2.0, community facility uses up 6.5 FAR, and prohibits residential uses. The existing R8 district allows residential uses up to an FAR of 6.02, and the C1-4 overlay allows local commercial uses up to 2.0 FAR.

Civic Node

In the Civic Node, an existing C8-3 zoning designation would be changed to permit more commercial/office space, allow residential uses, and eliminate the potential for heavy automotive and

light industrial uses along East 161st Street. In addition, an existing C4-6 zoning designation would be changed to permit additional commercial floor area at Sheridan Avenue and East 161st Street, and an existing R8 zoning designation would be changed to permit commercial uses along Concourse Village West.

The proposed zoning changes are listed below:

- Change from C8-3 to C6-2, a portion of one block generally located along East 161st Street between Concourse Village West and Concourse Village East.
- Change from C4-6 to C6-2, a portion of one block located at the intersection of East 161st Street and Sheridan Avenue.
- Change from R8 to C6-2, a portion of one block generally located along East 161st Street between the Grand Concourse and Concourse Village West, south of East 161st Street and north of East 159th Street.

These zoning changes would result in a change in uses allowed in the civic heart of the Bronx, and would facilitate new development of retail uses and office space. This area includes a mix of large civic uses, surface parking, one-story retail uses and two-story detached homes that have been converted to commercial uses. The proposed C6-2 zoning district would allow high-density, mid-rise towers with height factor setback requirements.

The proposed C6-2 district would allow high-density residential, commercial and community facility uses with a maximum FAR of 6.02, 6.0 and 6.5, respectively. The existing C8-3 district allows heavy commercial and light industrial uses up to an FAR of 2.0, community facility uses up 6.5 FAR, and prohibits residential uses. The existing C4-6 district allows residential, commercial and community facility uses with FAR of 10.0, 3.4 and 10.0, respectively, and the existing R8 district allows residential uses up to an FAR of 6.02.

Residential Node

In the proposed action area, existing residential zoning and commercial overlay designations would be changed to permit additional residential and commercial uses on the block between Morris Avenue and Park Avenue/Teller Avenue, south of East 162nd Street and north of East 161st Street.

The proposed zoning changes are from R7-1, with separate discontinuous C1-4 and C2-4 commercial overlays, to R8A with a continuous C2-4 commercial overlay on one block located block between Morris Avenue and Park Avenue/Teller Avenue, south of East 162nd Street and north of East 161st Street.

The zoning change would result in a change in uses allowed in an area of the 161st Street corridor that connects the civic heart of the Bronx with the Melrose Metro-North station and Melrose Commons to the east, and would facilitate development of retail and residential uses. Existing uses in this area include a mix of residential densities: mid-rise apartment buildings, semi-detached and detached houses, and one-story retail uses. The proposed R8A zoning designation would allow higher-density development with a contextual envelope that would match existing and proposed buildings in the Melrose Commons area. The proposed C2-4 commercial overlay would allow retail uses along Morris Avenue, East 161st Street, Park Avenue and Teller Avenue, increasing the capacity of commercial uses without altering the residential character of this area, and activating the street level on a block that connects the civic center with Metro-North and Melrose Commons.

The proposed R8A and R8A/C2-4 zoning designations would allow high-density residential and community facility uses (6.02 and 6.5, respectively), and commercial uses with a maximum FAR of 2.0. New development would be required to be built within a contextual envelope, which has a required 60- to 85-foot base and a maximum building height of 120 feet. The existing R7-1 allows residential development to a maximum FAR of 3.44 pursuant to sky exposure plane regulations. The existing C1-4 and C2-4 overlays allow local commercial uses up to an FAR of 2.0.

Zoning Text Amendment:

Proposed C6-3D (R9) Zoning

The proposed actions include the creation of a new zoning district, the proposed C6-3D (R9D equivalent), which allows high-density residential and commercial development. The bulk regulations are designed to facilitate tower development adjacent to an elevated train, while minimizing the impact on nearby existing buildings. In addition, the zoning district addresses pedestrian issues, including street-level noise, and pedestrian congestion within transit hubs.

The proposed base FAR would be 9.0 for commercial, community facility and residential uses, and the underlying bulk requirements would be an unlimited height tower above a required contextual base of 60 to 85 feet.

On sites that front an elevated train, a shorter base of 15 to 25 feet would be required, although a secondary base would be allowed to reach a total height of 60 to 85 feet. Both the secondary base and the unlimited height tower would be required to set back a minimum of 20 feet from the lot line that fronts the elevated train (for sites less than 110 feet deep, a 10- to 19-foot setback would apply). On corner sites that front an elevated train, a special corner setback would be required (a corner setback would be optional in other corner locations).

In addition, if a subway station entrance is located anywhere along the frontage of a site, there would be a requirement to improve and relocate the entrance inside the building. Sidewalk widening requirements would apply along all wide streets within the rezoning area. Where an existing building with legally required windows is located within 30 feet of a lot line, a minimum 15-foot setback would be required.

Parking would be required for 40% of the residential units which is standard for R9 zoning districts. There would be no parking requirement for commercial uses, which is standard for C6 commercial districts. There would be standard parking requirement for public, publicly-assisted and government assisted housing. For instance, parking would be required for 30% of the residential units for the publicly assisted housing and 25% of the dwelling units for government assisted housing
The proposed zoning text amendment that would create the new C6-3 zoning district would only affect the area proposed by DCP to be rezoned C6-3D as part of the proposed 161st Street/River Avenue Rezoning. Mapping of the proposed new C6-3D district would facilitate tower development adjacent to elevated trains in areas appropriated for higher-density development, while minimizing the impact on nearby existing buildings. The C6-3D zoning district also addresses pedestrian issues, including street-level noise, and pedestrian congestion within transit hubs.

Table 1 Summary of Proposed C6-3D (R9)

Bldg Type	Condition	Base Required	Base	Secondary Base	Setback	Corner Setback
1	Lots unaffected by elevated	Yes	60'-85'	N/A	10' Wide + 15' Narrow +	Optional
2	Corner Lot* At elevated and wide street	Yes	Wide: 60'-85'	N/A	10' Wide +	Required
			Elevated: 15'-25'	Up to 85'**	20' Elevated + ++	
3a	Interior Lot* Along elevated train	Yes	15'-25'	Up to 85'**	20' Elevated ++	N/A
3b	Corner Lot* At elevated and narrow street	Yes	15'-25'	Up to 85'**	20' Elevated + ++ 15' Narrow +	Required

* Tower face along elevated train is limited to 75% of lot width (up to 125' maximum).

** Face of secondary base can be flush with tower, and has no lot coverage maximum beyond minimum setback requirements.

\+ Required 15' setback from side lot line for corner lots where existing legally required windows are within 30' of adjacent lot line.

++ Setback reduced one foot for every foot that the lot depth is less than 110' (10' minimum setback for lots 100' deep or less).

Zoning Text Amendment:

Inclusionary Housing

The proposed zoning text amendment would apply the Inclusionary Housing program within the proposed C6-3D (R9D) and R8A zoning districts in Bronx Community District 4. New base and bonussed FAR's would apply to new residential development. Base FAR's apply to developments which do not use the Inclusionary Zoning bonus. The full bonussed FAR is applied to buildings which take full advantage of the program by providing one-fifth of the total new housing floor area as affordable residential floor area in accordance with the Inclusionary Housing program. Base and bonussed FAR's will be as follows:

Table 2 - Summary of Base and Bonused FAR for Inclusionary Housing

Zoning District	Base FAR	Bonussed FAR
C6-3D	7.52	10.0
R8A	5.4	7.2

CONCEPTUAL ANALYSIS

The proposed zoning text amendment would create a new C6-3 zoning district and allow the Inclusionary Housing program to be applied in Bronx Community District 4 in areas proposed to be rezoned C6-3D and R8A as part of the proposed 161st Street/River Avenue Rezoning. As described above, DCP is proposing zoning text amendments that would provide new residential development in C6-3D and R8A districts in Bronx Community District 4 the opportunity to take advantage of an Inclusionary Zoning FAR bonus by providing one-fifth of the total new housing floor area as affordable residential floor area, as summarized in Table 1.0-2. .

In general, it is not expected that future development pursuant to the proposed text changes would result in environmental effects that would be greatly different from a development under the proposed action. In general, the overall provisions of the test changes are intended to enhance urban design conditions and preserve neighborhood character, while providing opportunities for growth in some areas.

There are no known plans to establish other C6-3D or R8A zoning districts elsewhere in Bronx Community District 4. Furthermore, the effects of any additional newly mapped C6-3D or R8A zoning districts in Bronx Community District 4 would be analyzed at the time of the proposed zoning map amendment. As discussed in the development scenarios, this analysis assumes that the sites within the rezoning area have the potential to be developed under the proposed text changes and an analysis of each site for which development could be assumed has been provided.

The Department of City Planning has no other plans to map the C6-3D zoning district elsewhere in the City at this time; however, other areas where the C6-3D zoning district could be mapped have been identified in the following community districts (CD) of Upper Manhattan and the Bronx:

- Washington Heights, Inwood (Manhattan CD 12)
- East Harlem (Manhattan CD11)
- Jerome, Fordham, and University Heights (Bronx CD 5)
- University Heights (Bronx CD7)

Absent specific plans to rezone other areas of the City, it is not possible to determine what the specific potential environmental effects of any future development would be. The effects of the effects of any additional newly mapped C6-3D zoning districts would be analyzed at the time of the proposed zoning map amendment.
The existing zoning is presented in **Figure 2** and the proposed zoning is presented in **Figure 3**.

Table 3 below provides a list of the block and lots affected by the proposed action.

Table 3 – List of Blocks and Lots Affected by Proposed 161st Street Rezoning

AFFECTED BLOCKS	AFFECTED LOTS
2421	1, 6, 7, 10, 11, 13, 14, 16, 17, 18, 20, 22, 24, 26, 27, 29, 30, 33, 35, 36, 45, 49, 50, 51, 52, 53, 54, 55, 56, 57, 75, 135
2443	90, 94, 100
2459	30, 34, 46, 49, 50, 53, 54, 55
2460	10, 24, 25, 30
2474	37, 40
2482	1, 6, 20, 25, 53
2483	1, 5, 15, 23, 32, 34, 40, 44, 45, 53, 59, 68, 158
2484	5, 9, 15, 33, 35

Purpose and Need

161st Street is the civic center of the Bronx. Between River and Park avenues, there are three major courthouses and other civic uses, including the Bronx County Building, the borough hall of the Bronx. The proposed rezoning area is transit-rich, with access to the B, D and 4 trains at River Avenue and East 161st Street and access to the Metro-North Melrose Station at Park Avenue and East 162nd Street. Bus service in the area includes the Bx6 and Bx13 on 161st Street, and numerous north-south connections (Bx1, Bx13, Bx32, Bx41, Bx2, Bx55, Bx15, Bx21). Despite the civic uses and rich access to transit, underutilized properties and seasonal uses are common. A suburban-type shopping center is located at the center of the corridor and seasonal baseball-oriented commercial uses dominate River Avenue. Current zoning, which has largely been in place since 1961, unduly limits reasonable residential and commercial expansion in the transit accessible civic center of the Bronx. In addition, current zoning encourages uses and densities that are incompatible with surrounding residential and civic uses. The proposed action would create opportunities for new housing development on underutilized and vacant land near transit. In addition, the rezoning would create capacity for much-needed office and commercial space and community facility space surrounding the corridor's civic uses.

The proposed action would effectuate the following land use goals:

- Provide new opportunities for redevelopment and economic growth along the 161st Street corridor;
- Encourage new housing production, including new affordable housing, in the Bronx;
- Encourage new office and commercial space surrounding the Bronx Civic Center;
- Direct new housing and commercial development at higher densities to an area with excellent transit and highway access;
- Strengthen the street wall along the 161st Street corridor and enliven the street level with commercial uses along its entire length, better connecting existing land uses and transportation infrastructure.

Projected Development Scenario

In order to assess the potential effects of the proposed action, a reasonable worst case development scenario for both "future no-action" and "future with-action" conditions will be analyzed for an analysis

year, or Build year, of 2018, as detailed in the Draft Scope of Work for an Environmental Impact Statement. The future with-action (or Build) scenario identifies the amount, type, and location of development that is expected to occur by 2018 as a result of the proposed action. The future without the action (or no-build) scenario identifies similar development projections for 2018 absent the proposed action. The incremental difference between the build and no-build scenarios serves as the basis for the impact analyses.

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

CEQR considers the long-term and short-term effects of actions. For area-wide rezonings not associated with a specific development the foreseeable future is generally considered to be a ten-year build out period. This is assumed to be the length of time over which developers would act on the change in zoning and the effects of the proposed action would be felt.

The Future Action Scenario (or Build) therefore identifies the amount, type, and location of development that is expected to occur by 2018 as a result of the proposed action. The Future No-Action Scenario (or No-Build) identifies similar development projections for 2018 absent the proposed action. The incremental difference between the build and no-build scenarios serves as the basis for the impact analyses.

To determine the development scenarios, standard methodologies have been used following *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and location of future residential, commercial, and community facility growth. In projecting the amount and location of new development, several factors have been considered, including known development proposals, current market demands, past development trends, and DCP's "soft site" criteria, described below, for identifying likely development sites. Generally, for area-wide rezonings, which create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within a rezoning area. The first step in establishing the development scenarios was to identify those sites where new development could reasonably be expected to occur.

In identifying the RWCDS, a general set of criteria was established and all sites that met the criteria were identified. Area specific criteria were also developed to further identify projected and potential development sites.

General Criteria for Development Sites

- Lots with a total size of 5,000 square feet or larger (which may include potential assemblages totaling 5,000 square feet, if an assemblage seems probable) occupied by buildings with floor area ratios equal to or less than half the proposed maximum permitted FAR. In the Transit Node, a total size of 10,000 square feet or larger was used, since tower-on-a-base development is unlikely on lots less than that size.

The following criteria were used to further categorize soft sites as "Potential" development sites, which are seen as less-likely to develop in the foreseeable future:

- Lots containing active businesses operating within fully-enclosed structures which occupy most of their lot/ building.
- Active businesses which have undergone extensive investment, which provide unique services, or which are prominent and successful neighborhood businesses or organizations unlikely to move.
- Highly irregular lots or otherwise encumbered parcels that would make development difficult or lots situated in a less-attractive location for new development.

Additional assumptions were made in developing the RWCDS:

- The average dwelling unit size is assumed to be 1,000 square feet, reflecting that type of units that are currently being constructed in this area.
- Ground floor commercial totals assume that 15 percent of the floor's floor area is circulation and mechanical space.

Future No-Action Conditions (No-Build Scenario)

In the future without the proposed action, the existing zoning controls would remain in place; it is expected that the current land use trends and general development patterns in and adjacent to the 161st Street/River Avenue area will continue.

It is anticipated that the rezoning area would experience some growth in commercial and residential uses. DCP has developed a scenario of as-of-right development that would reasonably be expected to occur within the rezoning area in the future without the proposed action (no-action). Several developments and conversions are expected within the land use study areas, including new development on some of the projected and potential development sites.

In the future without the proposed action, it is expected that the projected development sites would have a total of 299 DUs (all of which would be market-rate housing units); 71,549 sf of commercial retail space; 246,500 sf of commercial office space; and 11,720 sf of community facility space. This would represent a net increase over existing conditions of 295 DUs and 11,720 sf of community facility space and a net decrease of 4,289 sf of commercial retail space. Commercial office space would remain unchanged from existing conditions.

By the year 2018, under the Future No-Action Scenario, it is expected that the projected development sites would have a total of 358 DUs (31 of which would be affordable housing units); 111,369 sf of commercial retail space; no commercial office space; and 1,500 sf of community facility space. In

comparison to the existing conditions on the site, this represents a decrease on the potential development sites of 4,432 sf of retail space, a decrease of 6,412 sf of office space, 1,500 sf of community facility space, and 344 market rate dwelling units (31 of which would be affordable housing units).

Future With-Action Conditions (Build Scenario)

In the Future Action Scenario, with the proposed zoning text and map amendments in place, the 11 identified projected development sites would have a total of 894 DUs (745 of which would be affordable housing units); 113,553 sf of commercial retail space; 553,484 sf of commercial office space; and 11,730 sf of community facility space. This would represent a net increase over no-action conditions of 594 DUs, including 148 units of affordable housing; 42,004 sf of retail commercial space; 306,001 sf of office commercial space, and 10 sf of community facility space.

There are 11 potential development sites identified in the rezoning area.

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

Targeted Environmental Impact Statement

As the RWCDS associated with the proposed action would affect various areas of environmental concern and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, a targeted Environmental Impact Statement pursuant to CEQR will be prepared for the proposed action. The targeted EIS will analyze the projected developments for technical areas of concern and also evaluate the effects of the potential developments for site-specific effects. The targeted EIS will focus on traffic and parking, transit and pedestrian, air quality, and noise.

D. SCOPE OF WORK FOR THE TARGETED EIS

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

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

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

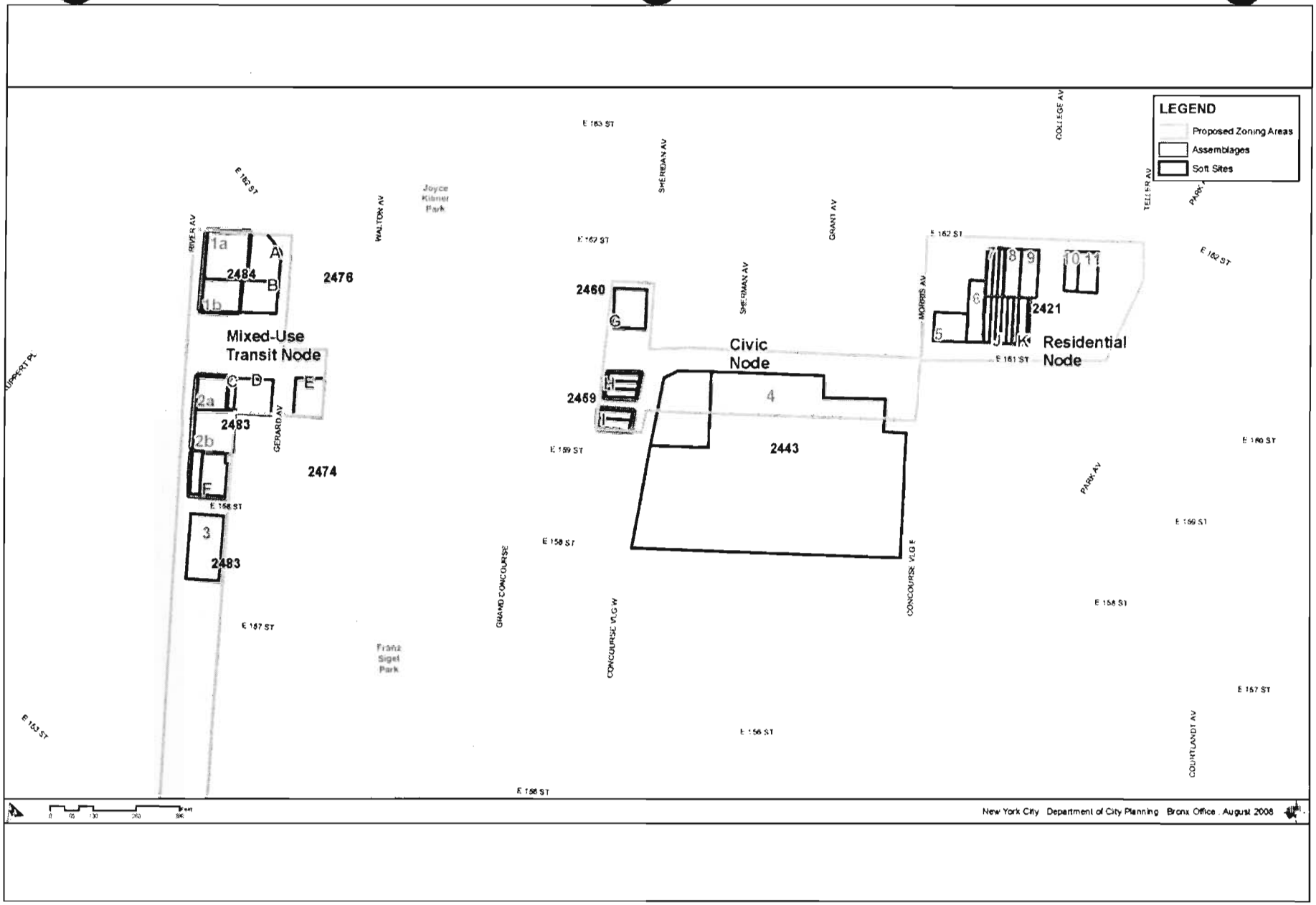


Figure 4 - Projected and Potential Development Sites

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

A review of the thresholds established in the *CEQR Technical Manual* for determining whether detailed analysis is necessary to assess potential impacts which was performed in the EAS, which indicated that the proposed zoning changes do not exceed the thresholds for analysis in the following technical areas: Land Use, Zoning and Public Policy; Socioeconomic Conditions; Community Facilities and Service; Open Space; Shadows; Historic Resources; Visual Resources; Natural Resources; Hazardous Materials; Waterfront Revitalization Program; Infrastructure; Solid Waste and Sanitation Services, Energy; and Construction Impacts. In each of these technical areas, therefore, no further analysis is warranted and no significant adverse impacts are anticipated. The potential for significant adverse impacts to Neighborhood Charater and Public Health will be assessed following the conclusions of the analysis of traffic and parking; Transit and Pedestrians; Air Quality; and Noise.

TASK 2. COMMUNITY FACILITIES AND SERVICES

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

The CEQR threshold for detailed analysis of schools is if an action is anticipated to generate 50 or more elementary/middle school students or 150 or more high school students. A screening analysis determined that the proposed action would exceed the screening threshold for both elementary/middle schools, but not high schools. Therefore detailed analysis is warranted for elementary and middle schools. In addition, as discussed in the EAS, based on the screening criteria established in the *CEQR Technical Manual*, the proposed action would not represent a five percent or greater increase over the average dwelling units per library branch in the borough of Bronx. Accordingly, an analysis of the proposed action's effects on library services is not warranted.

The proposed action is projected to generate a net of 148 affordable housing units on the 11 projected development sites. As the proposed action would generate less than 600 units of low-moderate income housing in the RWCDS, a detailed analysis of health care facilities is not required (*CEQR Technical Manual*, Table 3C-1).

The proposed action would not generate more than 50 children eligible for publicly funded daycare. A detailed analysis of day care facilities is therefore not required for the proposed action, in accordance with *CEQR Technical Manual*, Table 3C-1 and Table 3C-4.

The Police and Fire Departments routinely evaluate the need for changes in personnel, equipment, or facilities based on population, response times, crime levels, or other local factors. Therefore an assessment of service delivery is usually conducted only if a proposed action would directly affect the

physical operations of a station house or precinct house. Since the proposed action would not directly affect existing police and fire facilities, an assessment is not warranted.

The proposed study area for community facilities would focus on the detailed analysis of elementary and middle schools located at or close to a half-mile radius of the rezoning area, as per CEQR guidelines. Subtasks will include:

- Identify and locate public schools within the project study area. Assess conditions in the project study area, and for each affected school district (Community School Districts 7, 8, and 9) as a whole, in terms of enrollment and utilization during the current school year, noting any specific shortages of school capacity. Identify conditions that will exist in the future without the action, taking into consideration projected increases in future enrollment, including those associated with other developments in the vicinity of the project area and plans to increase school capacity either through administrative actions on the part of the NYC Department of Education (DOE) or as a result of the construction of new school space. Analyze future conditions with the proposed action, adding students likely to be generated by the action to the projections for the future without the action. Project impacts will be assessed based on the difference between the Future With Action projections and the Future No Action projections (at the sub-area, region, and school district levels) for enrollment, capacity, and utilization in 2018. Planned new capacity projects from DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. The new projects may, however, be included in a qualitative discussion after impacts, if any, have been identified. Sources for the information will be noted in the EIS text or footnotes.

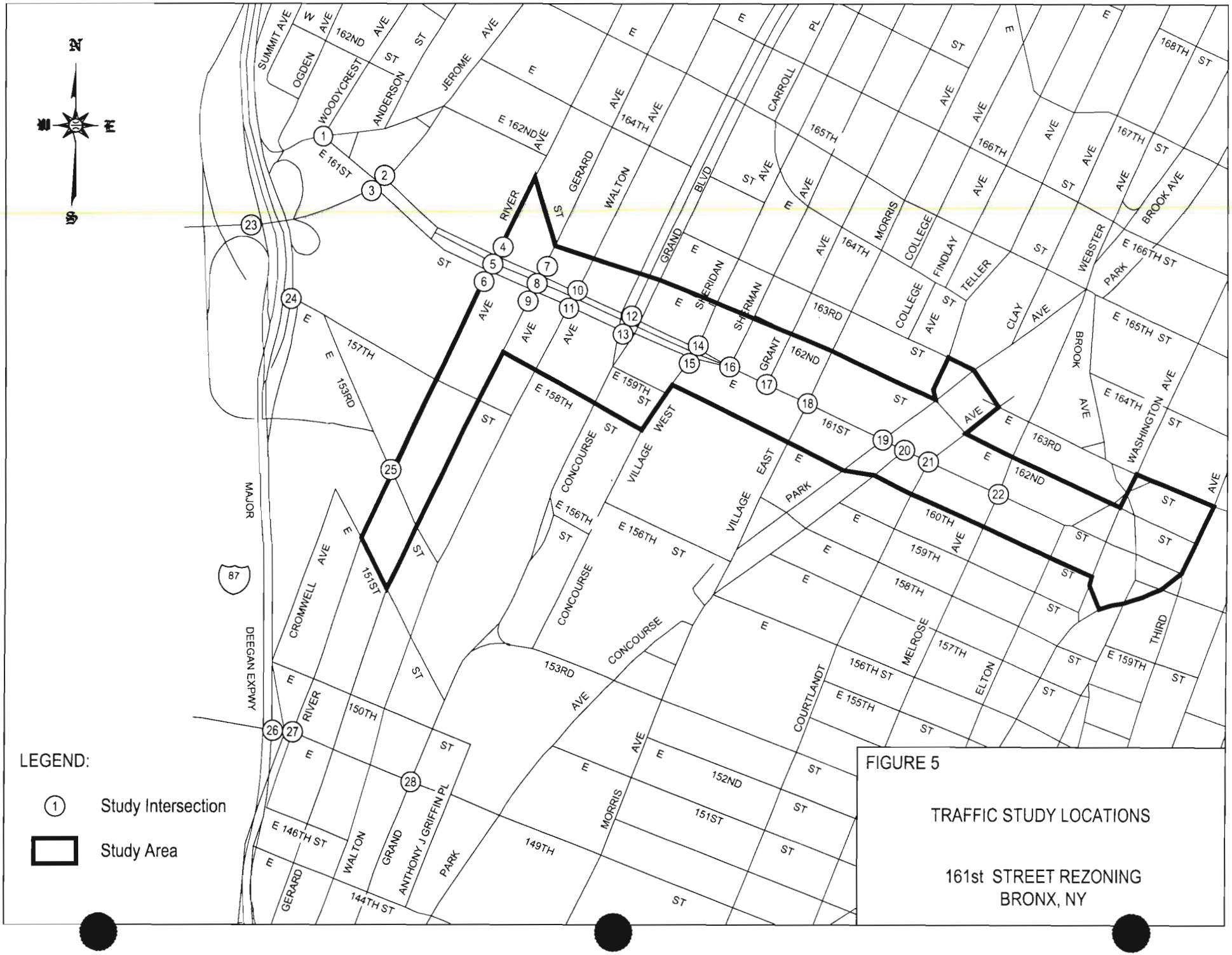
TASK 3. TRAFFIC AND PARKING

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

Task 3A: Traffic

The proposed action is expected to generate more than 50 additional (net) vehicular trips in project study area. Therefore, the targeted EIS will provide a detailed traffic analysis for weekday AM, midday, PM and Saturday midday peak hours when the Yankees are not playing a home game, and a detailed traffic analysis for weekday PM and Saturday when the Yankees area playing a home game. The analysis will focus on those intersections handling the highest concentrations of action-generated demand. Based on the preliminary travel demand forecast made for the proposed action, it is anticipated that 28 intersections would be analyzed in detail for potential traffic impacts (see **Figure 5**). Trip generation, trip distribution and trip assignment assumptions are included in Appendix B. Subtasks of the traffic analysis will:

- Define a traffic study area consisting of intersections to be analyzed within the area to be rezoned (i.e., the primary traffic study area) and along major routes leading to and from the area, i.e., the secondary traffic study area.
- Compile existing traffic conditions data for the study area. Traffic counts at traffic analysis locations will be conducted via a mix of automatic traffic recorder (ATR) machine counts and


N
W
E
S
LEGEND:
Study Intersection
Study Area
FIGURE 5
TRAFFIC STUDY LOCATIONS
161st STREET REZONING
BRONX, NY

manual intersection turning movement counts. ATRs will provide 24-hour traffic volumes for a full week at selected arterial locations. Traffic counts will be conducted during the AM, midday, PM and Saturday midday peak periods.

- Conduct travel speed and delay runs along four (4) routes as support data for air quality and noise analyses. It is anticipated that these speed-and-delay runs will be conducted in conjunction with the traffic volume counts.
- Inventory physical data at each of the analysis intersections needed for capacity analyses, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, typical parking regulations, and NYCDOT signal phasing and timing data.
- Determine traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. 2000 Highway Capacity Manual procedures will be used. (Version 4.1f)
- Based on available sources, 2000 US Census data, and standard references, estimate the travel demand characteristics of the existing/No-Build uses on the projected development sites as well as the planned developments at other sites in the study area. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes (refer to discussion of transit and pedestrians for more discussion of other modes). A truck trip generation will also be conducted.
- Using the same transportation planning assumptions as for No Build conditions, estimate the travel demand characteristics of the projected developments associated with the proposed action and for the net change in uses as defined in the project development scenario.
- Compute future No Build traffic volumes based on an approved background traffic growth rate for the study area and the volume of traffic expected to be generated for significant development projects anticipated to be in place by the proposed Build year for the rezoning action. Intersection volume-to-capacity (v/c) ratios, delays, and LOS will also be determined.
- Determine the volume of vehicle traffic expected to be generated by the rezoning action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future Build condition for each analysis period. It is assumed that this traffic assignment process will be completed for the projected development sites in the study area.
- Determine the resulting v/c ratios, delays, and LOS for the future Build condition, and identify significant traffic impacts in accordance with CEQR Technical Manual criteria.
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts. The mitigation analysis will frame the full set of measures required in the targeted EIS development scenario built by 2018.
- Construction period traffic impacts will be assessed qualitatively by considering any losses in lanes, walkways, and other above and below grade transportation services, and increases in vehicles from construction workers, and analyze potential temporary impacts to these transportation systems.

Task 3B: Parking

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

- Conduct an inventory of the public parking lots and garages in the study area, noting their locations, capacities, and peak weekday and overnight utilization levels. Conduct an inventory of the number of legal on-street parking spaces within the project area and their general utilization levels on a typical weekday. This information will be used as the basis for determining the ability of existing parking resources to accommodate increased demands in the future.
- Project future parking availability based on an annual background growth rate. Any existing parking facilities expected to be removed or relocated or other changes to parking conditions in the future as a result of the rezoning action will be factored into this assessment.
- Develop parking accumulation profiles for each of the projected development sites expected to occur as a result of the proposed action by the Build year of 2018. It will be assumed that each identified new development would provide parking in accordance with applicable zoning requirements. Based on these assumptions, an assessment will be provided to determine whether there would be excess parking demand, and whether there are a sufficient number of other parking spaces available in each area to accommodate that excess demand.

TASK 4: TRANSIT AND PEDESTRIANS

Task 4A: Transit

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

- Conduct pedestrian counts at critical elements of the "4" and the "B/D" lines accessible at the Yankee Stadium Station on River Avenue and the Melrose Station of the Metro-North Railroad, on Park Avenue.
- Determine the existing capacities and LOS along or through critical elements of analyzed stations according to CEQR Technical Manual and/or NYC Transit design criteria.
- Determine future No-Build and Build volumes at these analysis locations using background ridership growth rates for the stations and project-generated subway riders. Significant impacts will be identified and mitigation measures identified where necessary in coordination with NYC Transit.
- Identify the bus routes serving the area, detailing existing, future No-Build, and future Build conditions, i.e., bus load levels. Mitigation needs will be identified and improvement or increases in service will be suggested, as appropriate.

Task 4B: Pedestrians

A substantial amount of new pedestrian trips are expected to be generated by the proposed action, particularly related to the retail growth, and pedestrian analyses will be provided in the targeted EIS. Pedestrian studies will focus on up to 10 key intersections in the study area. The pedestrian analysis will:

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

TASK 5. AIR QUALITY

An assessment of mobile sources will be conducted to estimate the potential air quality impacts of the changes in traffic conditions that will result from the rezoning. Also, the targeted EIS will address the potential for future residential and commercial land uses to affect or be affected by air pollutants emitted from existing nearby sources. A stationary source air quality analysis will therefore be conducted, following the procedures outlined in the CEQR Technical Manual, to determine whether these emissions have the potential to cause violations of national ambient air quality standards or health-related guideline values within these residential areas

Mobile Source Analyses

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

- Update existing air quality data. Collect and summarize existing ambient air quality data for the study area.
- Based on findings from the traffic and parking analysis, determine receptor locations for microscale analysis. Critical receptor locations to be analyzed will include the three high volume and/or heavily congested intersections and up to two highly utilized parking facilities found in the traffic and parking analysis where the maximum total pollutant concentrations with the proposed action or incremental pollution concentrations resulting from the proposed action are likely to occur and where people are likely to have continuous access. Locations may include sidewalks, parks, schools, or other sensitive uses next to or above roadways, pedestrian paths in or near parking facilities, etc.
- Select a dispersion model for microscale carbon monoxide analysis. At the receptor sites, it is anticipated that the USEPA mobile source CAL3QHC dispersion model will be used for the carbon monoxide microscale analysis. If further refinement is necessary CAL3QHR will be used.
- Emissions from the two on-site parking facilities will be modeled using the procedures as described in the CEQR Technical Manual. Cumulative impacts from on-street sources and parking emissions will also be calculated and added.
- Select "worst-case" meteorological conditions. Worst-case conditions to be assumed are 1.0 meter/second wind speed, Class D stability, 50°F temperature, and a 0.70 persistence factor.
- Select appropriate background levels. For the microscale carbon monoxide analysis, appropriate background levels for the study area will be obtained from NYSDEC and NYCDEP.
- Select an emission calculation methodology. Vehicular emissions will be computed using the EPA-developed MOBILE6 model. NYSDEC and DEP-supplied information will be input regarding credits to account for the state vehicle emission inspection and maintenance program, and the state anti-tampering program.
- Determine pollutant levels. At each microscale analysis site calculate, maximum 1- and 8-hour carbon monoxide concentrations for existing conditions, the future without the proposed action, and the future with the proposed action. Contributions from any on-site parking facilities will be included where appropriate.
- Compare results with standards and evaluate impacts. Existing and future carbon monoxide pollutant levels will be compared with Federal standards and the City's de minimis criteria, and with one another to determine trends and action impacts.
- Assess the consistency of the proposed action with the strategies contained in the State Implementation Plan (SIP) for the area. Consistency with the applicable SIP for the area will be determined. At any receptor sites where violations of standards occur, a determination of which

mitigation measures will be required to attain standards will be made.
- Examine mitigation measures, as necessary. Analyses will be performed to examine and quantify ameliorative measures to minimize any significant adverse impacts of the proposed action.
- An analysis of PM_{10} and $PM_{2.5}$ will be conducted, if applicable, following procedures that are currently being developed and updated by NYCDEP.

Stationary Source Analyses

There will be screening and, if necessary, detailed analyses (using EPA's AERMOD model) of the potential for emissions from the HVAC systems of the projected, potential, and selected existing sites to significantly impact one another.

- Three criteria pollutants will be considered; NO_2, PM_{10}, and SO_2.
- The estimated short-term and annual pollutant concentrations of the criteria pollutants will be added to appropriate background levels, and total pollutant concentrations will be compared with NAAQS standards to determine whether there will be the potential for a violation of these standards at any of the areas that will be rezoned to permit residential uses.
- A cumulative boiler impact analysis will be performed for development sites that would be located in close proximity to one another and will be evaluated as "clusters" to estimate the potential cumulative impacts from the combined heating system emissions on existing and proposed land uses. A detailed dispersion analysis will be conducted.
- A screening analysis will be performed in order to determine the necessity for a detailed analysis of large-scale sources of boiler emissions (i.e. existing commercial, institutional, or large-scale residential developments) onto projected and potential residential developments. If the proposed action does not pass initial screening analysis, a more detailed analysis using AERMOD will be performed.

Analysis of Air Toxics

The analysis will be conducted as follows:

- In accordance with the CEQR Technical Manual, emissions from industrial/manufacturing or commercial facilities located within 400 feet of the projected or potential residential development sites (i.e., the air quality study area) will be considered if field surveys find industrial/manufacturing or commercial facilities, including auto body repair shops, graphic art facilities, and dry cleaners in or near the area to be rezoned. In addition, as per the CEQR Technical Manual, large emission sources located within 1,000 feet of the new residential areas will also be considered.
- A list of potential emission sources within the air quality study area will be compiled based on USEPA, NYSDEC, and NYCDEP's databases and field observations. If facility types are commonly associated (based on SIC code and USEPA AP-42 emission descriptions) with potentially harmful pollutants, emission information for these facilities will be requested from NYCDEP's Bureau of Environmental Compliance (BEC). Emission and stack parameter data contained in BAR operating permits will then be used to estimate any potential for these sources to result in air quality levels at the new residential sites that exceed applicable air quality standards and guidelines.
- Guidelines values, developed by EPA and NYSDEC (as described in the CEQR Technical Manual) will be used for determining potential project impacts of the toxic air pollutants. These are short-term (1-hr) SGC and long-term (annual) AGC guideline values (NYDEC Air Guide-1,

Guidelines for the Control of Toxic Air Contaminants), and EPA's unit risks factors for inhalation (USEPA Integrated Risk Information System (IRIS) and EPA Health Effect Assessment Summary Tables).

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

- Non-carcinogenic air pollutant results will be compared with applicable guideline values. If the total ratio of pollutant concentrations obtained by dividing by their respective GV value is found to be less than 1 for all pollutants combined, no significant air quality impacts will be predicted to occur due to non-carcinogenic toxic pollutant releases.
- Carcinogenic air pollutant results will be compared with EPA cancer risk threshold level of one-in-one million. Potential impacts will be reported if the total incremental cancer risk estimated from the emissions of all of the carcinogenic toxic pollutants combined is greater than one-in-one million.
- Estimates will be made using the USEPA's AERMOD dispersion model. In the event that potential violations of standards are estimated, measures to reduce pollutant levels to within standards will be examined for both stationary sources and air toxics analyses.

TASK 6. NOISE

The noise analysis for the proposed 161st Street rezoning will follow assessment procedures contained in the *CEQR Technical Manual.* The analysis will consider project-related road traffic noise and existing transit-related noise from elevated trains in the project area and its potential impacts on projected and potential development sites. The rezoning area under study is bounded by River Avenue on the west, East 162nd Street to the north, Park Avenue to the East, and East 159th and East 153rd Streets to the south.

Given the high noise levels from existing transit operations and road traffic the incremental trip generation resulting from the proposed project will likely result in only a small increase in cumulative noise at the sensitive receptors in the area. The exceptions to this may occur on other less traveled streets in the project area. While these sites will be examined, it is assumed that the greatest concern for project-related impacts will be related to the impact of existing and future noise generators on future residents.

Noise Monitoring

Mobile Sources

To determine existing noise levels within the project study area, noise monitoring is proposed at seven locations. These were selected based upon their proximity to projected and potential development sites, their potential to experience a doubling in traffic volume (PCE's) from project-induced traffic, and their exposure to high noise levels from elevated transit-related noise sources. In addition, care was taken to select sites that would result in the most representative assessment of the existing noise environment from traffic and elevated transit-related noise sources. The proposed noise monitoring sites as follows:

- River Ave between East 157th and East 158th Streets (ground-level)
- River Ave between East 158th and East 161st Streets (elevated)
- East 161st Street between River and Gerard Avenues (ground-level)
- Concourse Village West between East 159th and East 161st Streets (ground-level)
- East 161st Street between Concourse Village West and Concourse Village East (ground-level)
- Intersection of East 161st Street and Morris Avenue, Northeast corner (ground-level)
- East 162nd Street between Morris and Park Avenue (ground-level)

The traffic and train noise monitoring will be conducted during peak Weekday AM, Midday & PM and Weekend Midday time periods for 20-minute and 1-hour intervals, respectively. To capture train noise generated by added trips to Yankee Stadium during home games, additional 1-hour readings will be taken during these periods of increased train activity. As per the *CEQR Technical Manual* guidelines, noise monitoring will include the measurement of the L_1, L_{10}, L_{50}, L_{90}, Lmin, Lmax and LEQ A-weighted sound levels with a Calibrated Type I noise level meter conforming to ANSI 1.4 Standards.

Detailed Analysis Procedures

Vehicular Noise

The selected noise monitoring locations will be used to characterize current noise levels. To determine future project-traffic-induced noise impacts, an estimation of future noise levels will be made using its proportionality to the change in traffic volume between existing and future conditions according to the following equation:

$$Action\ Noise\ Level = 10 \cdot \log\left(\frac{Action\ PCEs}{Existing\ PCEs}\right) + Existing\ Noise\ Level$$

Projected noise levels will be compared with the values contained in the Noise Exposure Guidelines presented in the *CEQR Technical Manual*. It is anticipated that the analysis would be sufficient to demonstrate that traffic noise impacts will not be significant and that detailed modeling would not be required. The future transit-noise is not expected to change noticeably.

Train Noise

Noise generated by train traffic will be calculated using detailed noise analysis methodology contained in the Federal Transit Administration guidance manual as per *CEQR Technical Manual* guidelines, page 3R-15.

Train noise at the elevated track level receptor combines with the existing noise levels at the same receptor from other noise sources in the area including traffic. The straight forward approach is to measure the total existing noise from all noise sources including the noise from trains at the elevated receptor (receptor no.2) closest to the train tracks. This is practical if we get access to the roof top of the nearest building or attach the microphone to a boom and extend it through an open window of the nearest building at the track level. The other less favored option is to estimate traffic noise at the elevated receptor and add estimated train noise at the same receptor following the FTA methodology. Both of these methods will be used and the higher of the two noise levels will be used in recommending window insulation

TASK 7. PUBLIC HEALTH

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

TASK 8. MITIGATION

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

TASK 9. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. The alternatives are usually defined when the full extent of project impacts are identified, however, it is expected that they will include a No-Action Alternative and possibly a Reduced Density or No Impact Alternative.

TASK 10. SUMMARY EIS CHAPTERS

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

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

TASK 11. EXECUTIVE SUMMARY

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

161st Street Rezoning

Draft Scope of Work

APPENDICES

161st Street Rezoning

Draft Scope of Work

APPENDIX - A

Table of Projected and Potential Development Sites in 161st Street Rezoning Area

Site Description							Existing Conditions											
Projected	Block	Lot	Lot Type	Land Use	Lot Area	Address	Existing Zoning	Maximum FAR	Built FAR	Bldg Area (PLUTO)	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height	Affordable DUs	Market Rate DUs
1a	2484	9	Interior	Commercial	19,306	880 River Avenue	R8/C1-4	6.02	2.28	44,000	5,000	39,000	0	0	0	25	0	0
1b	2484	5	Corner	Commercial, McDonald's	11,503	51 E. 161st Street	R8/C1-4*	7.20	0.26	3,038	3,038	0	0	0	0	15	0	0
2a	2483	40	Corner	Commercial	9,061	48 East 161st Street	R8/C1-4	6.02	0.99	9,000	9,000	0	0	0	0	15	0	0
2b	2483	34	Interior	Commercial	15,017	850 River Avenue	R8/C1-4	6.02	1.66	25,000	5,000	6,000	0	0	0	45	0	0
3	2483	5	Corner	Commercial	20,000	810 River Avenue****	C8-3	2.00	2.00	40,000	40,000	0	0	0	0	25	0	0
4	2443	p/o 90,94	Corner	Commercial (Office)	88,036***	198 E. 161st Street	C8-3	2.00	2.29***	201,500	0	201,500	0	0	0	105	0	0
5	2421	1	Corner	Commercial	8,800	271 East 161st Street	R7-1/ C1-4**	4.00	1.00	8,800	8,800	0	0	0	0	15	0	0
6	2421	57	Interior	Commercial	9,600	281 East 161st Street	R7-1**	4.00/3.44	0.52	5,000	5,000	0	0	0	0	15	0	0
7	2421	16	Interior	Parking	2,434	284 East 162nd Street	R7-1++	3.44	0.00	0	0	0	0	0	0	0	0	0
	2421	17	Interior	Parking	2,432	286 East 162nd Street	R7-1++	3.44	0.00	0	0	0	0	0	0	0	0	0
	2421	75	Interior	Parking	2,434	288 East 162nd Street	R7-1++	3.44	0.00	0	0	0	0	0	0	0	0	0
8	2421	18	Interior	Residential	7,300	294 East 162nd Street	R7-1++	3.44	0.33	2,420	0	0	0	0	2,420	20	0	1
9	2421	20	Interior	Residential	7,300	296 East 162nd Street	R7-1++	3.44	0.33	2,420	0	0	0	0	2,420	20	0	1
10	2421	26	Interior	Parking	4,834	308 East 162nd Street	R7-1++	3.44	0.00	0	0	0	0	0	0	0	0	0
11	2421	27	Interior	Residential	6,844	316 East 162nd Street	R7-1++	3.44	0.37	2,520	0	0	0	0	2,520	20	0	2
TOTAL					126,865					343,698	75,838	246,500	0	0	7,360		0	4

* R8=7.2 FAR on a wide street under Quality Housing
+ R8=6.02 on a narrow street under Quality Housing
** R7-1=4.0 FAR on a wide street under Quality Housing only upto a depth of 100 feet, and remaining lot with 3.44 FAR
++ R7-1=3.44 FAR on a narrow street under Quality Housing
*** Projected Site 4 (Mall Site) Site area and built FAR are limited to area to be rezoned
**** Includes 14,000 SF vacant theater
^ R8A FAR= 6.02; with Inclusionary Housing base FAR = 5.4, up to 7.2 with IZ bonus
^^ C6-3D FAR=9.0; with Inclusionary Housing base FAR 7.52, up to 10.0 with IZ bonus

Building Height Assumptions:
15 feet for first floor retail and first floor office unit/lobby
10 feet for residential unit, community facility, and office unit above first floor

		No-Action Conditions										
Projected	Site Area	Existing Zoning	Development	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height	Affordable DUs	Market Rate DUs	Total Res Dus
1a	19,306	R8/C1-4	No Change (Issue: Elevated)	5,000	39,000	0	0	0	25	0	0	0
1b	11,503	R8/C1-4*	1-story Comm w/Res, QH	9,778	0	0	0	73,022	95	0	73	73
2a	9,061	R8/C1-4	1-story Comm w/Res, QH	7,702	0	0	0	57,537	85	0	58	58
2b	15,017	R8/C1-4	No Change (Issue: Elevated)	5,000	6,000	0	0	0	45	0	0	0
3	20,000	C8-3	No Change (Issue: FAR)	40,000	0	0	0	0	25	0	0	0
4	88,036***	C8-3	No Change (Comm Office)	0	201,500	0	0	0	105	0	0	0
5	8,800	R7-1/C1-4**	1-story Comm/CF w/Res, QH	4,070	0	0	4,070	26,400	55	0	26	26
6	9,600	R7-1**	1-story CF w/Res, QH	0	0	0	7,650	26,824	80	0	27	27
7	7,300	R7-1++	Res, QH	0	0	0	0	25,112	80	0	25	25
8	7,300	R7-1++	Res, QH	0	0	0	0	25,112	80	0	25	25
9	7,300	R7-1++	Res, QH	0	0	0	0	25,112	80	0	25	25
10	4,834	R7-1++	Res, QH	0	0	0	0	16,629	60	0	17	17
11	6,844	R7-1++	Res, QH	0	0	0	0	23,543	60	0	24	24
TOTAL				71,549	246,500	0	11,720	299,292		0	299	299

* R8=7.2 FAR on a wide street under Quality Housing
** R7-1=4.0 FAR on a wide street under Quality Housing only upto a depth of 100 feet, and remaining lot with 3.44 FAR
++ R7-1=3.44 FAR on a narrow street under Quality Housing
*** Projected Site 4 (Mall Site) Site area and built FAR are limited to area to be rezoned

	With-Action Conditions													
Projected	Proposed Zoning	Proposed Commercial FAR	Proposed Residential FAR	Site Area	Development	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height (ft)	Affordable DUs	Market Rate Dus	Total Res DUs
1a 1b	C6-3D^^	9.00	10.00	30,809	1-story Retail along River Ave & 6-story Retail/Office along 161st St w/Incl. Res Tower	28,983	34,455	0	0	244,595	285	49	196	245
2a 2b	C6-3D^^	9.00	10.00	24,078	1-story Retail along River Ave & 3-story Retail/Office + 3-story Res along 161st St w/Incl. Res Tower	22,840	23,813	0	0	214,936	305	43	172	215
3	C6-3D^^	9.00	10.00	20,000	Grocery store w/Incl. Res Tower Contextual (Short base)	17,000	0	0	0	153,000	275	31	122	153
4	C6-2	6.00	6.02	88,036***	Retail/Office	33,000	495,216	0	0	0	145	0	0	0
5	R8A/C2-4^	2.00	7.2	8,800	2 story comm/CF w/Incl. Res	7,480	0	0	7,480	45,760	85	9	37	46
6	R8A/C2-4^	2.00	4.32	9,600	2 story comm/CF w/Res	4,250	0	0	4,250	33,000	125	0	33	33
7	R8A^	0	5.40	7,300	Residential	0	0	0	0	39,420	120	0	39	39
8	R8A^	0	5.40	7,300	Residential	0	0	0	0	39,420	120	0	39	39
9	R8A^	0	5.40	7,300	Residential	0	0	0	0	39,420	120	0	39	39
10	R8A^	0	7.2	4,834	Incl. Residential	0	0	0	0	34,805	120	7	28	35
11	R8A^	0	7.2	6,844	Incl. Residential	0	0	0	0	49,277	120	10	39	49
TOTAL						113,553	553,484	0	11,730	893,633		148	745	894

^ R8A FAR= 6.02; with Inclusionary Housing base FAR = 5.4, up to 7.2 with IZ bonus
^^ C6-3D FAR=9.0; with Inclusionary Housing base FAR 7.52, up to 10.0 with IZ bonus

*** New retail/office building is calculated by multiplying the rezoned lot area (88,036) by the proposed maximum FAR (6.0), then subtracting the portion of the existing office tower that is within the rezoning area (201,500), on the same zoning lot, which results in a new 326,716 square foot building. (Total commercial: 201,500+326,716=528,216)

	Increment								
Projected	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height (ft)	Affordable DUs	Market Rate DUs	Total Res Dus
1a	14,205	-4,545	0	0	171,573	260	49	123	172
1b						190			
2a	10,138	16,840	0	0	157,399	220	43	114	157
2b						260			
3	-23,000	0	0	0	153,000	250	31	122	153
4	33,000	293,716	0	0	0	40	0	0	0
5	3,410	0	0	3,410	19,360	30	9	10	19
6	4,250	0	0	-3,400	6,176	45	0	6	6
7	0	0	0	0	14,308	40	0	14	14
8	0	0	0	0	14,308	40	0	14	14
9	0	0	0	0	14,308	40	0	14	14
10	0	0	0	0	18,176	60	7	11	18
11	0	0	0	0	25,733	60	10	16	26
TOTAL	**42,004**	**306,011**	**0**	**10**	**594,340**		**148**	**446**	**594**

	No Action Parking						With-Action Parking						Increment - Parking					
Projected	C	M	CF	Low-income Res	Market- rate Res	Total	C	M	CF	Low-income Res	Market Rate Res	Total	C	M	CF	Low-income Res	Market-rate Res	Total
1a	0	0	0	0	0	0	w	0	0	6	78	84	0	0	0	6	78	84
1b	w	0	0	0	w	w												
2a	w	0	0	0	w	w	w	0	0	5	69	74	0	0	0	5	69	74
2b	0	0	0	0	0	0												
3	0	0	0	0	0	0	w	0	0	4	49	53	0	0	0	4	49	53
4	0	0	0	0	0	0	100	0	0	0	0	100	100	0	0	0	0	100
5	w	0	w	0	w	w	w	0	w	w	w	w	0	0	0	0	0	0
6	0	0	w	0	w	w	w	0	w	0	w	w	0	0	0	0	0	0
7	0	0	0	0	w	w	0	0	0	0	w	w	0	0	0	0	0	0
8	0	0	0	0	w	w	0	0	0	0	w	w	0	0	0	0	0	0
9	0	0	0	0	w	w	0	0	0	0	w	w	0	0	0	0	0	0
10	0	0	0	0	w	w	0	0	0	0	w	w	0	0	0	0	0	0
11	0	0	0	0	w	w	0	0	0	0	w	w	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	100	0	0	15	196	311	100	0	0	15	196	311

w=waived

R7-1 Low income HF, 30% and QH,15%; Market Rate <=10K 30%; >10K, 60%; waive if fewer than 5 req.
C6-2/R8 Low income 12%; Market Rate <10K, 0%; 10-15K, 20%; >=15K, 40%; waive if fewer than 15 req
C63-D/R9 Low income 12%; Market rate <10K, 12%; 10-15K, 20%; >15% 40%; waive if fewer than 15 req

Site E and Site 4: With-action parking is market-driven and based on 2 and 1 story of parking, respectively. (No required parking)

Site Description							Existing Conditions										
Potential	Block	Lot	Lot Type	Land Use	Lot Area	Address	Existing Zoning	Permitted FAR	Built FAR	Bldg Area (PLUTO)	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height (ft)	Affordable DUs	Market Rate DUs
A	2484	33	Corner	Commercial (Grocery, Office)	13,600	881 Gerard Avenue	R8/C1-4	6.02	1.69	23,000	23,000	0	0	0	0	25	0	0
B	2484	35	Corner	Commercial	11,503	67 E. 161st Street	R8/C1-4*	7.20	1.00	11,500	11,500	0	0	0	0	15	0	0
C	2483	44	Corner	Commercial	2,500	58 East 161st Street	R8/C1-4	6.02	1.00	2,500	2,500	0	0	0	0	15	0	0
D	2483	45	Corner	Commercial	12,190	62 E. 161st Street	R8/C1-4*	7.20	1.00	12,180	12,180	0	0	0	0	15	0	0
E	2474	40	Corner	Commercial	10,376	48 E. 161st Street	R8/C1-4	6.02	0.96	9,990	9,990	0	0	0	0	15	0	0
F	2483	32	Interior	Commercial	3,948	830 River Avenue	C8-3	2.00	1.20	4,740	4,740	0	0	0	0	25	0	0
	2483	68	Corner	Commercial (Parking)	9,800	87 East 158th Street	C8-3	2.00	3.00	29,400	29,400	0	0	0	0	25	0	0
G	2460	25	Corner	Commercial (Office)	11,502	891 Sheridan Avenue	C4-6	10.00	1.98	22,770	19,600	3,170	0	0	0	25	0	0
H	2459	46	Corner	Commercial	2,293	871 Concourse Village W.	R8*	7.20	2.05	4,700	2,350	2,350	0	0	0	25	0	0
	2459	49	Corner	Mixed Com/Res	2,410	869 Concourse Village W.	R8	6.02	0.86	2,075	0	892	0	0	1,183	30	0	1
	2459	50	Corner	Parking	2,365	Sheridan Ave	R8	6.02	0.00	0	0	0	0	0	0	0	0	0
I	2459	53	Interior	Mixed Com/Res	2,660	859 Concourse Village W.	R8	6.02	0.56	1,500	0	550	0	0	950	25	0	1
	2459	54	Interior	Commercial	2,661	857 Concourse Village W.	R8	6.02	0.62	1,652	0	0	0	0	1,652	25	0	2
J	2421	56	Interior	Residential	2,433	285 East 161st Street	R7-1	3.44	0.87	2,125	0	0	0	0	2,125	30	0	1
	2421	55	Interior	Mixed Com/Res	2,336	287 East 161st Street	R7-1	3.44	1.13	2,641	541	0	0	0	2,100	35	0	2
	2421	54	Interior	Residential	2,433	289 East 161st Street	R7-1	3.44	0.84	2,040	0	0	0	0	2,040	30	0	1
	2421	53	Interior	Residential	2,409	291 East 161st Street	R7-1	3.44	0.85	2,040	0	0	0	0	2,040	30	0	2
	2421	52	Interior	Residential	2,433	293 East 161st Street	R7-1	3.44	0.84	2,040	0	0	0	0	2,040	20	0	1
K	2421	51	Interior	Residential	2,433	295 East 161st Street	R7-1	3.44	0.84	2,040	0	0	0	0	2,040	20	0	1
	2421	50	Interior	Residential	3,650	297 East 161st Street	R7-1	3.44	0.64	2,328	0	0	0	0	2,328	20	0	2

* R8=7.2 on a wide street under Quality Housing

** R7-1=4.0 FAR on a wide street under Quality Housing only upto a depth of 100 feet, and remaining lot with 3.44 FAR

Assemblages in the "With-Action" Condition which do not change in the "No-Action" Condition are aggregated in the "No-Action" Conditions chart for ease of comparison

		No-Action Conditions										
Potential	Site Area	Existing Zoning		Commercial SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height	Affordable DUs	Market Rate DUs	Total Res Dus
A	13,600	R8/C1-4	No Change (Issue: Business type)	23,000	0	0	0	0	25	0	0	0
B	11,503	R8/C1-4*	1-story Comm w/Res, QH	9,778	0	0	0	73,022	95	0	72	72
C	2,500	R8/C1-4	No Change (Issue: size)	2,500	0	0	0	0	15	0	0	0
D	12,190	R8/C1-4*	1-story Comm w/Res, QH	10,362	0	0	0	76,759	85	0	77	77
E	10,376	R8/C1-4	1-story Comm w/Res, QH	8,820	0	0	0	65,888	85	0	66	66
F	3,948	C8-3	No Change	4,740	0	0	0	0	25	0	0	0
	9,800	C8-3	No Change Parking	29,400	0	0	0	0	25	0	0	0
G	11,502	C6-4	No Change (Comm Office)	22,770	0	0	0	0	25	0	0	0
H	7,068	R8*	1-story CF (Medical Office) w/Res, QH	0	0	0	1,500	49,390	80	31	31	62
I	5,321	R8+	Res, QH	0	0	0	0	32,032	110	0	32	32
J	12,044	R7-1**	Res, QH	0	0	0	0	46,529	80	0	47	47
K	6,083	R7-1	No Change	0	0	0	0	4,368	20	0	3	3

* R8=7.2 on a wide street under Quality Housing
+ R8=6.02 on a narrow street under Quality Housing
** R7-1=4.0 FAR on a wide street under Quality Housing only upto a depth of 100 feet, and remaining lot with 3.44 FAR

	With-Action Conditions													
Potential	Proposed Zoning	Proposed Commercial FAR	Proposed Residential FAR	Site Area	Development	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height (ft)	Affordable DUs	Market Rate Dus	Total Res DUs
A	C6-3D^^	9.00	10.00	13,600	Grocery store w/Incl. Res Tower	11,560	0	0	0	124,440	215	25	100	124
B	C6-3D^^	9.00	10.00	11,503	6-story Retail/Office	9,678	59,340	0	0	0	165	0	0	0
C	C6-3D^^	9.00	10.00	2,500	No Change (Issue. size)	2,500	0	0	0	0	15	0	0	0
D	C6-3D^^	9.00	10.00	12,190	6-story Retail/Office	12,190	60,950	0	0	0	165	0	0	0
E	C6-3D^^	9.00	10.00	10,376	6-story Retail/Office	10,376	51,880	0	0	0	165	0	0	0
F	C6-3D^^	9.00	10.00	13,748	1-story comm w/Incl. Res Tower	11,686	0	0	0	125,794	255	25	101	126
G	C6-2	6.00	6.02	11,502	4-story Retail/Office	11,502	34,206	0	0	0	45	0	0	0
H	C6-2	6.00	6 02	7,068	6-story Retail/Office	42,408	0	0	0	0	65	0	0	0
I	C6-2	6.00	6.02	5,321	1 story Retail w/Res, QH	4,523	0	0	0	27,510	95	0	28	28
J	R8A/C2-4^	2.00	7.2	12,044	1 story Retail w/Incl. Res	7,085	0	0	0	79,632	125	16	64	80
K	R8A/C2-4^	2.00	7.2	6,083	1 story Retail w/Res°	3,542	0	0	0	33,000	125	0	33	33

^ R8A FAR= 6.02; with Inclusionary Housing base FAR = 5.4, up to 7.2 with IZ bonus
^^ C6-3D FAR=9.0; with Inclusionary Housing base FAR 7 52, up to 10.0 with IZ bonus
° Development site too small for full build-out

	Increment								
Potential	Retail SF	Office SF	Industrial SF	CF SF	Residential SF	Building Height (ft)	Affordable DUs	Market Rate DUs	Total Res Dus
A	-11,440	0	0	0	124,440	190	25	100	124
B	-100	59,340	0	0	-73,022	70	0	-72	-72
C	0	0	0	0	0	0	0	0	0
D	1,829	60,950	0	0	-76,759	80	0	-77	-77
E	1,556	51,880	0	0	-65,888	80	0	-66	-66
F	-22,454	0	0	0	125,794	230	25	101	126
G	-11,268	34,206	0	0	0	20	0	0	0
H	42,408	0	0	0	-49,390	-15	-31	-31	-62
I	4,523	0	0	0	-59,542	-15	0	-4	-4
J	7,085	0	0	0	33,103	45	16	17	33
K	3,542	0	0	0	28,632	105	0	30	30

	No Action Parking						With-Action Parking						Increment - Parking					
Potential	C	M	CF	Low-incomeRes	Market- rate Res	Total	C	M	CF	Low-income Res	Market Rate Res	Total	C	M	CF	Low-income Res****	Market-rate Res	Total
A	0	0	0	0	0	0	w	0	0	w	w	w	0	0	0	0	0	0
B	w	0	0	0	w	w	w	0	0	0	0	0	0	0	0	0	0	0
C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
D	w	0	0	0	w	w	w	0	0	0	0	0	0	0	0	0	0	0
E	w	0	0	0	w	w	w	0	0	0	0	0	0	0	0	0	0	0
F	150	0	0	0	0	150	0	0	0	3	20	23	-150	0	0	3	20	-127
G	95	0	0	0	0	95	w	0	0	0	0	0	0	0	0	0	0	-95
H	0	0	w	w	w	w	w	0	0	0	0	0	0	0	0	0	0	0
I	0	0	0	0	w	w	w	0	0	0	w	w	0	0	0	0	0	0
J	0	0	0	0	w	w	w	0	0	0	w	w	0	0	0	0	0	0
K	0	0	0	0	0	0	w	0	0	0	w	w	0	0	0	0	0	0

w=waived

R7-1 Low income HF, 30% and QH,15%; Market Rate <=10K 30%; >10K, 60%; waive if fewer than 5 req.
C6-2/R8 Low income 12%, Market Rate <10K, 0%; 10-15K, 20%; >=15K, 40%; waive if fewer than 15 req.
C63-D/R9 Low income 12%; Market rate <10K, 12%; 10-15K, 20%; >15% 40%; waive if fewer than 15 req

161st Street Rezoning

Draft Scope of Work

APPENDIX – B

Preliminary Transportation Planning Assumptions and Demand Analysis

Appendix B - Table 1A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
161st Street Rezoning EAS - Bronx, New York
NO-ACTION CONDITIONS

Site #1a

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	5,000	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	32	195	98	232
Office	39,000	0	18 trips per 1,000 gross square-feet	1.6 trips per 1,000 gross square-feet	11.8%	15.0%	13.7%	15.0%	83	105	96	9
	TOTALS =	0				TOTAL PERSON-TRIPS =			115	300	195	241

Site #1b

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	9,778	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	62	381	192	453
Residential	73,022	73	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	54	28	63	41
	TOTALS =	73				TOTAL PERSON-TRIPS =			116	409	256	495

Site #2a

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	7,702	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	49	300	152	357
Residential	57,537	58	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	43	22	50	33
	TOTALS =	58				TOTAL PERSON-TRIPS =			92	322	202	390

Site #2b

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	5,000	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	32	195	96	232
Office	6,000	0	18 trips per 1,000 gross square-feet	1.6 trips per 1,000 gross square-feet	11.8%	15.0%	13.7%	15.0%	13	16	15	1
	TOTALS =	0				TOTAL PERSON-TRIPS =			45	211	113	233

Site #3

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	40,000	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	254	1,558	787	1,854
	TOTALS =	0				TOTAL PERSON-TRIPS =			254	1,558	787	1,854

Site #4

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Office	201,500	0	18 trips per 1,000 gross square-feet	1.6 trips per 1,000 gross square-feet	11.8%	15.0%	13.7%	15.0%	428	544	497	48
	TOTALS =	0				TOTAL PERSON-TRIPS =			428	544	497	48

Site #5

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	4,070	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	26	159	80	189
Community Facility[4]	4,070	0	44.7 trips per 1,000 gross square-feet	26.6 trips per 1,000 gross square-feet	4.0%	9.0%	5.0%	10.0%	7	16	9	11
Residential	26,400	26	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	19	10	22	15
	TOTALS =	26				TOTAL PERSON-TRIPS =			52	185	112	214

Site #6

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Community Facility[4]	7,850	0	44.7 trips per 1,000 gross square-feet	26.6 trips per 1,000 gross square-feet	4.0%	9.0%	5.0%	10.0%	14	31	17	20
Residential	26,824	27	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	20	10	23	15
	TOTALS =	27				TOTAL PERSON-TRIPS =			34	41	40	36

Site #7

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	25,112	25	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	16	9	22	14
	TOTALS =	25				TOTAL PERSON-TRIPS =			18	9	22	14

Site #8

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	25,112	25	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	16	9	22	14
	TOTALS =	25				TOTAL PERSON-TRIPS =			18	9	22	14

Site #9

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	25,112	25	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	16	9	22	14
	TOTALS =	25				TOTAL PERSON-TRIPS =			18	9	22	14

Site #10

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	16,629	17	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	12	6	15	10
	TOTALS =	17				TOTAL PERSON-TRIPS =			12	6	15	10

Site #11

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person-Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2] Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Person-Trip Generation Characteristics Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	23,643	24	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	18	9	21	14
	TOTALS =	24				TOTAL PERSON-TRIPS =			18	9	21	14

	629,061	300							1,220	3,613	2,301	3,577

Footnotes
1 = All person-trip rates as per CEQR Technical Manual
2 = Residential and Office temporal distributions as per CEQR Technical Manual
3 = Retail temporal distributions as per "125th Street Rezoning and Other Actions EIS"
4 = Person-trip generation rate and temporal distribution follow "Health Club" as per CEQR Technical Manual

Appendix B - Table 1B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
161st Street Rezoning EAS - Bronx, New York
NO-ACTION CONDITIONS

Site #1a

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	5,000	0	32	195	98	232	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	1	1	7	3	3	3	2	2	8	4	4
Pass-by Trip Reduction [1] =																							0	0	0	2	1	1	1	0	0	2	1	1
Net New Trips =																							1	1	1	5	2	2	2	2	2	6	3	3
Office	39,000	0	83	105	98	9	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	21	20	1	7	7	0	25	1	24	2	0	2
TOTALS =	44,000	0	115	300	196	241																	22	21	1	12	9	3	27	2	25	8	3	5

Site #1b

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	9,778	0	62	381	192	453	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	13	6	6	6	3	3	15	8	8
Pass-by Trip Reduction [1] =																							0	0	0	3	2	2	2	1	1	4	2	2
Net New Trips =																							2	1	1	10	5	5	5	2	2	11	6	6
Residential	73,022	73	54	28	63	41	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	8	1	7	2	0	2	12	7	5	4	3	1
TOTALS =	82,800	73	116	409	256	495																	10	2	8	12	5	7	14	9	5	15	8	7

Site #2a

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	7,702	0	49	300	152	357	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	3	3	12	6	6
Pass-by Trip Reduction [1] =																							0	0	0	3	1	1	1	1	1	3	1	1
Net New Trips =																							2	1	1	8	4	4	4	2	2	9	4	4
Residential	57,537	58	43	22	50	33	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	7	1	6	2	0	2	8	5	3	3	2	1
TOTALS =	65,239	58	92	322	202	390																	8	2	6	9	4	5	11	7	4	12	6	5

Site #2b

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	5,000	0	32	195	98	232	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	1	1	7	3	3	3	2	2	8	4	4
Pass-by Trip Reduction [1] =																							0	0	0	2	1	1	1	0	0	2	1	1
Net New Trips =																							1	1	1	5	2	2	2	2	2	6	3	3
Office	6,000	0	13	16	15	1	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	3	3	0	1	1	0	4	0	4	0	0	0
TOTALS =	11,000	0	45	211	113	233																	4	4	1	6	3	2	6	1	5	6	3	3

Site #3

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	40,000	0	254	1,558	787	1,854	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	4	4	52	26	26	26	13	13	62	31	31
Pass-by Trip Reduction [1] =																							0	0	0	13	7	7	7	3	3	16	8	8
Net New Trips =																							5	4	4	39	20	20	20	10	10	47	23	23
TOTALS =	40,000	0	254	1,558	787	1,854																	5	4	4	39	20	20	20	10	10	47	23	23

Site #4

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Office	201,500	0	428	544	497	48	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	110	105	4	36	34	1	128	6	121	12	1	12
TOTALS =	201,500	0	428	544	497	48																	110	105	4	36	34	1	128	6	121	12	1	12

Site #5

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[2,3,4]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[2,3]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	4,070	0	26	159	80	189	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	5	3	3	3	1	1	6	3	3
Pass-by Trip Reduction [1] =																							0	0	0	1	1	1	1	0	0	2	1	1
Net New Trips =																							1	0	0	4	2	2	2	1	1	5	2	2
Community Facility	4,070	0	7	16	9	11	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	0	0	1	0	1	1	1	0	1	1	0
Residential	26,400	26	19	10	22	13	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	3	0	2	1	0	1	3	2	1	1	1	0
TOTALS =	34,540	26	52	185	112	214																	4	1	3	6	3	3	6	4	2	7	4	3

Appendix B - Table 1B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
161st Street Rezoning EAS - Bronx, New York
NO-ACTION CONDITIONS

Site #6

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD
Community Facility	7,650	0	14	31	17	20
Residential	26,824	27	60	10	23	15
TOTALS =	34,474	27	74	41	40	36

Estimated Mode Split (AM, PM, SAT)[1,4]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Community Facility	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Mode Split (MD & Res-SAT)[2,3]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Community Facility	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Vehicle-Trip Generation Characteristics[4,7]

Land Use	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday MD Total	Weekday MD In	Weekday MD Out	Weekday PM Total	Weekday PM In	Weekday PM Out	SAT MD Total	SAT MD In	SAT MD Out
Community Facility	1	0	1	2	1	1	2	1	0	2	1	0
Residential	3	0	3	1	0	1	4	2	1	1	1	0
TOTALS =	4	1	3	3	1	2	5	4	1	3	2	1

Site #7

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	25,112	25	18	9	22	14
TOTALS =	25,112	25	18	9	22	14

Estimated Mode Split (AM, PM, SAT)[1]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%

Estimated Mode Split (MD & Res-SAT)[2,3]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Vehicle-Trip Generation Characteristics[4,7]

Land Use	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday MD Total	Weekday MD In	Weekday MD Out	Weekday PM Total	Weekday PM In	Weekday PM Out	SAT MD Total	SAT MD In	SAT MD Out
Residential	3	0	2	1	0	1	3	2	1	1	1	0
TOTALS =	3	0	2	1	0	1	3	2	1	1	1	0

Site #8

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	25,112	25	18	9	22	14
TOTALS =	25,112	25	18	9	22	14

Estimated Mode Split (AM, PM, SAT)[1]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%

Estimated Mode Split (MD & Res-SAT)[2,3]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Vehicle-Trip Generation Characteristics[4,7]

Land Use	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday MD Total	Weekday MD In	Weekday MD Out	Weekday PM Total	Weekday PM In	Weekday PM Out	SAT MD Total	SAT MD In	SAT MD Out
Residential	3	0	2	1	0	1	3	2	1	1	1	0
TOTALS =	3	0	2	1	0	1	3	2	1	1	1	0

Site #9

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	25,112	25	18	9	22	14
TOTALS =	25,112	25	18	9	22	14

Estimated Mode Split (AM, PM, SAT)[1]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%

Estimated Mode Split (MD & Res-SAT)[2,3]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Vehicle-Trip Generation Characteristics[4,7]

Land Use	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday MD Total	Weekday MD In	Weekday MD Out	Weekday PM Total	Weekday PM In	Weekday PM Out	SAT MD Total	SAT MD In	SAT MD Out
Residential	3	0	2	1	0	1	3	2	1	1	1	0
TOTALS =	3	0	2	1	0	1	3	2	1	1	1	0

Site #10

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	16,629	17	12	6	15	10
TOTALS =	16,629	17	12	6	15	10

Estimated Mode Split (AM, PM, SAT)[1]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%

Estimated Mode Split (MD & Res-SAT)[2,3]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Vehicle-Trip Generation Characteristics[4,7]

Land Use	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday MD Total	Weekday MD In	Weekday MD Out	Weekday PM Total	Weekday PM In	Weekday PM Out	SAT MD Total	SAT MD In	SAT MD Out
Residential	2	0	2	1	0	0	2	2	1	1	1	0
TOTALS =	2	0	2	1	0	0	2	2	1	1	1	0

Site #11

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	23,543	24	18	9	21	14
TOTALS =	23,543	24	18	9	21	14

Estimated Mode Split (AM, PM, SAT)[1]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%

Estimated Mode Split (MD & Res-SAT)[2,3]

Land Use	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total
Residential	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%

Estimated Vehicle-Trip Generation Characteristics[4,7]

Land Use	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday MD Total	Weekday MD In	Weekday MD Out	Weekday PM Total	Weekday PM In	Weekday PM Out	SAT MD Total	SAT MD In	SAT MD Out
Residential	3	0	2	1	0	1	3	2	1	1	1	0
TOTALS =	3	0	2	1	0	1	3	2	1	1	1	0

	629,061	300	1,220	3,613	2,301	3,577																
													185	142	43	127	80	47	233	55	178	116	55	61

Footnotes
1 = Residential modal split based on Census 2000 Journey-to-Work data for census tracts comprising the rezoning area (59.01, 59.02, 61, 173, 183, 195)
2 = Office modal split based on Census 2000 Reverse Journey-to-Work data census tracts comprising the rezoning area (59.01, 59.02, 61, 173, 183, 195).
3 = Retail modal split for AM, PM, based on modal split for retail in "125th Street Rezoning and Related Actions EIS". For MD, all modal splits from "125th Street Rezoning and Related Actions EIS"
4 = Community facility modal split based on modal split for community facility in "125th Street Rezoning and Related Actions EIS"
5 = 25% pass-by and linked-trip reduction assumed for retail trips during weekday MD and PM peak hours. No pass-by reduction for retail assumed for weekday AM peak hour
6 = Vehicle occupancy rates (Auto = 1.55 ; Taxi = 1.0) as per "125th Street Rezoning and Related Actions EIS"
7 = Directional Splits (In%/Out%): Residential AM (15/85) PM (70/30), Retail AM (50/50) PM (50/50), Office AM (90/4) PM (5/95), and Community Facility AM (41/59) PM (75/25) from Pushkarev & Zupan, "Urban Space for Pedestrians," (1975)

Appendix B - Table 2A
Estimated Peak Hour Person-Trip Generation Characteristics by Development Site
161st Street Rezoning EAS - Bronx, New York
ACTION CONDITIONS

Site #1

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	28,963	0	205 trips per 1,000 gross square feet	488 trips per 1,000 gross square feet	3.1%	19.0%	9.6%	9.5%	184	1,129	570	1,344
Office	34,455	0	18 trips per 1,000 gross square feet	1.6 trips per 1,000 gross square feet	11.8%	15.0%	13.7%	15.0%	73	93	85	8
Residential	244,595	245	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	180	93	212	138
	TOTALS =	245					TOTAL PERSON-TRIPS =		437	1,315	867	1,490

Site #2

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	22,840	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	145	890	449	1,059
Office	23,813	0	18 trips per 1,000 gross square-feet	1.6 trips per 1,000 gross square-feet	11.8%	15.0%	13.7%	15.0%	51	64	59	6
Residential	214,936	215	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	158	82	186	122
	TOTALS =	215					TOTAL PERSON-TRIPS =		354	1,036	694	1,186

Site #3

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	17,000	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	108	662	335	788
Residential	153,000	153	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	112	58	132	86
	TOTALS =	153					TOTAL PERSON-TRIPS =		220	720	467	875

Site #4

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	33,000	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	210	1,285	649	1,530
Office	495,216	0	18 trips per 1,000 gross square-feet	1.6 trips per 1,000 gross square-feet	11.8%	15.0%	13.7%	15.0%	1,052	1,337	1,221	119
	TOTALS =	0					TOTAL PERSON-TRIPS =		1,262	2,622	1,871	1,649

Site #5

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	7,480	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	48	291	147	347
Office	0	0	18 trips per 1,000 gross square-feet	1.6 trips per 1,000 gross square-feet	11.8%	15.0%	13.7%	15.0%	0	0	0	0
Community Facility[4]	7,480	0	44.7 trips per 1,000 gross square-feet	26.6 trips per 1,000 gross square-feet	4.0%	9.0%	5.0%	10.0%	13	30	17	20
Residential	46,760	46	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	34	17	40	26
	TOTALS =	46					TOTAL PERSON-TRIPS =		95	339	204	393

Site #6

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2,3]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Retail (local)	4,250	0	205 trips per 1,000 gross square-feet	488 trips per 1,000 gross square-feet	3.1%	19.0%	9.6%	9.5%	27	166	84	197
Community Facility[4]	4,250	0	44.7 trips per 1,000 gross square-feet	26.6 trips per 1,000 gross square-feet	4.0%	9.0%	5.0%	10.0%	8	17	9	11
Residential	33,000	33	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	24	13	29	19
	TOTALS =	33					TOTAL PERSON-TRIPS =		59	195	122	227

Site #7

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	39,420	39	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	29	15	34	22
	TOTALS =	39					TOTAL PERSON-TRIPS =		29	15	34	22

Site #8

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	39,420	39	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	29	15	34	22
	TOTALS =	39					TOTAL PERSON-TRIPS =		29	15	34	22

Site #9

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	39,420	39	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	29	15	34	22
	TOTALS =	39					TOTAL PERSON-TRIPS =		29	15	34	22

Site #10

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	34,805	35	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	26	13	30	20
	TOTALS =	35					TOTAL PERSON-TRIPS =		26	13	30	20

Site #11

Land Use	Size (sq. ft.)	No. of Dwelling Units	Weekday Daily Person Trip Rate[1]	Saturday Person-Trip Rate	Temporal Distribution (%)[2]				Estimated Person-Trip Generation Characteristics			
					Weekday AM	Weekday MD	Weekday PM	SAT MD	Weekday AM	Weekday MD	Weekday PM	SAT MD
Residential	49,277	49	8.075 per dwelling unit	8.075 per dwelling unit	9.1%	4.7%	10.7%	7.0%	36	19	42	28
	TOTALS =	49					TOTAL PERSON-TRIPS =		36	19	42	28
	1,572,400	893							2,574	6,303	4,397	5,933

Footnotes:
1 = All person-trip rates as per CEQR Technical Manual
2 = Residential and Office temporal distributions as per CEQR Technical Manual
3 = Retail temporal distributions as per "125th Street Rezoning and Other Actions EIS"
4 = Person-trip generation rate and temporal distribution follow "Health Quest" as per CEQR Technical Manual

Appendix B - Table 2B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
161st Street Rezoning EAS - Bronx, New York
ACTION CONDITIONS

Site #1

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)[1,2,3]								Estimated Mode Split (MD & Res-SAT)[2,3]								Estimated Vehicle-Trip Generation Characteristics[3,7]											
																							Weekday AM			Weekday MD			Weekday PM			SAT MD		
			Weekday AM	Weekday MD	Weekday PM	SAT MD	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	28,983	0	184	1,129	570	1,344	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	6	3	3	38	19	19	19	10	10	45	23	23
Pass-by Trip Reduction [4] =																							0	0	0	9	5	5	5	2	2	11	6	6
Net New Trips =																							6	3	3	29	14	14	14	7	7	34	17	17
Office	34,455	0	73	93	85	8	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	19	18	1	6	6	0	22	1	21	2	0	2
Residential	244,595	245	180	93	212	138	24.0%	1.3%	47.8%	0.6%	13.3%	8.9%	3.9%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	28	4	24	8	1	7	33	23	10	12	8	4
TOTALS =	308,033	245	437	1,315	867	1,490																	53	25	28	43	21	21	69	31	38	48	25	23

Site #2

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)[1,2,3]								Estimated Mode Split (MD & Res-SAT)[2,3]								Estimated Vehicle-Trip Generation Characteristics[3,7]											
																							Weekday AM			Weekday MD			Weekday PM			SAT MD		
			Weekday AM	Weekday MD	Weekday PM	SAT MD	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	22,840	0	145	890	449	1,059	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	5	2	2	30	15	15	15	8	8	36	18	18
Pass-by Trip Reduction [4] =																							0	0	0	7	4	4	4	2	2	9	4	4
Net New Trips =																							5	2	2	22	11	11	11	6	6	27	13	13
Office	23,813	0	51	64	59	6	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	13	12	1	4	4	0	15	1	14	1	0	1
Residential	214,936	215	158	82	186	122	24.0%	1.3%	47.8%	0.6%	13.3%	8.9%	3.9%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	25	4	21	7	1	6	29	20	9	11	7	3
TOTALS =	261,589	215	354	1,036	694	1,186																	42	19	24	34	16	17	55	27	29	39	21	18

Site #3

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)[1,3]								Estimated Mode Split (MD & Res-SAT)[2,3]								Estimated Vehicle-Trip Generation Characteristics[3,7]											
																							Weekday AM			Weekday MD			Weekday PM			SAT MD		
			Weekday AM	Weekday MD	Weekday PM	SAT MD	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	17,000	0	108	662	335	788	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	4	2	2	22	11	11	11	6	6	26	13	13
Pass-by Trip Reduction [4] =																							0	0	0	6	3	3	3	1	1	7	3	3
Net New Trips =																							4	2	2	17	8	8	8	4	4	20	10	10
Residential	153,000	153	112	58	132	86	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	17	3	15	5	1	4	20	14	6	8	5	2
TOTALS =	170,000	153	220	720	467	875																	21	4	16	22	9	13	29	18	10	27	15	12

Site #4

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)[1,3]								Estimated Mode Split (MD & Res-SAT)[2,3]								Estimated Vehicle-Trip Generation Characteristics[3,7]											
																							Weekday AM			Weekday MD			Weekday PM			SAT MD		
			Weekday AM	Weekday MD	Weekday PM	SAT MD	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	33,000	0	210	1,285	649	1,530	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	7	3	4	43	22	22	22	11	11	51	26	26
Pass-by Trip Reduction [4] =																							0	0	0	11	5	5	5	3	3	13	6	6
Net New Trips =																							7	4	4	32	16	16	16	8	8	38	19	19
Office	495,216	0	1,052	1,337	1,221	119	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	270	259	11	88	85	4	313	16	298	31	2	29
TOTALS =	528,216	0	1,262	2,622	1,871	1,649																	277	263	14	121	101	20	330	24	306	69	21	48

Site #5

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics				Estimated Mode Split (AM, PM, SAT)[1,2,3,4]								Estimated Mode Split (MD & Res-SAT)[2,3]								Estimated Vehicle-Trip Generation Characteristics[3,7]											
																							Weekday AM			Weekday MD			Weekday PM			SAT MD		
			Weekday AM	Weekday MD	Weekday PM	SAT MD	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	7,480	0	48	291	147	347	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2	1	1	10	5	5	5	2	2	12	6	6
Pass-by Trip Reduction [4] =																							0	0	0	2	1	1	1	1	1	3	1	1
Net New Trips =																							2	1	1	7	4	4	4	1	1	9	4	4
Office	0	0	0	0	0	0	40.0%	2.0%	28.0%	3.0%	15.0%	9.0%	3.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	0	0	0	0	0	0	0	0	0	0	0	0
Community Facility	7,480	0	13	30	17	20	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	0	1	2	1	1	1	1	0	2	1	0
Residential	45,760	46	34	17	40	26	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	5	1	4	2	0	1	6	4	2	2	1	1
TOTALS =	60,720	46	95	339	204	393																	8	2	6	11	5	6	11	7	4	13	7	5

Appendix B - Table 2B
Estimated Peak Hour Vehicle-Trip Generation Characteristics by Development Site
161st Street Rezoning EAS - Bronx, New York
ACTION CONDITIONS

Site #6

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[1,2,3,4]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[5]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Retail (local)	4,250	0	27	166	84	197	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	2.0%	3.0%	6.0%	0.0%	6.0%	83.0%	0.0%	100.0%	1	0	0	6	3	3	3	1	1	7	3	3
Pass-by Trip Reduction[6]																							0	0	0	1	1	1	1	0	0	2	1	1
Net New Trips																							1	0	0	4	2	2	2	1	1	5	2	2
Community Facility	4,250	0	8	17	8	11	4.0%	9.0%	12.0%	0.0%	5.0%	70.0%	0.0%	100.0%	5.0%	5.0%	10.0%	0.0%	5.0%	75.0%	0.0%	100.0%	1	0	0	1	0	1	1	1	0	1	1	0
Residential	33,000	33	24	13	29	19	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	4	1	3	1	0	1	4	3	1	2	1	1
TOTALS =	41,500	33	59	195	122	227																	5	1	4	6	3	4	7	5	3	8	4	3

Site #7

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[1]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[5]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Residential	39,420	39	29	15	34	22	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	4	1	4	1	0	1	5	4	2	2	1	1
TOTALS =	39,420	39	29	15	34	22																	4	1	4	1	0	1	5	4	2	2	1	1

Site #8

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[1]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[5]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Residential	39,420	39	29	15	34	22	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	4	1	4	1	0	1	5	4	2	2	1	1
TOTALS =	39,420	39	29	15	34	22																	4	1	4	1	0	1	5	4	2	2	1	1

Site #9

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[1]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[5]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Residential	39,420	39	29	15	34	22	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	4	1	4	1	0	1	5	4	2	2	1	1
TOTALS =	39,420	39	29	15	34	22																	4	1	4	1	0	1	5	4	2	2	1	1

Site #10

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[1]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[5]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Residential	34,805	35	26	13	30	20	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	4	1	3	1	0	1	5	3	1	2	1	1
TOTALS =	34,805	35	26	13	30	20																	4	1	3	1	0	1	5	3	1	2	1	1

Site #11

Land Use	Size (sq. ft.)	No. of Dwelling Units	Estimated Person-Trip Generation Characteristics: Weekday AM	Weekday MD	Weekday PM	SAT MD	Estimated Mode Split (AM, PM, SAT)[1]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Mode Split (MD & Res-SAT)[2,3]: Auto	Taxi	Subway	Railroad	Bus	Walk	Other	Total	Estimated Vehicle-Trip Generation Characteristics[5]: Weekday AM Total	In	Out	Weekday MD Total	In	Out	Weekday PM Total	In	Out	SAT MD Total	In	Out
Residential	49,277	49	36	19	42	28	24.0%	1.0%	48.0%	1.0%	13.0%	9.0%	4.0%	100.0%	12.0%	2.0%	51.0%	2.0%	11.0%	18.0%	4.0%	100.0%	5	1	5	2	0	1	6	5	2	2	2	1
TOTALS =	49,277	49	36	19	42	28																	5	1	5	2	0	1	6	5	2	2	2	1
	1,572,400	893	2,574	6,303	4,397	5,933																	429	318	111	243	156	86	528	131	397	213	101	112

Footnotes:
1 = Residential modal split based on Census 2000 Journey-to-Work data for census tracts comprising the rezoning area (59.01, 59.02, 61, 173, 183, 195)
2 = Office modal split based on Census 2000 Reverse Journey-to-Work data census tracts comprising the rezoning area (59.01, 59.02, 61, 173, 183, 195)
3 = Retail modal split for AM, PM, based on modal split for retail in "125th Street Rezoning and Related Actions EIS". For MD, all modal splits from "125th Street Rezoning and Related Actions EIS"
4 = Community facility modal split based on modal split for community facility in "125th Street Rezoning and Related Actions EIS"
5 = 25% pass-by and linked-trip reduction assumed for retail trips during weekday MD and PM peak hours. No pass-by reduction for retail assumed for weekday AM peak hour
6 = Vehicle occupancy rates (Auto = 1.65 / Taxi = 1.4) as per "125th Street Rezoning and Related Actions EIS".
7 = Directional Splits (In%/Out%): Residential AM (15/85) PM (70/30). Retail AM (50/50) PM (50/50). Office AM (96/4) PM (5/95), and Community Facility AM (41/59) PM (75/25), from Pushkarev & Zupan, "Urban Space for Pedestrians," (1975).

Appendix B : Table 3
Estimated Peak Hour Vehicle-Trip Generation Increments by Development Site
16 Van Street Rezoning EAS - Bronx, New York

Site #1	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	2	1	1	8	4	4	9	2	7	6	3	3	3	2	1	12	7	5	7	4	3	17	8	9	8	3	5	28	14	14	14	7	7	34	16	18	5	2	3	16	7	9	7	3	4	17	8	9
Office	27	26	1	7	6	1	25	1	24	2	0	2	21	20	1	7	7	0	25	1	24	9	8	1	19	18	1	6	6	0	22	1	21	7	6	1	-2	-2	0	-1	-1	0	-3	0	-3	-2	-2	0
Non-Retail	0	0	0	0	0	0	0	0	0	0	0	0	8	1	7	2	0	2	10	7	3	4	1	3	28	4	24	8	1	7	33	23	10	12	8	4	20	3	17	6	1	5	23	16	7	8	7	1
Total Site Vehicle Trips =	29	27	2	15	11	4	34	3	31	8	3	5	33	23	9	21	14	7	42	12	30	30	17	13	53	25	28	22	8	14	69	40	29	53	30	23	18	2	16	13	7	6	27	20	7	23	13	10

Site #2	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	5	1	4	14	7	7	7	3	4	16	8	8	7	3	4	19	9	10	13	6	7	15	7	8	12	5	7	33	15	18	20	9	11	31	14	17	5	2	3	14	6	8	7	3	4	16	7	9
Office	3	3	0	1	1	0	4	0	4	0	0	0	3	3	0	1	1	0	4	0	4	0	0	0	13	12	1	4	4	0	15	1	14	1	0	1	10	9	1	3	3	0	11	1	10	1	0	1
Residential	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8	5	3	8	5	3	2	1	1	25	4	21	7	1	6	29	20	9	11	7	4	23	4	19	6	1	5	21	15	6	9	6	3
Total Site Vehicle Trips =	8	4	4	15	8	7	11	3	8	16	8	8	12	6	7	28	15	13	25	11	14	17	8	9	50	21	29	44	20	24	64	30	34	43	21	22	38	15	23	23	10	13	39	19	20	26	13	13

Site #3	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	6	4	2	39	20	20	20	10	10	47	23	23	6	4	2	39	20	20	20	10	10	47	23	23	4	2	2	17	8	8	8	4	4	20	10	10	-2	-2	0	-22	-12	-10	-12	-6	-6	-27	-13	-14
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips =	6	4	2	39	20	20	20	10	10	47	23	23	6	4	2	39	20	20	20	10	10	47	23	23	4	2	2	17	8	8	8	4	4	20	10	10	-2	-2	0	-22	-12	-10	-12	-6	-6	-27	-13	-14

Site #4	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office	110	105	4	36	34	1	128	6	121	12	1	12	110	105	4	36	34	1	128	6	121	12	1	12	270	249	11	88	85	4	313	16	298	31	2	29	160	144	6	52	51	2	185	10	177	19	1	17
Residential	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Site Vehicle Trips =	110	105	4	36	34	1	128	6	121	12	1	12	110	105	4	36	34	1	128	6	121	12	1	12	277	263	14	121	101	20	330	24	306	69	21	48	167	157	10	85	66	18	202	17	185	57	20	36

Site #5	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local) / Comm. Facility	2	1	1	8	4	4	4	2	2	10	5	5	2	1	1	8	4	4	4	2	2	10	5	5	3	1	2	11	5	6	5	3	2	15	6	9	1	0	1	3	1	2	1	0	1	5	1	4
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	1	8	4	4	3	2	1	10	6	4	3	2	1	8	4	4	3	2	1	10	6	4
Residential	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	2	1	1	2	0	2	3	1	2	3	2	1	8	4	4	1	0	1	2	1	1	3	2	1	6	3	3
Total Site Vehicle Trips =	2	1	1	8	4	4	4	2	2	10	5	5	3	1	2	9	4	5	7	4	3	12	6	6	8	3	5	22	10	12	11	7	4	33	16	17	5	2	3	13	6	7	7	4	3	21	10	11

Site #6	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local) / Comm. Facility	1	1	0	5	2	3	1	0	1	6	3	3	1	0	1	7	3	4	2	1	1	8	4	4	2	1	1	6	3	3	4	2	2	6	3	3	0	0	0	-1	0	-1	2	1	1	-2	-1	-1
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	3	1	2	3	1	2	3	2	1	4	2	2	4	1	3	3	1	2	5	4	1	3	2	1	1	0	1	0	0	0	2	2	0	-1	-1	0
Total Site Vehicle Trips =	1	1	0	5	2	3	1	0	1	6	3	3	4	1	3	7	3	4	5	3	2	8	4	4	6	2	4	9	4	5	9	6	3	9	5	4	1	0	1	-1	0	-1	4	3	1	-3	-2	-1

Site #7	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0
Total Site Vehicle Trips =	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0

Site #8	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0
Total Site Vehicle Trips =	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0

Site #9	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0
Total Site Vehicle Trips =	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0

Site #10	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0
Total Site Vehicle Trips =	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0

Site #11	Existing Vehicle Trips												No-Action Vehicle Trips												Action Vehicle Trips												Action - No-Action Vehicle Trip Increment											
	Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD			Weekday AM			Weekday MD			Weekday PM			SAT MD		
Land Use	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out
Retail (local)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0
Total Site Vehicle Trips =	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	1	3	2	1	1	1	0	4	1	4	1	0	1	5	4	2	2	1	1	2	0	1	0	0	0	2	2	0	1	1	0

TOTALS =	151	137	14	118	79	39	194	27	167	104	45	59	185	142	43	127	80	47	233	55	178	116	55	61	429	318	111	243	156	86	528	131	397	213	101	112	244	175	68	115	76	39	294	76	219	97	46	51

1 = Negative values represent a net loss from the non-Action condition

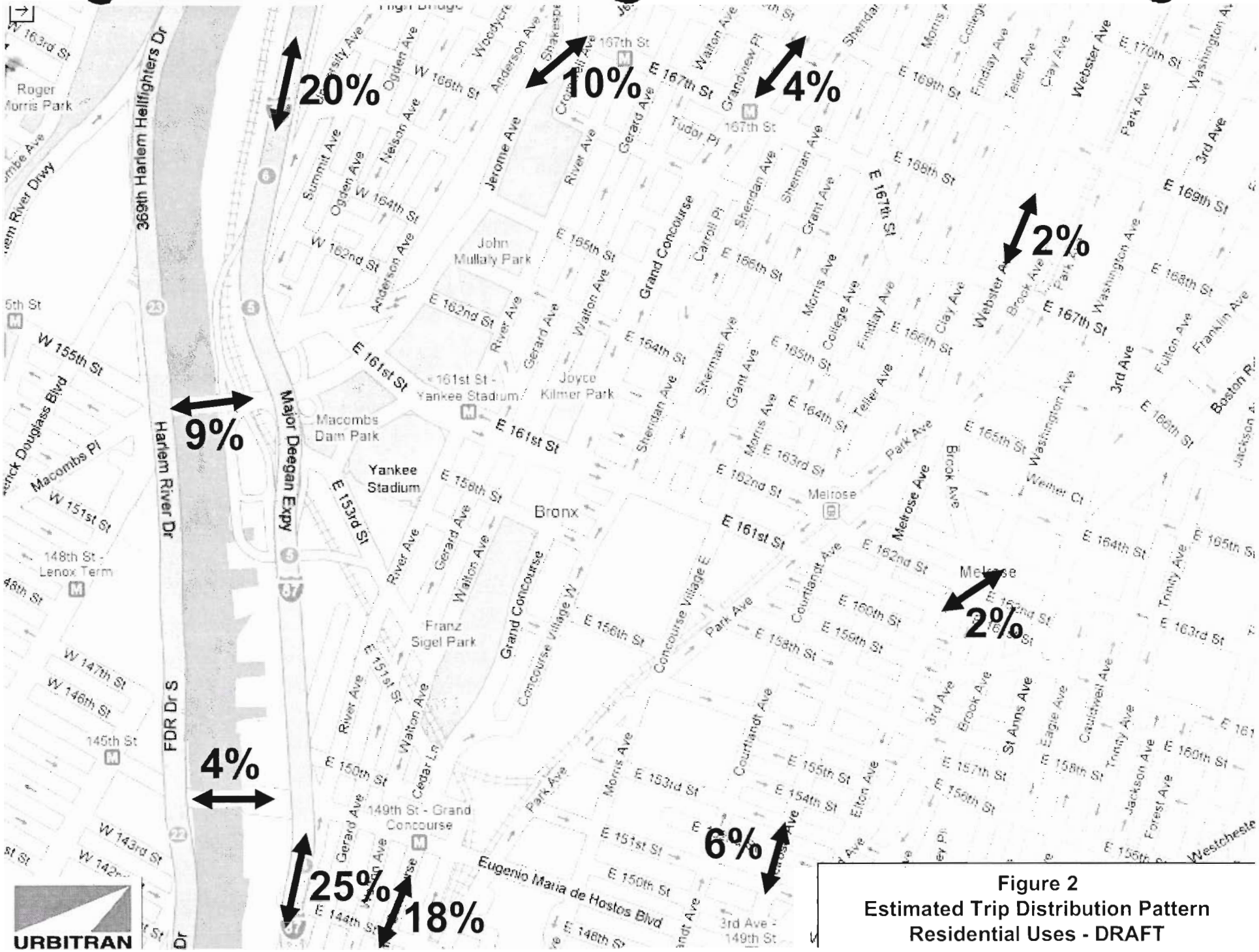


Figure 2
Estimated Trip Distribution Pattern
Residential Uses - DRAFT

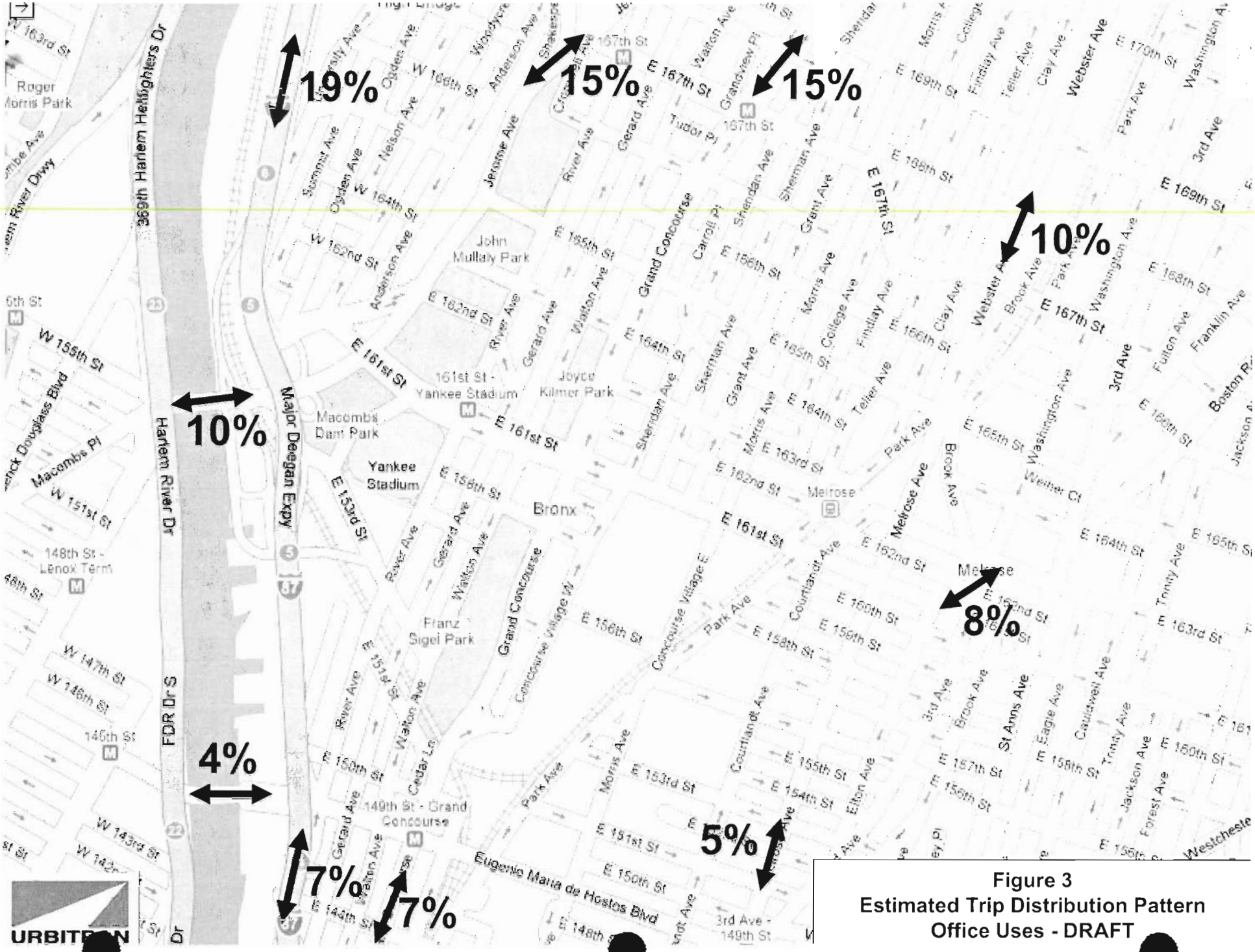


Figure 3
Estimated Trip Distribution Pattern
Office Uses - DRAFT

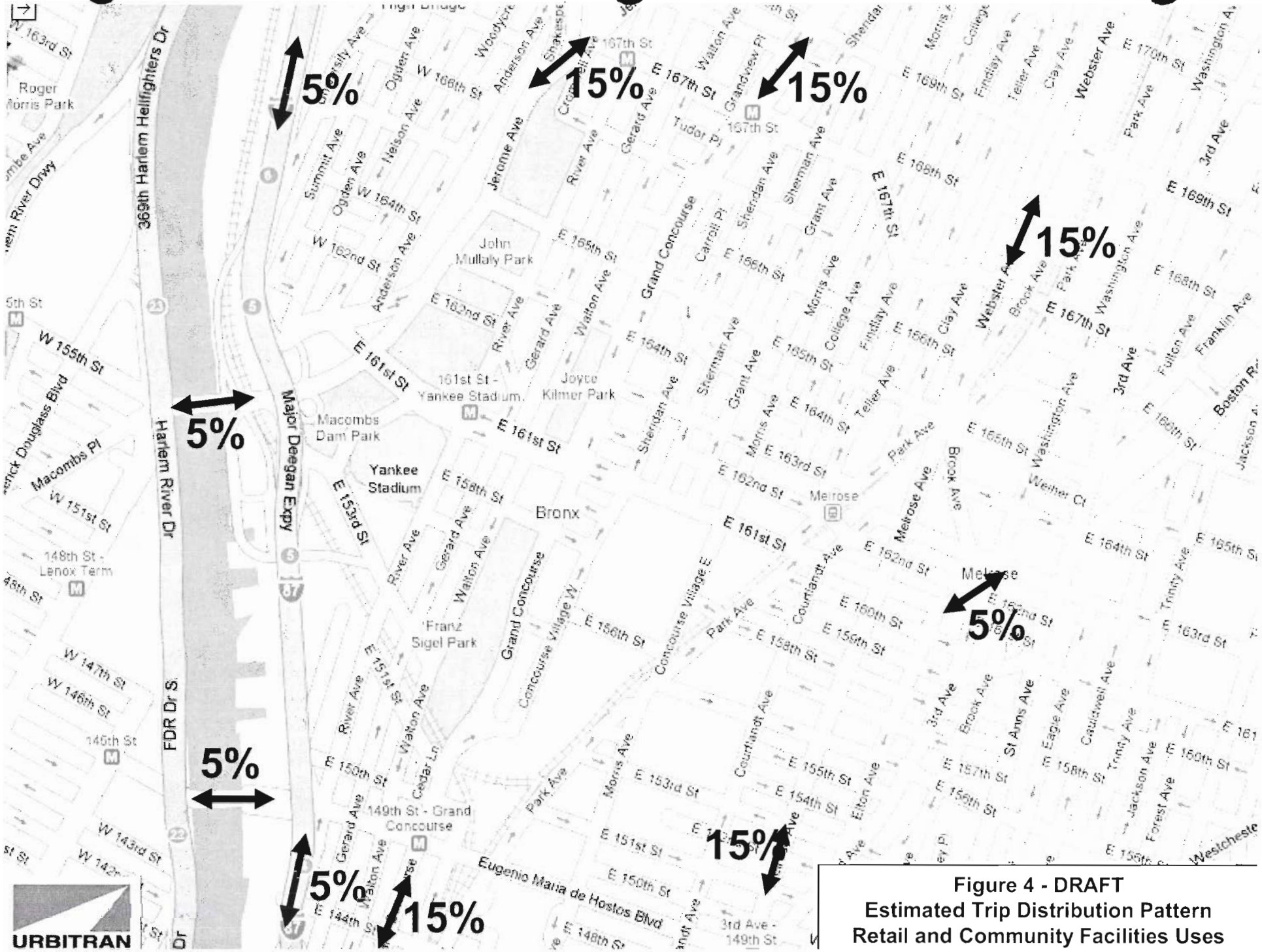
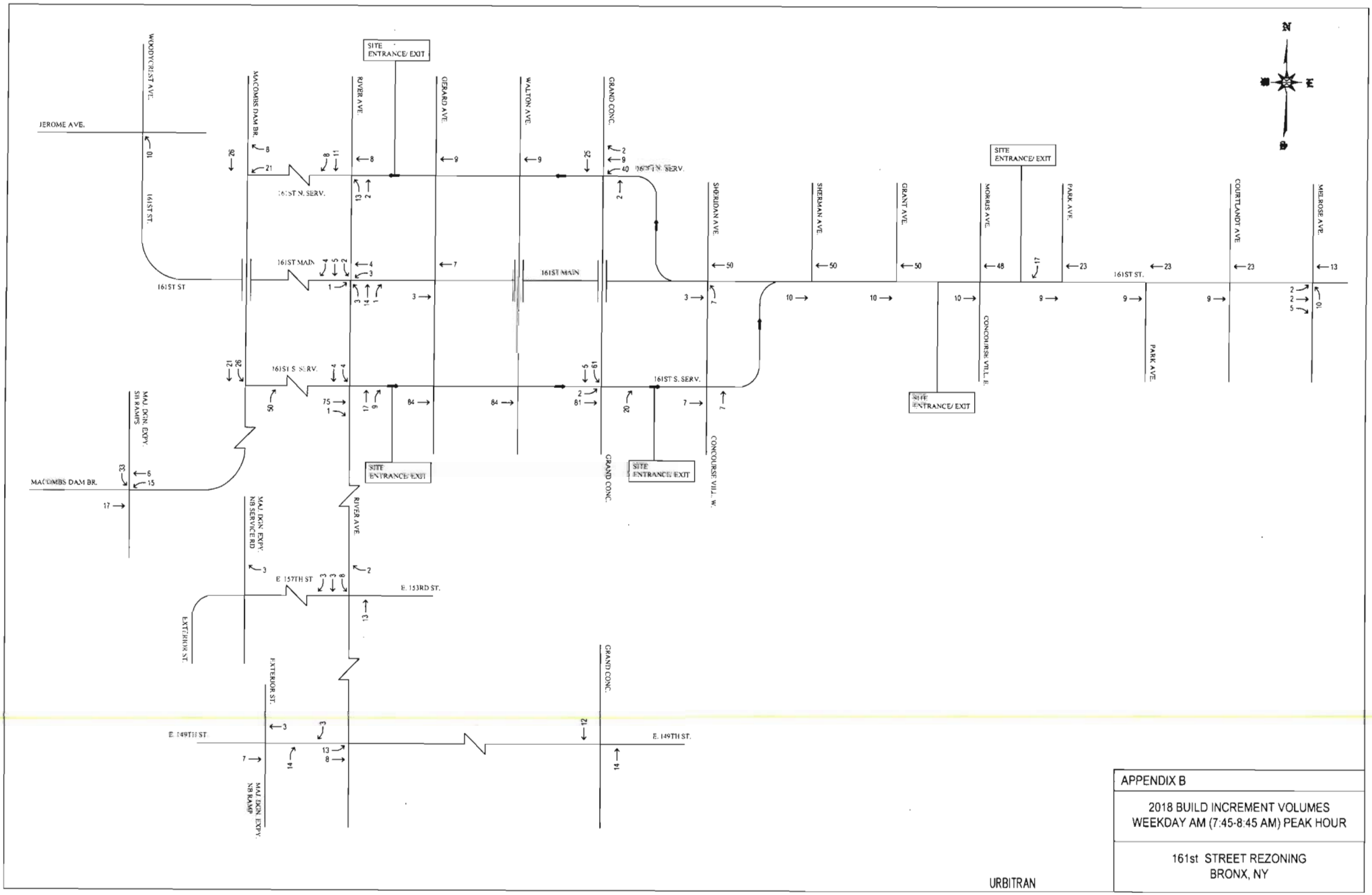


Figure 4 - DRAFT
Estimated Trip Distribution Pattern
Retail and Community Facilities Uses

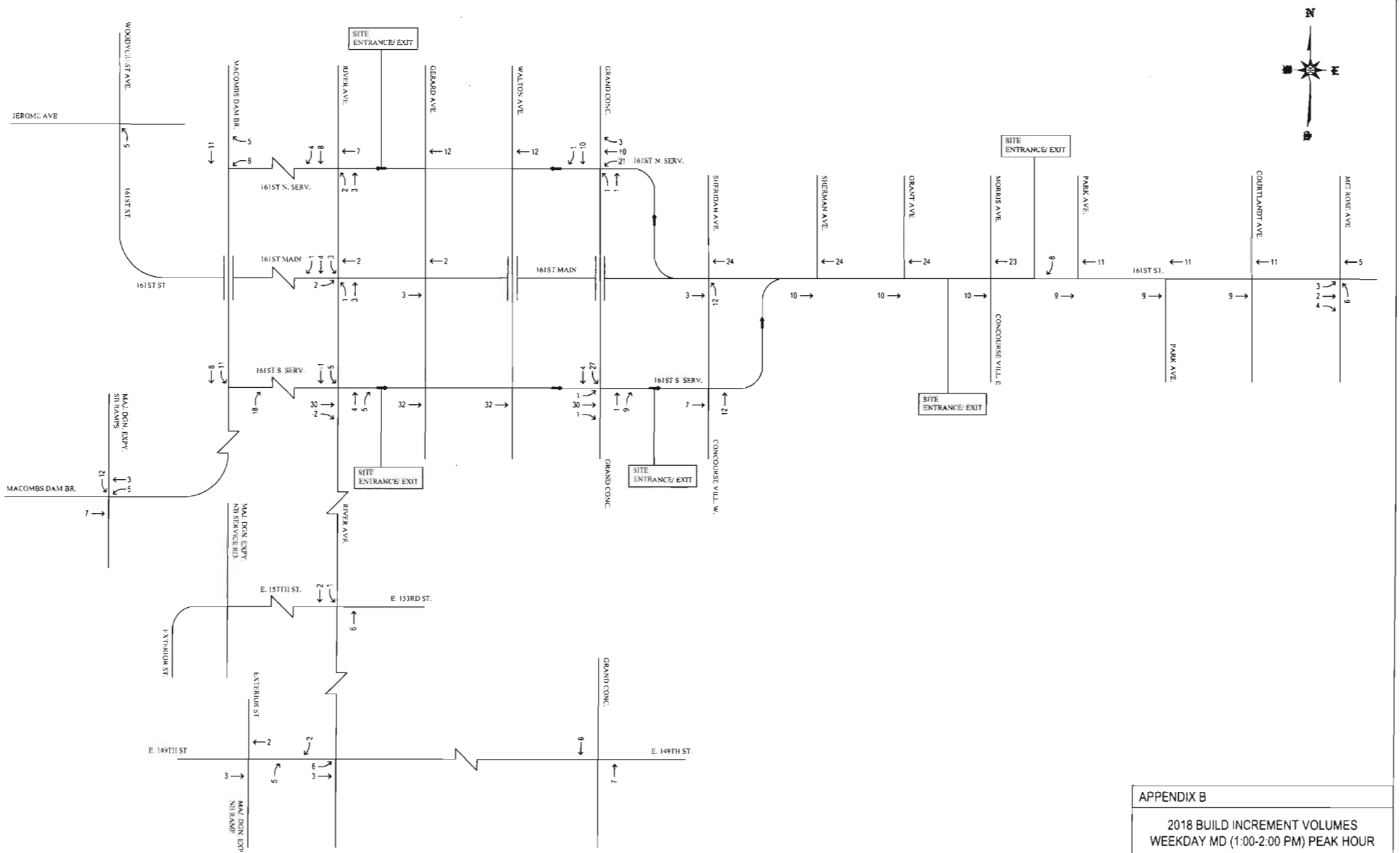


URBITRAN

APPENDIX B

2018 BUILD INCREMENT VOLUMES
WEEKDAY AM (7:45-8:45 AM) PEAK HOUR

161st STREET REZONING
BRONX, NY

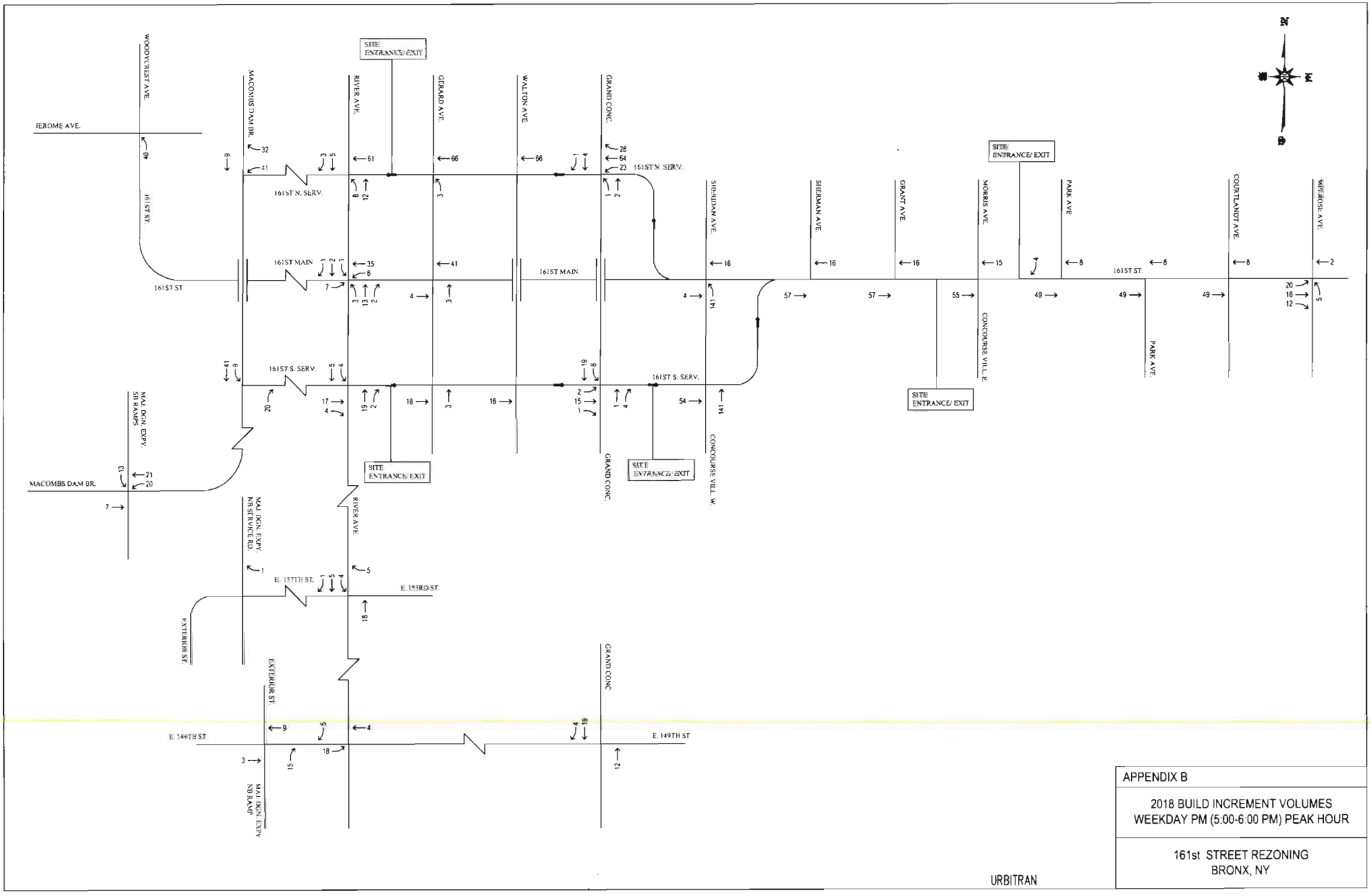


APPENDIX B

2018 BUILD INCREMENT VOLUMES
WEEKDAY MD (1:00-2:00 PM) PEAK HOUR

161st STREET REZONING
BRONX, NY

URBITRAN

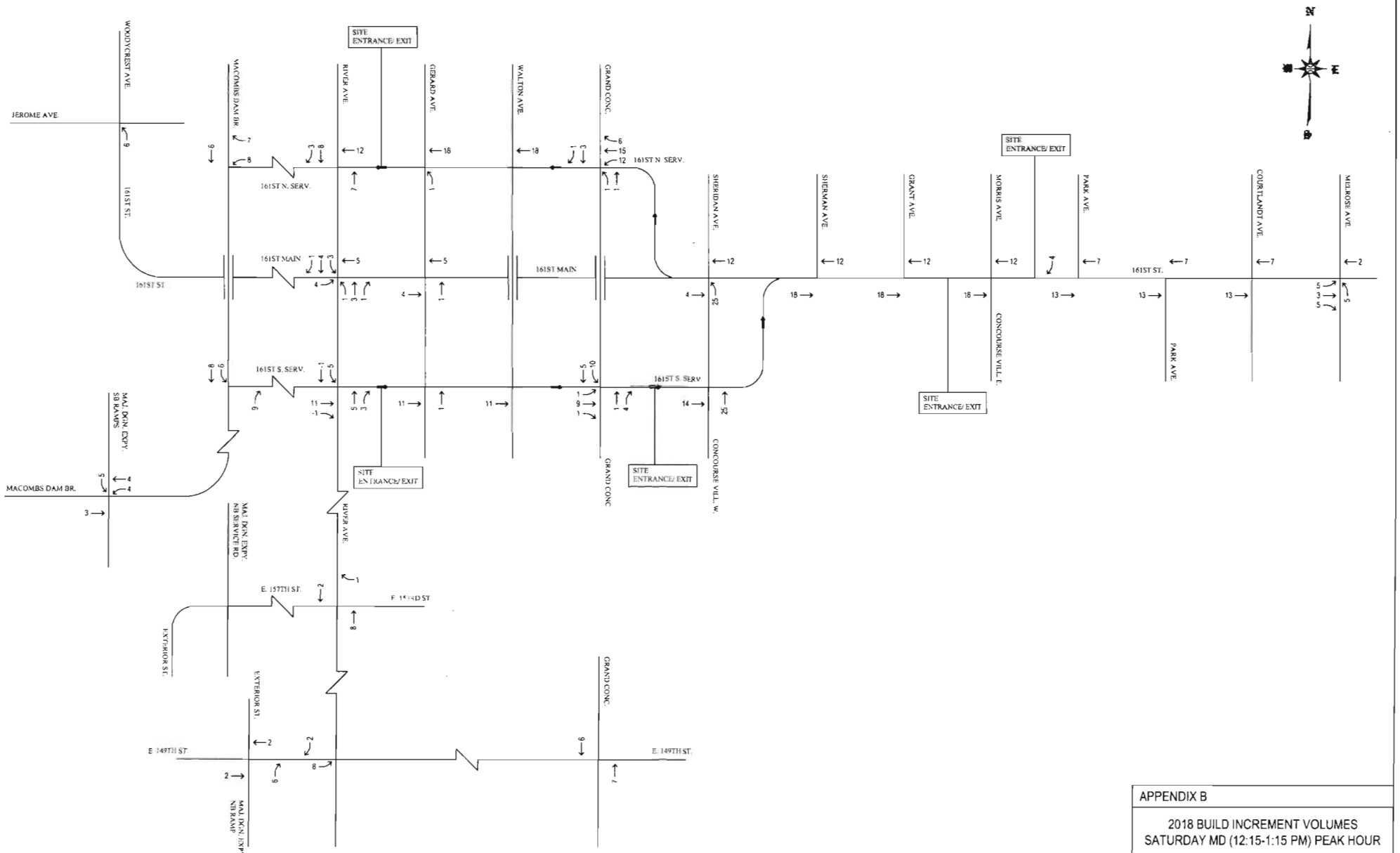


APPENDIX B

2018 BUILD INCREMENT VOLUMES
WEEKDAY PM (5:00-6:00 PM) PEAK HOUR

161st STREET REZONING
BRONX, NY

URBITRAN



APPENDIX B

2018 BUILD INCREMENT VOLUMES
SATURDAY MD (12:15-1:15 PM) PEAK HOUR

161st STREET REZONING
BRONX, NY

URBITRAN