

## 3.21 ALTERNATIVES

### INTRODUCTION

CEQR requires that alternatives to a proposed action be identified and evaluated in an EIS. Alternatives considered should reduce or eliminate impacts of the proposed action while substantially meeting the goals and objectives of the action. These typically include a No Action Alternative that would demonstrate environmental conditions that would exist if no action were implemented; an As-of-Right alternative that demonstrates the reasonable worst-case development scenario for a given site or area under existing regulatory and land use policy conditions; and, alternatives that demonstrate differing types, or levels of intensity, of a particular use, such as a different size, design or configuration. Another typical alternative would be a development that does not result in impacts.

For the East 125<sup>th</sup> Street Development, four alternatives are considered, including: 1) a No Action Alternative; 2) an As-of-Right Alternative; 3) a No Impact Alternative; and, 4) an MTA Busn MTA Bus Depot Expansion Alternative ~~Depot Expansion Alternative~~ (“Depot Alternative”) that entails the relocation of the existing MTA bus storage lot from Parcel A of the East 125<sup>th</sup> Street Development site to an adjacent ~~offsite~~ block to the east that contains an existing MTA Bus Depot. With this alternative, the Bus Depot in this location would be enlarged.

#### *No-Action Alternative*

The No-Action Alternative entails a scenario in which no rezoning or other approvals are sought and no development occurs on the Project Site during the Build Year of ~~2012~~2016. Under this alternative, the site would remain partially vacant and underutilized, and the MTA bus storage facility would continue in its at-grade location as it presently exists.

#### *As-of-Right Alternative*

The project site would be redeveloped under the current R7-2, C4-4 and M1-2 zoning, and no additional amendments to the Harlem-East Harlem Urban Renewal Plan (HEHURP) would occur. The As-of-Right Alternative includes the redevelopment of the project site with the following uses by parcel, pursuant to existing zoning:

- Parcel A: construction of approximately 300 units of mid-rise residential development on the R7-2 portion of Parcel A (maximum Residential FAR 3.44) and approximately 50,000 square feet of light industrial use (warehouse/storage) on the M1-2 portion of Parcel A (maximum FAR of 2.00);
- Parcel B: approximately 112,000 square feet of retail space on the southern M1-2 portion of the Parcel B facing East 125<sup>th</sup> Street (maximum FAR of 2.00), approximately 120,000 square feet of light industrial (warehouse/storage) space facing the M1-2 portion of Parcel B on East 126<sup>th</sup> Street, and approximately 20 market rate apartments in a mixed-use building with approximately 8,000 square feet of ground floor retail at the northeast corner of Third Avenue and East 125<sup>th</sup> Street on the C4-4 portion of Parcel B (R7-2 equivalent 3.44 Residential FAR);

- Parcel C: approximately 24 market rate apartments in a mixed-use building with approximately 10,000 square feet of ground floor retail on the C4-4 southeast corner of Third Avenue and East 125<sup>th</sup> Street (R7 equivalent 3.44 Residential FAR).

#### *No Impact Alternative*

The No Impact Alternative includes a mixed-use program of development with only retail and residential development, and at a reduced scale and density. Only market rate housing would be expected, as opposed to the low-, moderate-, and middle-income housing units included in the proposed action. This alternative would eliminate impacts of the proposed action related to traffic and shadows.

#### *MTA Bus Depot Expansion Alternative*

~~The MTA Bus Depot Expansion Alternative includes the relocation and enlargement of the off-site MTA Bus Depot located across Second Avenue to the east of Parcel A to accommodate bus storage that currently occurs on the Project Site and its surroundings. The MTA's 126<sup>th</sup> Street Bus Depot is located at 2460 Second Avenue (Block 1803, Lot 1). Under this alternative, no underground MTA Bus Storage would be located on Parcel A of the East 125<sup>th</sup> Street Development. As shown on Figure 3.21-1, the enlargement of the MTA Bus Depot would result in the addition of two additional floors of bus storage to accommodate the equivalent of 250 standard size buses, including both standard and articulated buses, for a total of three full floors. The MTA Bus Depot Expansion Alternative (Depot Alternative) would include the mixed-use development project as originally proposed, but without the space that was reserved within Parcel A for bus parking, which instead would be relocated to the existing 126<sup>th</sup> Street Bus Depot located immediately east of Parcel A across Second Avenue. As shown on Figure 3.21-1, an additional two stories would be added to the current bus depot building to accommodate the equivalent of 250 standard size buses, including both standard and articulated buses, for a total of three full floors and mezzanine office space. In the FEIS, all analyses of the Depot Alternative incorporate the bus depot as part of the project site. Additionally, this alternative would increase the amount of retail space on Parcel A by approximately 19,000 square feet.~~

The alternatives analysis presented below is primarily qualitative, except where impacts of the proposed action have been identified. For technical areas where impacts have been identified, the alternatives analysis is intended to determine whether these impacts would still occur under each alternative. Table 3.21-1 below presents the redevelopment program for each of the various alternatives.

**Table 3.21-1: Alternatives Comparison**

Alternative	Use/Intensity								
	Total DU's	Low-Mod DU's	Retail and Commercial	Media/Office	Surface Parking	Industrial Or Auto Related	Open Space	Cultural	Vacant Land/Vacant Building Area
Proposed Action*	1,000	650	470,000**	300,000	0	0	12,500	30,000	0
No Action Alternative	0	0	20,211	0	157,638	19,984	0	0	59,637/16,803
As-of-Right Alternative	344	0	130,000	0	0	170,000	0	0	0
No Impacts Alternative	500	0	50,000	0	0	0	12,500	0	0
Bus Depot Expansion Alternative	1,000	650	489,000	300,000	0	0	12,500	30,000	0

\*Proposed Action includes approximately 109,000 square feet of underground replacement MTA bus storage.

\*\*Optional Hotel Development would reduce retail component by approximately 100,000 square feet under the proposed action.

## **A. NO-ACTION ALTERNATIVE**

This alternative provides the lead agency with an assessment of the consequences of not selecting the proposed action or any of the “build” alternatives. The No-Action Alternative also provides a baseline against which impacts of the proposed action may be compared.

The No-Action Alternative entails a scenario in which no rezoning or other discretionary approvals are granted and no new development occurs on the Project Site as of the proposed action’s anticipated Build Year of ~~2012~~2016. The No-Action Alternative assumes no rezoning of the site to the C6-3 District, no Urban Renewal Plan changes establishing urban design guidelines and other changes to the HEHURP; and no disposition of City-owned property to create development assemblages. Under this alternative, the East 125<sup>th</sup> Street Development project site would remain partially vacant and underutilized, existing uses would continue, and the MTA bus storage facility would remain in its at-grade location as it presently exists. The United Moravian Church would not be expected to undertake any other development program under the continuation of its existing zoning.

Some planned commercial and residential development projects are expected on other sites in the surrounding vicinity by the year ~~2012~~2016, including some projected development resulting from the 125<sup>th</sup> Street Corridor Rezoning and Related Actions project (two sites directly to the south facing East 125<sup>th</sup> Street, and four sites on blocks to the west facing East 125<sup>th</sup> Street), and planned developments that fall within approximately 1/2-mile of the Project Site (including East River Plaza, The Kalahari, ~~and Fifth on the Park, and the 300-unit affordable housing development located between East 131<sup>st</sup> Street and East 132<sup>nd</sup> Street east of Park Avenue~~).

The effects of this alternative are summarized below and compared to those of the proposed action.

### **Land Use, Zoning, and Public Policy**

Under the No-Action Alternative, the land use study area would be expected to experience continued increases in development activity. Development of reasonable worst case development sites under the 125th Street Corridor Rezoning and Related Actions project would increase the built density of the 125<sup>th</sup> Street Corridor consistent with the City ~~Policies~~ policies that resulted in that rezoning proposal. Other known developments such as East River Plaza are expected to make East Harlem more of a destination for shopping. A site that occupies a full block on the northwestern corner of the East Harlem Triangle, six blocks northwest of the project site at the edge of the Land Use secondary study area, will be converted from office use to affordable housing in new mid-rise construction.

In the future without the proposed action, it is expected that the current land use of the project site would remain in place. The MTA bus storage facility would continue in its current location, and the project site's East 125<sup>th</sup> Street frontage would continue to be characterized by low density commercial uses and underutilized sites.

In the RWCDs for the 125th Street Corridor Rezoning and Related Actions project, the New York City Department of City Planning (DCP) has identified three projected development sites within the primary study area. By ~~2012~~ 2016, as-of-right development pursuant to ~~proposed~~ approved zoning totaling 386 dwelling units (DUs) and 33,162 square feet of retail use would be expected to occur on these sites. The RWCDs projected residential development would be expected to include some affordable housing. Zoning changes ~~proposed~~ approved as part of DCP's 125th Street Corridor Rezoning and Related Actions project are expected to foster the redevelopment of 125<sup>th</sup> Street, including portions within the study area, as a major mixed-use corridor that would be more of a local and regional destination for arts, entertainment, and retail.

None of the land use and public policy benefits related to the project site that are expected to result from the proposed action -- including the construction of up to 650 affordable housing units along a corridor with sufficient mass transit access, the additional reinforcing of 125<sup>th</sup> Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail, and the redevelopment of vacant or underutilized lots on the project site -- would be achieved under this alternative.

### **Socioeconomic Conditions**

Future conditions with the No-Action Alternative would result in no new residential or commercial development on the project site. With the construction of other developments that are expected with or without the proposed action, there would be less commercial and residential development than would otherwise occur in the socioeconomic study area with implementation



of the proposed action, and there would be comparatively fewer new jobs. There would be less affordable housing production and middle income housing created with the No-Action alternative, with no such units expected to be constructed on the project site, which does not fall within the ~~proposed~~ 125<sup>th</sup> Street Corridor Rezoning and Related Actions project area. A 300-unit affordable housing project identified subsequent to the issuance of the DEIS is expected to be constructed between 2012 and 2016, located between East 131<sup>st</sup> Street and East 132<sup>nd</sup> Street to the east of Park Avenue six blocks from the project site.

Socioeconomic effects associated with the proposed action would not occur, such as incremental increases in commercial and residential rents and property values, which are not considered to be significant adverse direct or indirect impacts under future conditions with the proposed action. Some replacement with new mixed-use development of existing retail, office and service sector establishments on RWCDs sites associated with the 125th Street Corridor Rezoning and Related Actions project (containing businesses that are typical of those in the Business and Institutional Study Areas identified in Chapter 3.2 of the DEIS for the 125th Street Corridor Rezoning and Related Actions project) would occur elsewhere along the 125<sup>th</sup> Street corridor. Incremental increases in real estate values and ensuing incremental pressures on remaining households residing in low rent, unprotected housing units would occur to a lesser degree than under conditions with the proposed action, and there would be additional effects on area commercial rents as a result of the increment of new retail and office development, though to a lesser degree than under conditions with the proposed action. In terms of direct displacement, the ~~eleven~~ businesses on the East 125<sup>th</sup> Street Development project site would likely remain in place in their current state, and the physical upgrading of their sites associated with the redevelopment of those sites would not occur by ~~2012~~2016.

Residential real estate trends in the area would be expected to continue under the No-Action Alternative, with additional housing rehabilitation, including brownstone and small residential building renovations for occupancy by increasingly affluent households; new subsidized residential construction including HPD developments expected through the Cornerstone Program, the Mixed Income Rental Program and the Low Income Affordable Marketplace Program; and market rate projects such as The Kalahari condominium complex. The developments that are anticipated under the No-Action Alternative would result in substantial increases in study area population by ~~2012–2016~~ as described in Chapter 3.2, and a continued trend of increasing average household incomes as more affluent households replace some of the remaining households residing in unprotected low rent buildings. A nearly 20 percent increase in residential population is expected in the Socioeconomic-secondary Socioeconomic study area, with most of this increase expected to occur by 2012. While a continued rapid increase in population would be expected, the No-Action Alternative would not result in construction of 650 units of affordable housing and additional middle income housing on the project site. Without this additional development, the mixed-use and residential character of the 125<sup>th</sup> Street corridor would not be strengthened to the degree that would occur under conditions with the proposed action, and the beneficial socioeconomic effects that a greater increase in affordable housing supply could produce would not occur.

## **Community Facilities and Services**

In the future without the proposed action, it is expected that the secondary study area for analysis of community facilities as described in Chapter 3.3 would experience major redevelopment by ~~2012~~2016, including ~~1,186~~1,486 new residential units through HPD-assisted projects, the assumed development of a portion of RWCDs projects resulting from the 125th Street Corridor Rezoning and Related Actions project, as well as other known residential developments.

Similar to the proposed action, neither the elementary schools in the half-mile study area, nor those in CSDs 4 or 5 as a whole would be operating above capacity in the future without the proposed action. New residential development expected to occur by ~~2012~~2016 would change the population in the catchment areas served by the area's two libraries, although like the proposed action these facilities would not be expected to experience significant adverse impacts from this new population. In the future without the proposed action, it is expected that demand for public and publicly assisted outpatient health care services in the health care study area would be expected to increase as a result of the addition of new eligible residents. The projected increase in study area population absent the proposed action is not expected to affect overall provision of health care services. No new publicly funded day care centers are expected in the study area by ~~2012~~2016. In the future without the proposed action, it is expected there ~~will~~would be an additional ~~1,380~~1,680 low- and moderate-income DUs within a mile of the project site by ~~2012~~2016. Given the 305 day care slots currently available within one mile of the project site, it is anticipated there ~~will~~would still be approximately ~~139~~103 day care slots available in ~~2016~~2012 without the proposed action.

## **Open Space**

There would be less demand for open space under the No Action Alternative without the project-related increase in resident and worker population. There would also be no newly created mid-block public open space on the project site extending from 125<sup>th</sup> Street across 126<sup>th</sup> Street.

One new open space project, the extension of Harlem River Park, is expected to be completed under conditions with the No-Action Alternative. Harlem River Park currently ends at East 125<sup>th</sup> Street and is expected to be extended north to East 145<sup>th</sup> Street. In addition, one existing open space, Harry's Playground, would be removed as a result of a planned no-action project by HPD on a ten-lot site that contains the playground. Harry's Playground is located at East 124<sup>th</sup> Street between Second and Third Avenue and is a 0.3-acre open space resource containing 0.24 acres of active open space and 0.06 acres of passive open space. The loss of 0.3 acres with the development of Harry's Playground, plus the addition of approximately 3.1 acres of open space would result in a total net addition of approximately 2.8 acres in the open space study area.

With the anticipated growth in the Open Space study areas under the No-Action Alternative, and planned future developments, the ~~population of~~number of residents in the residential (1/2-mile radius) study area is projected to increase by ~~5,940~~7,823, growing from 41,124 residents under existing conditions to ~~47,064~~48,947 residents under No-Action conditions. The number of

residents in the non-residential (1/4-mile radius) study area population would ultimately increase from 20,897 residents workers in 2007 to 23,850 24,804 workers-residents in 20122016.

For the projected population of 47,06448,947 residents in the 1/2-mile Residential Study Area under 2012-2016 conditions, the available open space ratio would be 0.990.95 acres per 1,000 residents, a decrease of 0.070.11 acres per 1,000 residents over existing conditions. The available active open space ratio would be 0.740.71 acres per 1,000 residents, a decrease of 0.060.09 acres from existing conditions. The passive open space ratio would be 0.240.23 acres per 1,000 residents, a decrease of 0.020.03 acres per 1,000 residents. The 1/4-mile Nonresidential Study Area active and passive open space ratios are expected to decrease under Future Without the Proposed Action conditions. For the total open space ratio for the combined population in the No-Action Alternative, the ratio of 0.700.74 acres per 1,000 residents and workers would be below the threshold recommended by DCP. Like the proposed action, the No-Action Alternative would fall short of DCP's recommended guidelines.

Other open spaces in close proximity to the Open Space study areas would help address the additional need for open space for the residential and worker populations under the No-Action Alternative. Two such significant open spaces include Thomas Jefferson Park, a 15-acre park located east of First Avenue between East 111<sup>th</sup> and East 114<sup>th</sup> Streets, and Central Park, an 843-acre park located between 59<sup>th</sup> Street and 110<sup>th</sup> Street, Fifth Avenue, and Eighth Avenue. Although not counted in the No-Action Alternative open space analysis, these parks would continue to be available to area residents and would continue to offset, to some degree, the shortfalls in open space resources that would exist in the immediate vicinity of the project site.

## **Shadows**

Under the No-Action Alternative, no new construction would be expected to take place on the project site and shadows extending from uses on the project site would be the same as under existing conditions. However, as described in Chapter 3.1, a considerable amount of new development is expected to occur in the vicinity of the project site by 20122016, some of which would be facilitated by DCP's 125th Street Corridor Rezoning and Related Actions project.

Shadow effects on the shadow study area from five projects expected to be built by 2012-2016 irrespective of the East 125<sup>th</sup> Street Development are illustrated in Chapter 3.5 (see Figure 3.5-7). Two of these developments are located on East 125<sup>th</sup> Street to the west of Lexington Avenue. Three others are located on Block 1789, directly south of the project site.

Shadows cast by other planned and projected new development would cast additional shadows on three area parks and open spaces, including Dream Street Park, the Carver Community Gardens, and Triborough Plaza. The shadow conditions of all other identified shadow-sensitive resources would be unchanged under the No-Action Alternative.

## **Historic Resources**

None of the historic resources identified in Chapter 3.6 would be directly affected by other planned development or development of projected development sites that are expected by ~~2012~~ 2016 under the No-Action Alternative. However, new construction from RWCDs sites associated with DCP's 125th Street Corridor Rezoning and Related Actions project, on projected development sites to the east, west, southeast, and southwest of the New York Public Library, 125<sup>th</sup> Street Branch building, would alter the visual context of the library, but would not have a significant adverse impact on the resource. No shadow impacts to the New York Public Library as a result of this proposed construction is anticipated.

Under the No-Action Alternative, no direct impacts to National Register eligible and potentially eligible resources within the area of potential effect would be expected. The setting of the NR-eligible New York Public Library, 125<sup>th</sup> Street Branch building would be altered with nearby new mixed-use development that would result in new development on the subject block and increase the scale of surrounding uses, consistent with policies of DCP and its 125th Street Corridor Rezoning and Related Actions project. The additional development is also expected to generate increases in pedestrian activity that would enliven the streetscape in this vicinity and bring new users to the Library. Like the proposed action, the No-Action Alternative would not result in significant adverse impacts to historic resources. Compared to the proposed action, shadow effects from the No-Action Alternative would be lower. The small incremental shadow impact on Triborough Plaza that would occur only very late in the afternoon in the spring and summer from shadows cast by the proposed action would not occur under the No-Action Alternative.

The No-Action Alternative would also not be expected to result in significant adverse impacts on archaeological resources, although two lots within the project site that may not have been disturbed by twentieth-century construction and demolition could potentially contain intact nineteenth-century archaeological resources. The LPC has reviewed a November 2007 Archeological Documentary Study prepared by Historical Perspectives, Inc. (see Appendices) and has determined that archeological testing is required before any excavation can occur at the site. However, no excavation would be expected to occur on these two lots under the No-Action Alternative. Therefore, no impacts to archeological resources would occur.

## **Urban Design and Visual Conditions**

No change in the urban design character of the project site is expected under conditions without the proposed action in the year ~~2012~~ 2016. The current zoning on the project site that faces much of 125<sup>th</sup> Street (M1-2) would continue to act as an impediment to uses, building forms, heights and densities considered desirable for a commercial corridor. Visual conditions on the project site would be expected to remain largely unchanged, and view corridors and existing historic structures would be unchanged. Unlike the proposed action, however, there would be no opportunity created to develop an integrated, active building form, with streetwalls along 125<sup>th</sup> Street enlivened by new retail and mixed-use development.

The five new developments that are expected to occur within the study area regardless of whether the proposed action is implemented are expected to intensify activity along East 125<sup>th</sup> Street and present an increase in density for the area, replacing vacant and underutilized buildings and land. It is expected that these developments would be built on a base that reinforces an appropriate and more consistent streetwall on East 125<sup>th</sup> Street south of the project site, and that ground floor retail uses ~~will~~would help to foster an active streetscape. Unlike the proposed action, these new uses would face an un-redeveloped and underutilized project site. At the edge of the urban design study area, east of Park Avenue between East 131<sup>st</sup> Street and East 132<sup>nd</sup> Street, a new, mid-rise apartment building would be built adjacent to Harlem River Drive that would be slightly taller than the office building that now occupies that site, but consistent with the mid-rise scale of the surrounding area.

The 125<sup>th</sup> Street Corridor Rezoning and Related Actions project within the study area would increase existing allowable densities and facilitate the construction of larger buildings on certain sites characterized by a continuous streetwall along East 125<sup>th</sup> Street and a mix of uses. These changes would be beneficial for the urban design conditions of the study area as it ~~will~~would bring more activity to the area and upgrade physical conditions.

### **Neighborhood Character**

With the No-Action Alternative, the character of the project site would be unchanged, with underutilized parcels and buildings. There would be no improvement in urban design or visual character, and land uses would remain unchanged. No new urban design controls would be put in place. As a result of DCP's 125th Street Corridor Rezoning and Related Actions project, development expected to occur in the future without the action would be built under a balanced zoning strategy that would take into consideration the scale and character of the area that would encourage mixed-use development that would serve to enliven the street during day and evening hours. Further upgrading of existing housing and commercial building conditions would be expected as trends of revitalization continue into the future. The East Harlem Triangle would become more residential in character with the replacement of a mid-rise office building at East 131<sup>st</sup> Street and Park Avenue with a new, 300-unit affordable housing project. New construction along the 125<sup>th</sup> Street corridor would be expected to be consistent with the surrounding context of street wall buildings. It is also expected that transportation demands in the study area would change due to specific development projects that are anticipated and projected, as well as from background growth over time. Increased congestion and reductions in levels of service would be present at most intersections, along with increases in noise, under the No-Action scenario.

### **Hazardous Materials**

No cleanup of contaminants on the project site would be expected under the No-Action Alternative. There would be a low potential for disturbance of hazardous materials. However, unlike conditions with the Proposed Action, where remediation would be performed under health

and safety plans, there would be little or no remediation of hazardous materials. Development in the surrounding area, consisting of Reasonable Worst Case Development Scenario sites as part of DCP's 125th Street Corridor Rezoning and Related Actions project, HPD planned development south and east of the project site, and other developments expected to occur by ~~2012~~2016, would be expected to occur in accordance with applicable regulations and guidelines related to hazardous materials.

## **Natural Resources**

Like the proposed action, since the project site and upland areas of the study area are generally urbanized and largely devoid of natural resources, development under the No-Action Alternative within the study area would not be expected to result in significant adverse impacts on the condition of natural resources in the study area. The No Action Alternative would not be expected to result in significant adverse impacts on groundwater, floodplains, coastal resources, wildlife, wetlands, uplands, built resources, and significant, sensitive, or designated resources.

## **Waterfront Revitalization Program**

The project site under tThe No-Action Alternative, like the proposed action, does not include any portion within the designated boundaries of the New York City Coastal Zone. As such, neither the No-Action Alternative nor the proposed action are subject to review for consistency with the City's LWRP.

Residential growth on other sites in the Coastal Zone would be expected with the proposed 300-unit affordable housing development that is proposed for a site located northeast of East 131<sup>st</sup> Street and Park Avenue. Although located in the Coastal Zone, this site is separated from the waterfront by the Harlem River Drive, and is not currently used for water dependaent uses.

## **Infrastructure**

Anticipated growth in the vicinity of the project site would result in additional demand on the City's water supply, wastewater treatment and stormwater management systems under the No-Action Alternative when compared to existing conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure impacts would occur under the No-Action Alternative.

## **Solid Waste/Sanitation Services**

Unlike the proposed action, under the No-Action Alternative the generation of solid waste from the project site would remain unchanged. An increase in the volumes of solid waste and recyclables would be generated by other foreseeable projects that are either planned, or projected under the RWCDS for DCP's 125th Street Corridor Rezoning and Related Actions project. The

additional demand from these other foreseeable projects is expected to comprise a small fraction of the maximum peak day TPD allowable under the proposed permit limits for the East 91<sup>st</sup> Street MTS and would not create any significant adverse impact to the New York City Department of Sanitation's collection capacity or schedule.

## **Energy**

Demands on energy would be less than under the proposed action. As with the proposed action, no significant adverse energy effects would occur under the No-Action Alternative.

## **Traffic and Parking**

Like the proposed action, several intersections would experience increased congestion under the No-Action Alternative. Under the No-Action Alternative, traffic and parking demand levels in the study area would increase as a result of general background growth and future developments in the area. A surplus of on-street and off-street parking spaces in the area around the project site would remain in this alternative.

Overall, under No-Action conditions, of the 40 intersections studied, 12 intersections would have one or more congested movements in the AM peak hour (versus eight under existing conditions); there would be five such intersections in the midday peak hour (versus three under existing conditions), 16 in the PM peak hour (versus 12 under Existing conditions), and seven in the Saturday midday peak hour (versus nine under existing conditions). Newly congested intersections are discussed below.

A few of the congested locations along the 125<sup>th</sup> Street corridor would become alleviated by mitigation measures from No-Action projects, including the prohibition of left-turns. Therefore, there would be only one newly congested intersection along this corridor (First Avenue) during the Saturday midday peak hour. Along the 116<sup>th</sup> Street corridor, the westbound approach of Second Avenue would become congested during all peak hours due to the addition of the traffic from the East River Plaza development. No other locations along East 116<sup>th</sup> Street would become congested in the No-Build Condition.

Other newly congested locations south of the project site include East 124<sup>th</sup> Street and Lexington Avenue, and East 123<sup>rd</sup> Street and Second Avenue, during the AM peak hour. The PM peak hour would have one newly congested intersection at East 124<sup>th</sup> Street and Second Avenue. Intersections located north and west of the project site would include newly congested intersections during the AM peak hour, which include East 126<sup>th</sup> Street and Madison Avenue and East 126<sup>th</sup> Street and Lexington Avenue. The midday peak hour would include one newly congested intersection at East 126<sup>th</sup> Street and Second Avenue. During the PM peak period, two intersections would be newly congested, including East 128<sup>th</sup> Street and Lexington Avenue and West 126<sup>th</sup> Street and Lenox Avenue. The Saturday midday peak hour would not include any additional newly congested locations.

The two garages located on Parcel A and Parcel B would accommodate the demand for this alternative and would therefore not result in any significant adverse impacts to parking in the area.

Demand for public parking spaces in the study area is not expected to change significantly as a result of new development or from background growth anticipated under the No-Action condition. Parking demand would only slightly increase due to growth in the area, but would be expected to remain well under capacity.

### **Transit and Pedestrians**

Under the No-Action Alternative, transit and pedestrian facilities would experience an increase in demand as a result of background growth and future developments anticipated in the vicinity of the project site. However, overall transit and pedestrian demand would be lower than it would be with the proposed action.

Under the No-Action Alternative, all analyzed stairways and the fare array at the 125<sup>th</sup> Street IRT (4, 5, 6) station would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, with volume-to-capacity (v/c) ratios of 0.99 or less. As all subway station elements would continue to operate below their practical capacity, the No-Action Alternative would not result in significant adverse impacts at the 125<sup>th</sup> Street IRT (4,5,6) subway station. Therefore, the AM and PM peak hour impacts to stairway S4 (located at the northeast corner of East 125<sup>th</sup> Street and Lexington Avenue) under the proposed action would not occur under the No-Action Alternative.

With respect to subway line haul conditions, southbound Nos. 4, 5 and 6 trains would operate over capacity in the AM peak hour under the No-Action Alternative, with v/c ratios of ~~1.40~~ 1.21, 1.05 and 1.03, respectively. ~~Southbound No. 6 trains would operate near capacity with a v/c ratio of 0.97 in the AM peak hour.~~ In the PM peak hour, the No. 4 train operates above capacity with a v/c ratio of 1.03 and the Nos. 4, 5 and 6 trains would operate below capacity with v/c ratios of 0.95, 0.96 and 0.97, respectively ~~or less~~ in the peak northbound direction. As the No-Action Alternative would add no more than one passenger per car in the peak direction during both the AM and PM peak hours, less than the *CEQR Technical Manual* impact criteria of five passengers per car, no significant adverse subway line haul impacts would result from the No-Action Alternative. This compares to the proposed action that, in the peak direction in the AM and PM peak hours, is expected to add no more than ~~4-11~~ 11.2 peak hour passengers per car, similarly with no significant adverse impacts to peak direction subway line haul service expected.

Under the No-Action Alternative, all analyzed local bus routes would operate with available peak direction capacity in the AM and PM peak hours with the exception of the northbound Bx15, which would experience a capacity shortfall of ~~263~~ 7 passengers in the peak northbound direction in the PM peak hour. As standard practice, NYC Transit routinely conducts periodic ridership counts and increases service where operationally warranted and fiscally feasible.



Therefore, it is anticipated that under the No-Action Alternative, NYC Transit would likely increase PM peak hour frequency on the Bx15 to address its capacity shortfall. As shown in Table 3.16-13 of Chapter 3.16, “Transit and Pedestrians”, one additional northbound bus in the PM peak hour would fully address the capacity shortfall on this route under the No-Action Alternative. This would also be the case for the proposed action, which would not be expected to result in significant adverse impacts to local bus service.

At analyzed sidewalks, corner areas, and crosswalks, travel demand would generally increase under the No-Action Alternative, as a result of background growth and future developments anticipated in the vicinity of the project site. However, the No-Action Alternative would generate less demand at these analyzed pedestrian facilities when compared to the proposed action. Similar to the proposed action, no significant adverse impacts would occur at sidewalks, corner areas and crosswalks under the No-Action Alternative.

### **Air Quality**

With no new development occurring on the project site under the No-Action Alternative, air quality effects would be lower than under the proposed action. Similar to the proposed action, the No-Action Alternative would not cause or exacerbate any exceedances of air quality standards or impact criteria and therefore, would not result in significant adverse impacts related to stationary or mobile sources.

### **Noise**

With no new development occurring on the project site under the No-Action Alternative, noise effects would be lower than under the proposed action. This alternative would not be expected to result in significant adverse noise impacts.

### **Construction Impacts**

The No-Action Alternative would not generate as much temporary construction disruption as would be attributable to the proposed action. Under the proposed action as well as under the No-Action Alternative, all construction would be governed by applicable city, state, and federal regulations regarding construction activities. The No-Action Alternative would result in less truck traffic and construction-related noise projected to occur with the proposed action.

### **Public Health**

The No-Action Alternative would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise.

## **Mitigation**

The No-Action Alternative would not result in any significant adverse impacts. Thus, no mitigation measures would be required for this alternative.

## **Unavoidable Adverse Impacts**

The No-Action Alternative would not result in any significant adverse impacts. Thus, this alternative would not result in any unavoidable adverse impacts.

## **Conclusion**

The introduction of up to 1.7 million square feet of new mixed-use development in East Harlem that would occur under the proposed action would not be realized under the No-Action Alternative. As a result, there would be no restoration of the population base on the East 125<sup>th</sup> Street Development project site and no associated incremental increases in demand for community facilities or open space. Proposed action-generated impacts including increases in traffic and shadows would not occur under the No-Action Alternative.

The surrounding community would not experience the benefits of the proposed action under the No-Action Alternative. Substantial increases in affordable housing and construction of new office and retail development bringing jobs and shopping opportunities would not occur on the East 125<sup>th</sup> Street Development project site, which would continue to contain underutilized parcels and an at-grade bus storage facility. Policies of the City of New York, including objectives of the Harlem-East Harlem Urban Renewal Area, and redevelopment recommendations of a Task Force convened to formulate redevelopment guidelines would not be implemented for the East 125<sup>th</sup> Street Development project site. The No-Action Alternative would not sustain the ongoing revitalization of 125<sup>th</sup> Street at its eastern gateway.

## **B. AS-OF-RIGHT ALTERNATIVE**

The As-of-Right Alternative includes the redevelopment of the project site with the following uses by parcel, pursuant to existing zoning:

- Parcel A: construction of approximately 300 units of mid-rise residential development on the R7-2-zoned portion of Parcel A (maximum Residential FAR 3.44) and approximately 50,000 square feet of light industrial use (warehouse/storage) on the M1-2-zoned portion of Parcel A (maximum FAR of 2.00);
- Parcel B: approximately 112,000 square feet of retail space on the southern M1-2-zoned portion of the Parcel B facing East 125<sup>th</sup> Street (maximum FAR of 2.00), approximately 120,000 square feet of light industrial (warehouse/storage) space facing the M1-2-zoned portion of Parcel B on East 126th Street, and approximately

- 20 market rate apartments in a mixed-use building with approximately 8,000 square feet of ground floor retail at the northeast corner of Third Avenue and East 125<sup>th</sup> Street on the C4-4-zoned portion of Parcel B (R7-2 equivalent 3.44 Residential FAR);
- Parcel C: approximately 24 market rate apartments in a mixed-use building with approximately 10,000 square feet of ground floor retail on the C4-4-zoned southeast corner of Third Avenue and East 125<sup>th</sup> Street (R7 equivalent 3.44 Residential FAR).

The effects of this alternative are summarized below and compared to those of the proposed action.

### **Land Use, Zoning, and Public Policy**

Under the As-of-Right Alternative, underutilized parcels and bus storage on the East 125<sup>th</sup> Street Development project site would be replaced with development at a lower density and with far fewer residential units than under the proposed action. The primarily commercial and light industrial development that would be expected under existing zoning would improve conditions on the project site and generate an increase in housing and employment, though not to a degree that would have the significant area-wide benefits related to community revitalization and economic development anticipated under the proposed action, and without creating a major retail, cultural and entertainment destination at the eastern gateway to 125<sup>th</sup> Street. The extent of residential development proposed under the Harlem-East Harlem Urban Renewal Plan would not be achieved and recommendations of the Task Force of elected and community representatives convened to formulate guidelines for the redevelopment of the East 125<sup>th</sup> Street Development project site would not be implemented. As-of-right light industrial development on the eastern portion of Parcel B would be less compatible with existing residential development located off-site to the east of Second Avenue on East 126<sup>th</sup> Street.

While the As-of-Right Alternative would have lesser impacts on zoning, with no changes to the Zoning Map or other discretionary actions of the City Planning Commission, land use and public policy benefits that are expected to result from the proposed action, including strengthening the residential base of East Harlem with compatible development including affordable housing, and reinforcing 125<sup>th</sup> Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail, would not be fully achieved under this alternative.

Land use and public policy benefits that are expected to result from the proposed action, including the construction of up to 650 affordable housing units and up to 350 units of middle income housing along a corridor with excellent transit access, the additional reinforcing of 125<sup>th</sup> Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail, and the redevelopment of vacant or underutilized lots on the project site, would not be fully achieved under this alternative.

Overall, the density of development would be generally similar to that of surrounding blocks, without establishing a notable gateway to Harlem's Main Street, 125<sup>th</sup> Street, with major mixed-

use development and public open space. The East Harlem Triangle would not experience as much of an influx of residential population under this alternative, with no new residential development occurring on the majority of the project site that is currently zoned for manufacturing use. Recently renovated housing located across from the project site on 125<sup>th</sup> Street and residential development on East 126<sup>th</sup> Street on the block that is adjacent to the east of the project site would be less compatible with commercial and light industrial uses developed under this alternative on East 125<sup>th</sup> and East 126<sup>th</sup> Street than mixed-use development under the proposed action, and would continue to exist in an area that does not have a strong residential character.

With regard to public policy, policies of the City of New York, including objectives and land use recommendations of the Harlem-East Harlem Urban Renewal Plan, and redevelopment recommendations of a Task Force convened to formulate redevelopment guidelines for the East 125<sup>th</sup> Street Development would not be implemented.

### **Socioeconomic Conditions**

Future conditions under the As-of-Right Alternative would result in less commercial and residential development than would otherwise occur with implementation of the proposed action. This alternative would not create open space or office development. There would be comparatively fewer new jobs, with newly created jobs including retail jobs, and light industrial employment, such as jobs at auto-related businesses, warehouse and distribution facilities, or light manufacturing businesses. Without introduction of major new office space, East Harlem would not experience the degree of economic development, with as diverse a range of employment, as would occur under the proposed action. Job creation on the project site would be only about one-third of that of the proposed action.

Development of affordable housing would not be expected to occur on the project site under the As-of-Right Alternative. The 344 market rate units that would potentially result from as-of-right development would be expected to generate an onsite population of 884 persons, or approximately one third the level of population expected from the proposed action.

Socioeconomic effects associated with the proposed action, such as incremental increases in commercial and residential rents and property values, which are not considered to be significant adverse direct or indirect impacts under future conditions with the proposed action, would occur to a more limited extent with new market rate residential development and other as-of-right development. Similar to the proposed action, all of the businesses that are currently present on the project site would be displaced as a result of the As-of-Right Alternative. Assuming that the entire area of the project site is redeveloped at a lower density, the existing bus storage facility of the project site would also be displaced under the As-of-Right Alternative. An alternative location for this bus storage would need to be identified. If it were to be relocated within an expanded Bus Depot building located ~~offsite~~ on Block 1803, the impacts of that expansion would be similar to those described below for the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative related to the ~~offsite~~ Bus Depot located on Block 1803, to the east of Parcel A.

With a lesser degree of development on the project site, much of it including light industrial uses, the mixed-use and residential character of the 125<sup>th</sup> Street corridor would not be strengthened to the degree that would occur under conditions with the proposed action, and the beneficial socioeconomic effects that a greater increase in affordable housing supply could produce would not occur.

### **Community Facilities and Services**

The incremental increase in demand for community facilities and services would be lower under the As-of-Right Alternative than under the proposed action. With approximately 344 units of new housing expected, the increase in demand for schools and health care would be less than two thirds the level of the proposed action. The demand for day care would decrease to an even greater extent without the construction of affordable housing on the project site. As with the proposed action, no significant adverse impacts on community facilities and services would be anticipated.

### **Open Space**

The increase in demand for open space expected from onsite worker and residential populations resulting from the As-of-Right Alternative would be approximately one third the level of increased demand that would be expected under the proposed action. While no significant impacts to open space would be expected, the As-of-Right Alternative would also not result in the creation of a new onsite open space located on the midblock between East 125<sup>th</sup> Street and approximately East 126<sup>th</sup> Street. Without this proposed 10,000-square foot open space, and the 2,500-square foot open space located on the block to the north (Parcel A), the open space study areas that constitute areas within ¼-mile of the project site for employees and within ½-mile of the project site from the project site for residents would continue to lack a substantial passive open space facing 125<sup>th</sup> Street for use by area workers, visitors, and residents. Opportunities for events using such an open space plaza would also not be realized.

### **Shadows**

Under the As-of-Right Alternative, shadows cast by new development on the project site would have a lesser effect on shadow sensitive resources than the proposed action. The maximum perimeter wall height under existing zoning is 60 feet, whereas under the proposed project the maximum perimeter wall height would be between 75 and 80 feet. However, the western portion of Parcel A that is across Third Avenue from the PS 30 Playground would be developed under the proposed action with a 210-foot tower that would cast greater shadows than those resulting from as-of-right development. The proposed zoning could also result in the reasonable worst case development of the off-site United Moravian Church parcel with a 13-story building, whereas existing zoning would potentially result in a lower building on that corner lot. While some incremental increase in shadow effects on the PS 30 Playground would occur, these would be of a lower magnitude than those generated by the proposed action. The small incremental

shadow impact that would occur on the Triborough Plaza only in the very late afternoon in the spring and summer under the proposed action would not occur under as-of-right development.

## **Historic Resources**

As stated above, the small incremental shadow impact that would occur on the Triborough Plaza only in the very late afternoon in the spring and summer under the proposed action would not occur under as-of-right development. While this is not considered to be a significant impact on this historic resource under the proposed action, the As-of-Right Alternative would avoid this minor shadow effect on Triborough Plaza. As with the proposed action, the five National Register eligible or potentially eligible resources that are located within the 400-foot study area are each located 90 feet or greater beyond the development site and no adverse effects on architectural resources as a result of construction, indirect effect or shadows are anticipated from as-of-right development. The As-of-Right Alternative would also not be expected to result in significant adverse impacts on archaeological resources, although two lots within the project site that may not have been disturbed by twentieth-century construction and demolition could potentially contain intact nineteenth-century archaeological resources. The LPC has reviewed a November 2007 Archeological Documentary Study prepared by Historical Perspectives, Inc. (see Appendices) and has determined that archeological testing is required before any excavation can occur at the site.

## **Urban Design and Visual Conditions**

No significant adverse impacts to urban design and visual conditions would be expected under the As-of-Right Alternative. However, development pursuant to the current zoning of the project site would not achieve the urban design objectives for the project site described in guidelines developed by the Task Force convened to prepare guidelines for the development of the site. The current zoning on the project site that faces much of 125<sup>th</sup> Street (M1-2) would continue to act as an impediment to uses, building forms, heights and densities considered desirable for a commercial corridor. Unlike the proposed action, there would be no opportunity created to develop an integrated, active building form, with streetwalls along 125<sup>th</sup> Street enlivened by new retail and mixed-use development. Requirements for urban design features such as transparent and “active” retail frontages would not be imposed on the future developers of the project site.

The project site would also not be developed in a comprehensive manner with a unified streetwall and central open space plaza. Although as-of-right development would not be expected to have impacts on visual resources in the area, and the overall lower building heights would have less effects on light and air resources, the project site would also not bring the same degree of activity to the sidewalks of the area as the proposed action or create as attractive an environment for pedestrians as the proposed action. No visual connection to 126<sup>th</sup> Street from 125<sup>th</sup> Street would be created. The project site would not be developed with the intensive array of uses ~~proposed under~~ included in the proposed action and future development would not be likely to create a substantial eastern anchor to the 125<sup>th</sup> Street corridor.

## **Neighborhood Character**

The As-of-Right Alternative would maintain the existing low-rise and predominantly non-residential character of the surrounding area, while replacing existing older buildings, vacant land and underutilized land on the project site with new, low-to-mid-rise development. Limited mixed-use development that would be expected on the western portions of the site and along the northern side of East 126<sup>th</sup> Street would serve to enliven the area during day and evening hours. With the exception of new construction at Third Avenue, as-of-right commercial development along the north side of the 125<sup>th</sup> Street corridor would be expected to be generally similar to that which has occurred on blocks to the immediate west. Transportation demands in the study area would increase with the new development change due to specific development projects that are anticipated and projected, as well as from background growth over time. Increased congestion and reductions in levels of service would be present at most intersections under the As-of-Right Alternative, although the volume of traffic generated by the project site would be far less than under conditions with the proposed action. Given the resulting mix of uses that would include light industrial uses on the south side of East 126<sup>th</sup> Street, and without the proposed Green Building elements, minimum transparency of ground floor uses, and streetwall requirements, benefits to neighborhood character related to promoting an active and pedestrian oriented streetscape would not necessarily result along the majority of the site frontage.

## **Hazardous Materials**

Future as-of-right development on the project site ~~will~~would require measures to mitigate hazardous materials identified through the previous Environmental Site Assessment and Environmental Site Investigation. Development would be expected to occur in accordance with applicable regulations and guidelines related to hazardous materials and the mitigation measures identified in Chapter 3.10.

## **Natural Resources**

Like the proposed action, as the project site and upland areas of the study area are generally urbanized and largely devoid of natural resources, development under the As-of-Right Alternative within the study area would not be expected to result in significant adverse impacts on the condition of natural resources in the study area.

## **Waterfront Revitalization Program**

The As-of-Right Alternative, like the proposed action, does not include any portion within the designated boundaries of the New York City Coastal Zone. As such, neither the As-of-Right Alternative nor the proposed action are subject to review for consistency with the City's LWRP.

## **Infrastructure**

Anticipated growth in the vicinity of the project site would result in additional demand on the City's water supply, wastewater treatment and stormwater management systems under the As-of-Right Alternative when compared to existing conditions. However, these demands would be of a smaller magnitude than would be generated by the proposed action. As with the proposed action, no significant adverse infrastructure impacts would be expected under the No-Action Alternative.

## **Solid Waste/Sanitation Services**

Under the As-of-Right Alternative, an increase in the volumes of solid waste and recyclables would be generated by the project site. The additional demand from the lower level of anticipated development is expected to comprise a small fraction of the maximum peak day TPD allowable under the proposed permit limits for the East 91<sup>st</sup> Street MTS and, like the proposed action, would not create any significant adverse impact to DSNY's collection capacity or schedule.

## **Energy**

Demands on energy would be less than under the proposed action. As with the proposed action, no significant adverse energy effects would be expected under the As-of-Right Alternative.

## **Traffic and Parking**

This alternative includes three different land uses that include 344 residential dwelling units, 130,000 square feet of retail space and 170,000 square feet of light industrial space. The total combined auto, taxi and truck trips are approximately 60 percent lower compared to the proposed action. Table 3.21-2 shows the comparison of total vehicle trips generated by both the As-of-Right alternative and the Proposed Project.

**Table 3.21-2: Total Vehicle Trip Generation Volume Comparison**

	As-of-Right Alternative	Proposed Action
AM Peak Hour	135	321
Midday Peak Hour	251	625
PM Peak Hour	285	767
Sat Midday Peak Hour	348	875

The reduction of total vehicle trips would not eliminate all of the traffic impacts that would be caused by the proposed action. Of the nine intersections that would have significant adverse impacts with the development of the proposed action, five intersections would still experience an



adverse impact with the As-of-Right Alternative. Table 3.21-3 shows the affected intersections with the proposed action compared to the As-of-Right Alternative. During the AM peak hour, the intersection of East 126<sup>th</sup> Street and Second Avenue would be impacted at the northbound left turn with a delay of 92.6 seconds compared to the No-Build condition of 86.6 seconds. The midday peak hour includes two intersections that would still be impacted, including the westbound movement at East 126<sup>th</sup> Street and Park Avenue -- which would have a delay of 51.4 seconds compared to 43.0 seconds in the No-Build -- and the eastbound movement at East 124<sup>th</sup> Street and Lexington Avenue, which would have a delay of 76.3 seconds compared to 68.9 seconds in the No-Build. The PM peak hour would also include two impacted intersections in this alternative. The eastbound movement at East 128<sup>th</sup> Street and Lexington Avenue would have a delay of 65.7 seconds compared to 55.7 seconds in the No-Build Condition, and the southbound left turn at East 125<sup>th</sup> Street and Second Avenue would have a delay of 98.0 seconds compared to 63.4 seconds. The Saturday midday peak hour would include one impacted intersection at the southbound movement of East 124<sup>th</sup> Street and Lexington Avenue, which would have a delay of 81.9 seconds compared to 62.4 seconds in the No Build. No other intersections would have any significant adverse impacts. The proposed action's mitigation measures would mitigate these five impacted locations under the As-of-Right Alternative.

As with the proposed action, no significant adverse impact on parking would be anticipated. The parking demand for this alternative would be expected to be accommodated by on-site accessory parking and area public parking facilities.

### **Transit and Pedestrians**

The transit and pedestrian analyses for the As-of-Right Alternative considers the maximum development of the project site under the existing zoning regulations and incorporates background growth and demand from future developments anticipated in the vicinity of the project site. However, overall transit and pedestrian demand would be lower than it would be with the proposed action.

**Table 3.21-3 2016 As-of-Right Alternative Build Condition Level of Service**

This table was revised subsequent to the release of the DEIS

Intersection	Lane Group	Weekday AM Peak Hour									Weekday MD Peak Hour								
		2016 No-Build Condition			2016 Build Condition			As-of-Right Alternative			2016 No-Build Condition			2016 Build Condition			As-of-Right Alternative		
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS
11 E. 126th St (WB) @ Park Av (N-S)	WB-LTR	0.93	50.4	D	0.93	51.0	D	Not Applicable			0.83	43.0	D	0.95	61.9	E	0.90	51.4	D
	NB-DefL	0.40	14.8	B	0.40	14.8	B												
	NB-T	0.35	12.2	B	0.35	12.2	B												
	NB-LT										0.26	9.5	A	0.26	9.5	A	0.26	9.5	A
	SB-TR	0.44	12.6	B	0.44	12.6	B				0.31	9.8	A	0.31	9.8	A	0.31	9.8	A
13 E. 126th St (WB) @ Third Ave (NB)	WB-TR	0.89	43.1	D	0.97	56.3	E	0.90	42.4	D	0.84	43.6	D	Not Applicable					
	WB-T																		
	WB-R																		
	NB-LT	0.37	12.0	B	0.39	12.2	B	0.38	12.1	B	0.30	11.4	B						
14 E. 126th St (WB) @ Triboro Off-Ramp (NB) Second Av (SB)	WB-LTR	0.65	36.2	D	0.70	37.6	D	0.68	37.0	D	0.48	31.9	C	0.57	33.5	C	Not Applicable		
	NB-L	1.02	86.6	F	1.05	96.6	F	1.04	92.6	F	0.44	36.1	D	0.51	38.2	D			
	NB-T	0.93	57.4	E	0.93	57.4	E	0.93	57.4	E	0.91	53.3	D	0.91	53.3	D			
	SB-TR	0.73	24.9	C	0.81	27.1	C	0.78	26.2	C	0.36	19.4	B	0.45	20.4	C			
22 E. 125th St (E-W) @ Lexington Av (SB)	EB-TR	0.85	34.7	C	0.95	45.0	D	Not Applicable			0.87	34.5	C	0.97	50.6	D	0.94	44.7	D
	WB-LT	0.56	23.7	C	0.56	23.8	C				0.48	20.5	C	0.48	20.6	C	0.48	20.6	C
	SB-LT	0.78	22.8	C	0.79	23.3	C				0.58	19.5	B	0.62	20.6	C	0.62	20.4	C
	SB-R	0.24	13.7	B	0.24	13.8	B				0.23	15.5	B	0.25	15.7	B	0.24	15.6	B
26 E. 124th St (EB) @ Lexington Ave (SB)	EB-TR	0.91	53.6	D	0.94	57.5	E	Not Applicable			0.98	68.9	E	1.03	80.8	F	1.01	76.3	E
	SB-LT										0.70	18.5	B	0.77	20.7	C	0.74	19.8	B
	SB-L	0.32	12.5	B	0.38	13.5	B												
	SB-T	0.81	21.5	C	0.82	22.1	C												

**Abbreviations**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound  
 L-Left, T-Through, R-Right, Dfl-Defacto Left  
 E-W: East-West Roadway, N-S: North-South Roadway

sec/veh - Seconds per Vehicle  
 LOS-Level Service, V/C Ratio-Volume to Capacity Ratio  
 \* - Denotes Impacted Locations

**Table 3.21-3 (Continued) 2016 As-of-Right Alternative Build Condition Level of Service**

This table was revised subsequent to the release of the DEIS

Intersection	Lane Group	Weekday PM Peak Hour									Weekday Sat MD Peak Hour								
		2016 No-Build Condition			2016 Build Condition			As-of-Right Alternative			2016 No-Build Condition			2016 Build Condition			As-of-Right Alternative		
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS
1 W. 129th St (WB) @ Lenox Ave (N-S)	WB-LTR NB-L NB-T SB-TR	0.70 0.20 0.40 0.43	31.7 13.5 14.3 14.6	C B B B	0.72 0.20 0.41 0.44	32.5 13.6 14.5 14.8	C B B B	Not Applicable			1.01 0.14 0.50 0.37	69.6 12.6 15.8 14.0	E B B B	1.03 0.15 0.52 0.39	74.7 12.7 16.0 14.1	E B B B	1.02 0.15 0.51 0.38	72.1 12.7 15.9 14.1	E B B B
3 E. 128th St (EB) @ Lexington Ave (SB)	EB-TR SB-LT	0.93 0.56	55.7 15.0	E B	1.01 0.56	73.6 15.0	E B	0.98 0.56	65.7 15.0	E B	0.69 0.63	33.8 16.3	C B	0.79 0.63	39.4 16.3	D B	Not Applicable		
9 W. 126th St (WB) @ Lenox Av (N-S)	WB-LTR WB-L WB-TR NB-L NB-T SB-TR	0.12 0.86 0.70 0.75 0.97	15.6 35.6 36.4 24.1 56.4	B D D C E	0.13 0.97 0.70 0.75 0.97	15.7 51.6 36.4 24.1 56.4	B D D C E	0.13 0.93 0.70 0.75 0.97	15.7 43.3 36.4 24.1 56.4	B D D C E	0.34 0.78 0.63 0.44 0.85	19.4 29.1 28.7 16.4 38.1	B C C B D	0.34 0.85 0.63 0.44 0.85	19.5 37.7 28.7 16.4 38.1	B D C B D	Not Applicable		
11 E. 126th St (WB) @ Park Av (N-S)	WB-LTR NB-LT SB-TR	0.81 0.49 0.49	35.8 13.7 13.2	D B B	0.94 0.49 0.49	49.4 13.7 13.2	D B B	0.89 0.49 0.49	42.1 13.7 13.2	D B B	0.69 0.24 0.35	34.5 9.3 10.2	C A B	0.85 0.24 0.35	43.8 9.3 10.2	D A B	Not Applicable		
13 E. 126th St (WB) @ Third Ave (NB)	WB-TR WB-T WB-R NB-LT	0.77 0.41 0.38	36.7 12.1	D B	Approach 0.94 0.84 0.41	53.0 54.8 49.4 12.4	E D D B	Approach 0.82 0.57 0.40	37.7 40.3 31.3 12.3	D D C B	0.80 0.22	39.9 10.8	D B	Approach 0.86 0.85 0.26	47.5 44.6 52.6 11.0	D D D B	Approach 0.75 0.60 0.25	35.0 35.8 33.1 10.9	C D C B
22 E. 125th St (E-W) @ Lexington Av (SB)	EB-TR WB-LT SB-LT SB-R	0.90 0.50 0.91 0.15	35.5 19.5 34.7 15.5	D B C B	1.04 0.50 0.96 0.17	64.6 19.6 41.7 15.7	E B D B	0.95 0.50 0.94 0.16	41.4 19.5 39.4 15.6	D B D B	0.81 0.54 0.81 0.15	29.1 21.2 25.9 14.3	C C C B	0.96 0.54 0.87 0.16	44.5 21.3 29.0 14.4	D C C B	Not Applicable		
24 E. 125th St (E-W) @ Second Av (SB1) Triboro off-ramp (SB2)	EB-TR WB-LT SB1-LTR SB1-L SB1-TR SB2-TR	0.80 0.41 0.95 0.73 0.88	33.8 29.0 63.4 31.4 54.6	C C E C D	0.82 0.44 1.19 0.77 0.88	34.6 29.6 136.9 32.2 54.6	C C F C D	0.81 0.43 1.08 0.75 0.88	34.2 29.4 98.0 31.8 54.6	C C F C D	0.78 0.72 0.50 0.75	34.9 41.5 24.7 39.9	C D C D	0.81 0.77 0.56 0.81	35.9 44.7 25.6 44.4	D D C D	Not Applicable		
26 E. 124th St (EB) @ Lexington Ave (SB)	EB-TR SB-LT SB-L SB-T	0.37 0.88	22.9 26.4	C C	0.38 0.94	23.0 33.5	C C	Not Applicable			0.80 1.06	40.1 62.4	D E	0.84 1.15	40.1 97.1	D F	0.83 1.11	42.7 81.9	D F

**Abbreviations**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound  
 L-Left, T-Through, R-Right, Dfl-Defacto Left  
 E-W: East-West Roadway, N-S: North-South Roadway

Under the As-of-Right Alternative, all analyzed stairways and the fare arrays at the 125<sup>th</sup> Street IRT (4, 5, 6) station would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, with the exception of stairway S2, located at the southeast corner of East 125<sup>th</sup> Street and Lexington Avenue. Under the As-of-Right Alternative, stairway S2 would operate at LOS D and a volume to capacity (v/c) ratio of ~~1.04~~1.03 in the PM peak hour, compared to LOS D and a v/c ratio of ~~1.02~~1.04 under the Build condition. In the AM peak hour, stairway S2 would operate at LOS C and a v/c ratio of ~~0.83~~0.84 under the As-of-Right Alternative. This stairway would therefore operate over its practical capacity in the PM peak hour under the As-of-Right Alternative. However, as the width increment threshold (WIT) needed to restore this stairway to an acceptable LOS is less than the *CEQR Technical Manual* WIT guideline of six inches for stairways that operate at LOS D, the As-of-Right Alternative would not result in a significant adverse impact at stairway S2. The AM and PM peak hour impacts to stairway S4 (located at the northeast corner of East 125<sup>th</sup> Street and Lexington Avenue) under the proposed action would not occur under the As-of-Right Alternative.

As with the proposed action, the peak directions of travel under the As-of Right Alternative are southbound during the AM peak hour and northbound during the PM peak hour. With respect to subway line haul conditions, southbound Nos. 4, 5 and 56 trains would operate over capacity in the AM peak hour under the As-of-Right Alternative, with v/c ratios of ~~1.10~~1.21, 1.06 and 1.031.04, respectively. ~~Southbound No. 6 trains would operate near capacity with a v/c ratio of 0.97 in the AM peak hour.~~ In the PM peak hour, No. 4 trains operate above capacity with a v/c ratio of 1.03 and the Nos. 4, 5 and 6 trains would operate below capacity with v/c ratios of 0.950.97—or less, respectively, in the peak northbound direction. Since the As-of-Right Alternative would add no more than one passenger per car in the peak direction during both the AM and PM peak hours, less than the *CEQR Technical Manual* impact criteria of five passengers per car, no significant adverse subway line haul impacts would result from the As-of-Right Alternative, as with the proposed project.

Under the As-of-Right Alternative, all analyzed local bus routes would operate with available peak direction capacity in the AM and PM peak hours. Since demand from the As-of-Right Alternative would not increase peak hour passenger loads above the maximum capacity at the peak load point, no significant adverse impacts would occur, as with the proposed project.

At analyzed sidewalks, corner areas and crosswalks, travel demand would generally decrease under the As-of-Right Alternative, compared to the proposed action. With this reduction in travel demand, no significant adverse impacts would occur at sidewalks, corner areas and crosswalks under the As-of-Right Alternative, similar to the proposed action.

### **Air Quality**

Similar to the proposed action, the As-of-Right Alternative would not cause or exacerbate any exceedances of air quality standards or impact criteria and therefore, would not result in significant adverse impacts related to stationary or mobile sources. With the lower amount of development that would result, emissions would be lower under this alternative.

## **Noise**

The lower amount of development that would result from the As-of-Right Alternative would result in lower noise effects. Similar to the proposed action, it would generate new residential and commercial uses in an area that is already characterized by medium to high density residential and commercial development. Residential and commercial portions of the development would be required to provide sufficient noise attenuation to maintain interior noise levels of 45 dBA or lower, so that the proposed development would not result in significant adverse noise impacts.

## **Construction Impacts**

The As-of-Right Alternative would not generate as much temporary construction disruption as would be attributable to the proposed action. The construction period would also likely be of a shorter duration than that anticipated for the proposed action. Similar to the proposed action, construction-related activities would not be expected to have any significant adverse impacts on historic resources, natural resources, infrastructure, traffic, air quality, noise, or hazardous materials conditions. Under the proposed action as well as under the As-of-Right Alternative, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, which should avoid or mitigate significant adverse impacts for the environmental factors named above. The As-of-Right Alternative would result in less truck traffic and construction-related noise than is projected to occur with the proposed action.

## **Public Health**

Similar to the proposed action, the As-of-Right Alternative would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise.

## **Mitigation**

With the additional traffic that would be generated, five intersections would still be impacted. The proposed action's mitigation measures would mitigate these five impacted locations under the As-of-Right Alternative.

## **Unavoidable Adverse Impacts**

The As-of-Right Alternative would not result in any significant adverse impacts that would not be mitigated. Thus, this alternative would not result in any unavoidable adverse impacts.

## **Conclusion**

As-of-Right development on the project site would result in lower demands on services, and lower amounts of traffic, air quality and noise effects and lower shadow effects with the lower density and scale of the development that would result. There would also be a different mix of uses anticipated, with less mixed-use development, little office use, if any, and the development of light industrial uses on East 126<sup>th</sup> Street where mixed-use development is proposed under the proposed action. While as-of-right development would result in far lower numbers of residents and workers on the project site, and far less of the associated traffic and other environmental effects, it would also not stimulate the revitalization of the surrounding area to the degree that would be expected through the proposed action's introduction of up to 1.7 million square feet of new mixed-use development. The 344 units of market rate housing under this alternative would not increase options for affordable housing as with the proposed action, and jobs created on the project site would not include a substantial amount of office workers that could create a critical mass of media businesses on the eastern end of the 125<sup>th</sup> Street corridor.

Policies of the City of New York for the East 125<sup>th</sup> Street Development project site, including objectives of the Harlem-East Harlem Urban Renewal Area, and redevelopment recommendations of a Task Force of elected and community representatives convened to formulate redevelopment guidelines for the East 125<sup>th</sup> Street Development project site, would not be implemented.

## **C. NO IMPACT ALTERNATIVE**

It is the City's practice to include, whenever feasible, a No Impact alternative that avoids, without the need for mitigation, all significant environmental impacts of the proposed action. As presented in Chapters 3.1 through 3.20, the proposed action is anticipated to result in significant adverse impacts related to traffic and shadows. To avoid the significant adverse impacts to traffic and pedestrian conditions, this alternative would require a substantial reduction in the total number of dwelling units and nonresidential floor area within the proposed rezoning area. Incremental development would need to be scaled back approximately 500 dwelling units and 50,000 square feet of local retail to avoid significant impacts from traffic associated with the proposed project.

A zoning change to permit residential development on the M1-2-zoned portions of the project site would be required. The C6-3 District mapped under the proposed action would also permit the uses, scale and density necessary for this alternative, as described above. While tower-type construction would not be included in this alternative, some of the urban design guidelines applicable to the proposed action could also be applied for this alternative, such as transparency requirements for retail, open space requirements, requirements related to security gates, and requirements related to building recesses. Other urban design guideline requirements of the proposed action such as minimum required streetwall heights would not be applicable to lower rise development resulting from this alternative.

The 50,000 square feet of retail use would be located on Parcels B and C, and facing Second and Third Avenues, while the 500 units of residential development would be distributed across the three development parcels. This low density would not achieve the urban design vision reflected in the proposed action, and would be expected to generate about one-tenth of the employment and office jobs generated by the proposed action. The significantly reduced program of development would also not likely include affordable housing.

To avoid the proposed action's direct impacts from shadows, construction under this alternative would need to be lower in scale. As discussed in Chapter 3.5, "Shadows," the only significant shadow impact that is expected from the proposed project on existing shadow sensitive resources would be on the eastern portion of the PS 30 Playground in the winter, which would reduce the usability of this open space in the morning hours during the coldest months. To avoid these shadow impacts, building heights on the western side of Parcel A would need to be reduced. Under a reduced scale development, mid-rise construction under 100 feet in height in this location on the project site would avoid significant adverse shadow impacts on the PS 30 Playground.

The effects of this alternative are summarized below and compared to those of the proposed action.

### **Land Use, Zoning, and Public Policy**

As with the proposed action, the No Impact Alternative would replace underutilized parcels and bus storage on the East 125<sup>th</sup> Street Development project site with new mixed-use development. This would improve conditions on the project site and generate an increase in housing and employment, though not to a degree that would have the significant area-wide benefits related to community revitalization and economic development anticipated under the proposed action, and without creating a major retail, cultural and entertainment destination at the eastern gateway to 125<sup>th</sup> Street. The extent of residential development proposed under the Harlem-East Harlem Urban Renewal Plan (HEHURP) would not be achieved and recommendations of the Task Force of elected and community representatives convened to formulate guidelines for the redevelopment of the East 125<sup>th</sup> Street Development project site would not be implemented.

Land use and public policy benefits that are expected to result from the proposed action, including strengthening the residential base of East Harlem with compatible development including affordable housing, and reinforcing 125<sup>th</sup> Street as a major mixed-use corridor and a local and regional destination for arts, entertainment and retail, would not be fully achieved under this alternative.

~~Land use and public policy benefits that are expected to result from the proposed action—including the construction of up to 650 affordable housing units and up to 350 units of middle income housing along a corridor with excellent transit access; the additional reinforcing of 125<sup>th</sup> Street as a major mixed-use corridor and a local and regional destination for arts, entertainment~~

~~and retail; and, the introduction of publicly accessible open space on the project site — would not be fully achieved under this alternative.~~

With regard to public policy, policies of the City of New York, including objectives and land use recommendations of the Harlem-East Harlem Urban Renewal Plan, and redevelopment recommendations of a Task Force of elected and community representatives convened to formulate redevelopment guidelines for the East 125<sup>th</sup> Street Development, would not be implemented.

### **Socioeconomic Conditions**

Future conditions under the No Impact Alternative would result in less commercial and residential development than would otherwise occur with implementation of the proposed action. There would be comparatively fewer new jobs. Without introduction of new office space, East Harlem would not experience the degree of economic development that would occur under the proposed action, or with as diverse a range of employment.

Socioeconomic effects associated with the proposed action, such as incremental increases in commercial and residential rents and property values, which are not considered to be significant adverse direct or indirect impacts under future conditions with the proposed action, would occur to a more limited extent under the No Impact Alternative. Similar to the proposed action, all of the businesses that are currently present on the project site would be displaced. With lower returns on investment due to the reduced size of the project, the feasibility of relocating bus storage underground on the project site would need to be determined.

With a lesser degree of development on the project site, the mixed-use and residential character of the 125<sup>th</sup> Street corridor would not be strengthened to the degree that would occur under conditions with the proposed action, and the beneficial socioeconomic effects that a greater increase in affordable housing supply could produce would be reduced.

### **Community Facilities and Services**

The incremental increase in demand for community facilities and services would be lower under the No Impact Alternative than under the proposed action. No significant adverse impacts on community facilities and services would be anticipated.

### **Open Space**

The increase in demand for open space expected from onsite worker and residential populations resulting from the No Impact Alternative would be lower under the No Impact Alternative compared to the proposed action. No significant adverse effects on open space would be expected. Impacts on off-site open spaces from shadow impacts would be lower (see below).



## **Shadows**

Under the No Impact Alternative, shadows cast by new development on the project site would be substantially reduced, and there would be no significant adverse shadow impacts on the PS 30 Playground. The small incremental shadow impact that would occur on the Triborough Plaza only in the very late afternoon in the spring and summer under the proposed action would not occur.

## **Historic Resources**

The small incremental shadow impact that would occur on the Triborough Plaza only in the very late afternoon in the spring and summer under the proposed action would not occur under the No Impact Alternative. While this is not considered to be a significant impact on this historic resource under the proposed action, the No Impact Alternative would avoid this minor shadow effect on Triborough Plaza. As with the proposed action, the five National Register eligible or potentially eligible resources that are located within the 400-foot study area are each located 90 feet or greater beyond the development site and no adverse effects on architectural resources as a result of construction, or indirect effect through change in visual context or shadows, would be anticipated from this alternative. The No Impact Alternative would also not be expected to result in significant adverse impacts on archaeological resources, although two lots within the project site that may not have been disturbed by twentieth-century construction and demolition could potentially contain intact nineteenth-century archaeological resources. The LPC has reviewed a November 2007 Archeological Documentary Study prepared by Historical Perspectives, Inc. (see Appendices) and has determined that archeological testing is required before any excavation can occur at the site. This determination would also apply to the No Impact Alternative.

## **Urban Design and Visual Conditions**

No significant adverse impacts to urban design and visual conditions would be expected under the No Impact Alternative. However, mid-rise development that would result from this alternative would not achieve the urban design objectives for the project site described in guidelines developed by the Task Force of elected officials and community representatives convened to prepare guidelines for the development of the site. The resulting lower amount of new construction would also not bring the same degree of activity to the sidewalks of the area as the proposed action. The project site would not be developed with the intensive array of uses proposed under the proposed action and future development would not be likely to create as substantial an eastern anchor for the 125<sup>th</sup> Street corridor as would the proposed action.

## **Neighborhood Character**

The No Impact Alternative would lower traffic and shadow effects to no-impact levels, resulting in concomitantly lower effects on neighborhood character than the proposed action. Low scale

and mid-rise mixed-use development that would still be expected on the site would serve to enliven the area during day and evening hours. Transportation demands in the study area would still increase with the new No Action development change due to specific development projects that are anticipated and projected, as well as from background growth over time. However, no significant reductions in levels of service would be present at intersections under the No Impact Alternative. Given the resulting mixed-use development from the No Impacts Alternative, benefits to neighborhood character related to promoting an active and pedestrian oriented streetscape would be expected. However, the degree of affordable housing and employment opportunities, and the extent of benefits related to employment and revitalization resulting from this alternative would be reduced in comparison to the proposed action. While negative effects on neighborhood character from traffic and, to the extent applicable, shadows, would be reduced, benefits related to neighborhood character resulting from the proposed action would also be reduced under this alternative.

### **Hazardous Materials**

Like the proposed action, future development on the project site under the No Impact Alternative ~~will~~would require measures to mitigate hazardous materials identified through the previous Environmental Site Assessment and Environmental Site Investigation. Development would be expected to occur in accordance with applicable regulations and guidelines related to hazardous materials and the mitigation measures identified in Chapter 3.10.

### **Natural Resources**

Like the proposed action, as the project site and upland areas of the study area are generally urbanized and largely devoid of natural resources, development under the No Impact Alternative within the study area would not be expected to result in significant adverse impacts on the condition of natural resources in the study area.

### **Waterfront Revitalization Program**

The No Impact Alternative, like the proposed action, does not include any portion of the project site within the designated boundaries of the New York City Coastal Zone. As such, neither the No Impact Alternative nor the proposed action are subject to review for consistency with the City's LWRP.

### **Infrastructure**

Increases in demand on the City's water supply, wastewater treatment and stormwater management systems under the No Impact Alternative would be lower than under the proposed action. As with the proposed action, no significant adverse infrastructure impacts would occur under the No Impact Alternative.

## **Solid Waste/Sanitation Services**

Under the No Impact Alternative, a lower increase in the volumes of solid waste and recyclables would be generated by the project site than under the proposed action. The additional demand from the lower level of anticipated development is expected to comprise a small fraction of the maximum peak day TPD allowable under the proposed permit limits for the East 91<sup>st</sup> Street MTS and would not create any significant adverse impact to DSNY's collection capacity or schedule.

## **Energy**

Demands on energy would be less than under the proposed action. As with the proposed action, no significant adverse energy effects would occur under the No Impact Alternative.

## **Traffic and Parking**

The No Impact Alternative would avoid the proposed action's identified significant adverse traffic impacts. This alternative would consist of 500 residential dwelling units, with approximately 50,000 square feet of local retail space at the base of the residential buildings. There would be approximately 79 percent fewer trips in the AM peak period, 84 percent fewer in the midday, 89 percent fewer in the PM, and 90 percent fewer trips during the Saturday midday as compared to the proposed action. Table 3.21-4 provides a comparison of total vehicle trips generated by both the No Impact Alternative and the proposed action.

**Table 3.21-4 Total Vehicle Trip Generation Volume Comparison**

	No Impact Alternative	Proposed Action
AM Peak Hour	68	321
Midday Peak Hour	99	625
PM Peak Hour	87	767
Sat Midday Peak Hour	90	875

The reduced number of peak hour vehicle trips under the No Impact Alternative would eliminate all the significant traffic impacts that would be caused by the Proposed Project. Table 3.21-5 shows the nine intersections that would experience significant adverse impacts under the Build Condition for the proposed action, and compares them to the No-Impact Alternative.

As with the proposed action, the parking demand for this alternative would be fully accommodated by an on-site accessory parking garage. Therefore, no significant adverse impacts to parking in the area would be expected.

## **Transit and Pedestrians**

The transit and pedestrian analyses for the No-Impact Alternative consider a development scenario comprised of 500 dwelling units and 50,000 square feet of local retail, and also incorporate background growth and demand from future developments anticipated in the vicinity of the project site. Overall transit and pedestrian demand would be lower than it would be with the proposed action.

Under the No Impact Alternative, all analyzed stairways and the fare arrays at the 125<sup>th</sup> Street IRT (4, 5, 6) station would continue to operate at an acceptable LOS C or better in both the AM and PM peak hours, with the exception of stairway S2, located at the southeast corner of East 125<sup>th</sup> Street and Lexington Avenue. ~~Similar to the As-of-Right Alternative, u~~Under the No Impact Alternative stairway S2 would operate at LOS D and a v/c ratio of ~~1.01~~1.03 in the PM peak hour, compared to LOS D and a v/c ratio of ~~1.02~~1.04 under the Build condition. In the AM peak hour, stairway S2 would operate at LOS C and a v/c ratio of ~~0.83~~0.85 under the No Impact Alternative. This stairway would therefore operate over its practical capacity in the PM peak hour under the No Impact Alternative. However, as the width increment threshold (WIT) needed to restore this stairway to an acceptable LOS is less than the *CEQR Technical Manual* WIT guideline of six inches for stairways that operate at LOS D, the No Impact Alternative would not result in a significant adverse impact at stairway S2. The AM and PM peak hour impacts to stairway S4 under the proposed action (located at the northeast corner of East 125<sup>th</sup> Street and Lexington Avenue) would not occur under the No Impact Alternative.

~~Under both the As-of-Right and the No Impact alternatives, Stairway S2 would operate at LOS D and a v/c/ ratio of 1.01 in the PM peak hour. As the project increment generated by Parcel C in both alternatives is approximately equal, the resulting v/c ratios would be expected to be equal.~~

**Table 3.21-5 2016 No-Impact Alternative Build Condition Level of Service**

This table was revised subsequent to the release of the DEIS

This table was revised subsequent to the release of the DEIS																					
Intersection	Lane Group	Weekday AM Peak Hour									Weekday MD Peak Hour										
		2016 No-Build Condition			2016 Build Condition			2016 No Impact Alternative			2016 No-Build Condition			2016 Build Condition			2016 No Impact Alternative				
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS		
11	E. 126th St (WB) @ Park Av (N-S)	WB-LTR NB-DefL NB-T NB-LT SB-TR	0.93 0.40 0.35  0.44	50.4 14.8 12.2  12.6	D B B  B	0.93 0.40 0.35  0.44	51.0 14.8 12.2  12.6	D B B  B	Not Applicable			0.83    0.26 0.31	43.0    9.5 9.8	D    A A	0.95    0.26 0.31	61.9    9.5 9.8	E    A A	■	0.85    0.26 0.31	44.6    9.5 9.8	D    A A
13	E. 126th St (WB) @ Third Ave (NB)	WB-TR WB-T WB-R NB-LT	0.89   0.37	43.1   12.0	D   B	0.97   0.39	56.3   12.2	E   B	■	0.92   0.37	45.4   12.1	D   B	0.84   0.30	43.6   11.4	D   B	0.86 0.58 0.34	45.0 31.3 11.8	D C B	Not Applicable		
14	E. 126th St (WB) @ Triboro Off-Ramp (NB) Second Av (SB)	WB-LTR NB-L NB-T SB-TR	0.65 1.02 0.93 0.73	36.2 86.6 57.4 24.9	D F E C	0.70 1.05 0.93 0.81	37.6 96.6 57.4 27.1	D F E C	■	0.66 1.02 0.93 0.75	36.5 88.8 57.4 25.5	D F E C	0.48 0.44 0.91 0.36	31.9 36.1 53.3 19.4	C D D B	0.57 0.51 0.91 0.45	33.5 38.2 53.3 20.4	C D D C	Not Applicable		
22	E. 125th St (E-W) @ Lexington Av (SB)	EB-TR WB-LT SB-LT SB-R	0.85 0.56 0.78 0.24	34.7 23.7 22.8 13.7	C C C B	0.95 0.56 0.79 0.24	45.0 23.8 23.3 13.8	D C C B	Not Applicable			0.87 0.48 0.58 0.23	34.5 20.5 19.5 15.5	C C B B	0.97 0.48 0.62 0.25	50.6 20.6 20.6 15.7	D C C B	■	0.91 0.48 0.60 0.23	39.8 20.5 20.1 15.5	D C C B
26	E. 124th St (EB) @ Lexington Ave (SB)	EB-TR SB-LT SB-L SB-T	0.91  0.32 0.81	53.6  12.5 21.5	D  B C	0.94  0.38 0.82	57.5  13.5 22.1	E  B C	Not Applicable			0.98 0.70	68.9 18.5	E B	1.03 0.77	80.8 20.7	F C	■	1.00 0.72	72.6 19.0	E B

**Abbreviations**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound  
 L-Left, T-Through, R-Right, DfL-Defacto Left  
 E-W: East-West Roadway, N-S: North-South Roadway

sec/veh - Seconds per Vehicle  
 LOS-Level Service, V/C Ratio-Volume to Capacity Ratio  
 ■ - Denotes Impacted Locations

**Table 3.21-5 (continued) 2016 No-Impact Alternative Build Condition Level of Service**

This table was revised subsequent to the release of the DEIS

Intersection	Lane Group	Weekday PM Peak Hour									Weekday Sat MD Peak Hour								
		2016 No-Build Condition			2016 Build Condition			No-Impact Alternative			2016 No-Build Condition			2016 Build Condition			No-Impact Alternative		
		V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS	V/C Ratio	Delay sec/veh	LOS
1 W. 129th St (WB) @ Lenox Ave (N-S)	WB-LTR NB-L NB-T SB-TR	0.70 0.20 0.40 0.43	31.7 13.5 14.3 14.6	C B B B	0.72 0.20 0.41 0.44	32.5 13.6 14.5 14.8	C B B B	Not Applicable			1.01 0.14 0.50 0.37	69.6 12.6 15.8 14.0	E B B B	1.03 0.15 0.52 0.39	74.7 12.7 16.0 14.1	E B B B	1.01 0.14 0.51 0.37	70.1 12.6 15.8 14.0	E B B B
3 E. 128th St (EB) @ Lexington Ave (SB)	EB-TR SB-LT	0.93 0.56	55.7 15.0	E B	1.01 0.56	73.6 15.0	E B	0.94 0.56	57.7 15.0	E B	0.69 0.63	33.8 16.3	C B	0.79 0.63	39.4 16.3	D B	Not Applicable		
9 W. 126th St (WB) @ Lenox Av (N-S)	WB-LTR WB-L WB-TR NB-L NB-T SB-TR	0.12 0.86 0.70 0.75 0.97	15.6 35.6 36.4 24.1 56.4	B D D C E	0.13 0.97 0.70 0.75 0.97	15.7 51.6 36.4 24.1 56.4	B D D C E	0.12 0.88 0.63 0.75 0.97	15.6 36.8 36.4 24.1 56.4	B D D C E	0.34 0.78 0.63 0.44 0.85	19.4 29.1 28.7 16.4 38.1	B C C B D	0.34 0.85 0.63 0.44 0.85	19.5 37.7 28.7 16.4 38.1	B D C B D	Not Applicable		
11 E. 126th St (WB) @ Park Av (N-S)	WB-LTR NB-LT SB-TR	0.81 0.49 0.49	35.8 13.7 13.2	D B B	0.94 0.49 0.49	49.4 13.7 13.2	D B B	0.82 0.49 0.49	36.6 13.7 13.2	D B B	0.69 0.24 0.35	34.5 9.3 10.2	C A B	0.85 0.24 0.35	43.8 9.3 10.2	D A B	Not Applicable		
13 E. 126th St (WB) @ Third Ave (NB)	WB-TR WB-T WB-R NB-LT	0.77   0.38	36.7   12.1	D   B	Approach 0.94 0.84 0.41	53.0 54.8 49.4 12.4	E E D B	Approach 0.68 0.24 0.39	30.4 32.0 22.8 12.1	C C C B	0.80   0.22	39.9   10.8	D   B	Approach 0.86 0.85 0.26	47.5 44.6 52.6 11.0	D D D B	Approach 0.61 0.29 0.23	28.7 29.9 24.0 10.8	C C C B
22 E. 125th St (E-W) @ Lexington Av (SB)	EB-TR WB-LT SB-LT SB-R	0.90 0.50 0.91 0.15	35.5 19.5 34.7 15.5	D B C B	1.04 0.50 0.96 0.17	64.6 19.6 41.7 15.7	E B D B	0.97 0.50 0.96 0.17	46.5 19.6 41.7 15.7	D B D B	0.81 0.54 0.81 0.15	29.1 21.2 25.9 14.3	C C C B	0.96 0.54 0.87 0.16	44.5 21.3 29.0 14.4	D C C B	Not Applicable		
24 E. 125th St (E-W) @ Second Av (SB1) Triboro off-ramp (SB2)	EB-TR WB-LT SB1-LTR SB1-L SB1-TR SB2-TR	0.80 0.41  0.95 0.73 0.88	33.8 29.0  63.4 31.4 54.6	C C  E C D	0.82 0.44  1.19 0.77 0.88	34.6 29.6  136.9 32.2 54.6	C C  F C D	0.80 0.41  0.97 0.74 0.88	33.8 29.0  66.8 31.6 54.6	C C  E C D	0.78 0.72 0.50  0.75	34.9 41.5 24.7  39.9	C D C  D	0.81 0.77 0.56  0.81	35.9 44.7 25.6  44.4	D D C  D	Not Applicable		
26 E. 124th St (EB) @ Lexington Ave (SB)	EB-TR SB-LT SB-L SB-T	0.37 0.88  	22.9 26.4  	C C  	0.38 0.94  	23.0 33.5  	C C  	Not Applicable			0.80 1.06  	40.1 62.4  	D E  	0.84 1.15  	40.1 97.1  	D F  	0.80 1.07  	40.8 66.0  	D E  

**Abbreviations**

EB-Eastbound, WB-Westbound, NB-Northbound, SB-Southbound  
 L-Left, T-Through, R-Right, DfI-Defacto Left  
 E-W: East-West Roadway, N-S: North-South Roadway

sec/veh - Seconds per Vehicle  
 LOS-Level Service, V/C Ratio-Volume to Capacity Ratio  
 \* - Denotes Impacted Locations

As with the proposed action, the peak directions of travel under the No Impact Alternative are southbound during the AM peak hour and northbound during the PM peak hour. With respect to subway line haul conditions, southbound Nos. 4, 5 and 6 trains would operate over capacity in the AM peak hour under the No Impact Alternative, with v/c ratios of 1.41, 1.21, 1.06 and 1.03, respectively. ~~Southbound No. 6 trains would operate near capacity with a v/c ratio of 0.97 in the AM peak hour.~~ In the PM peak hour, No. 4 trains operate above capacity with a v/c ratio of 1.03 and Nos. 4, 5 and 6 trains would operate below capacity with v/c ratios of 0.95, 0.96 and 0.97, respectively, or less in the peak northbound direction. As the No Impact Alternative would add no more than one passenger per car in the peak direction during both the AM and PM peak hours, less than the *CEQR Technical Manual* impact criteria of five passengers per car, no significant adverse subway line haul impacts would result from the No Impact Alternative, as with the proposed action.

Under the No Impact Alternative, all analyzed local bus routes would operate with available peak direction capacity in the AM and PM peak hours. As demand from the No Impact Alternative would not increase peak hour passenger loads above the maximum capacity at the peak load point, no significant adverse impacts would occur, similar to the proposed action.

At analyzed sidewalks, corner areas and crosswalks, travel demand would generally increase under the No Impact Alternative, compared to the No-Build condition. However, the No Impact Alternative would generate less demand at these analyzed pedestrian facilities when compared to the proposed action. With this reduction in travel demand, no significant adverse impacts would occur at sidewalks, corner areas, and crosswalks under the No Impact Alternative, similar to the proposed action.

### **Air Quality**

Similar to the proposed action, the No Impact Alternative would not cause or exacerbate any exceedances of air quality standards or impact criteria and therefore, would not result in significant adverse impacts related to stationary or mobile sources. With the lower amount of development that would result, emissions would be lower under this alternative.

### **Noise**

The lower amount of development that would result from the No Impact Alternative would result in lower noise effects. Similar to the proposed action, it would generate new residential and commercial uses in an area that is already characterized by medium to high density residential and commercial development. Residential and commercial portions of the development would be required to provide sufficient noise attenuation to maintain interior noise levels of 45 dBA or lower, so that the proposed development would not result in significant adverse noise impacts.

## **Construction Impacts**

The No Impact Alternative would not generate as much temporary construction disruption as would be attributable to the proposed action. The construction period would also be of a shorter duration than that anticipated for the proposed action. Under the proposed action as well as under the No Impact Alternative, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, avoiding significant adverse impacts in other areas such as air quality and temporary construction noise. The No Impact Alternative would result in less truck traffic and construction-related noise than would be expected with the proposed action.

Similar to the proposed action, construction-related activities would not be expected to have any significant adverse impacts on historic resources, natural resources, infrastructure, traffic, air quality, noise, or hazardous materials conditions. The construction process in New York City is highly regulated to ensure that construction period impacts are eliminated or minimized.

## **Public Health**

The No Impact Alternative would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health -- namely, air quality, hazardous materials, solid waste management, and noise -- to a greater degree than the proposed action.

## **Mitigation**

The No Impact Alternative would not result in significant adverse impacts. Thus, no mitigation measures would be required for this alternative.

## **Unavoidable Adverse Impacts**

The No Impact Alternative would not result in any significant adverse impacts. Thus, this alternative would not result in any unavoidable adverse impacts.

## **Conclusion**

Compared to the proposed action, the No Impact Alternative would result in lower demands on services, and lower amounts of traffic, air quality and noise effects and lower shadow effects with the lower density and scale of the development that would result. However, the program of development would be limited to 500 dwelling units and 50,000 square feet of retail use in order to eliminate any significant adverse impacts related to traffic or pedestrians. The lower building height would also eliminate the potential shadow impacts that would be expected with the proposed action. While the No Impact Alternative would generate a far smaller number of residents and worker population on the project site, and no traffic, shadow, or other environmental effects, it would also not stimulate the revitalization of the surrounding area to the



degree that would be expected through the proposed action's introduction of up to 1.7 million square feet of new mixed-use development. No office development would result, and the 500 units of market rate housing under this alternative would not increase options for affordable housing as with the proposed action. Jobs created on the project site would not include a substantial amount of office workers that could create a critical mass of media businesses on the eastern end of the 125<sup>th</sup> Street corridor.

Policies of the City of New York for the East 125<sup>th</sup> Street Development project site, including objectives of the Harlem-East Harlem Urban Renewal Area, and redevelopment recommendations of a Task Force of elected and community representatives convened to formulate redevelopment guidelines for the East 125<sup>th</sup> Street Development project site, would not be implemented.

#### **D. MTA BUS DEPOT EXPANSION ALTERNATIVE (DEPOT ALTERNATIVE)**

The ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative includes the relocation of the existing bus storage from Parcel A to the existing ~~off-site~~ MTA Bus Depot located to the east of Parcel A to accommodate bus storage that currently occurs on the Project Site and its surroundings.

The MTA's New York City Transit 126<sup>th</sup> Street Bus Depot is located at 2460 Second Avenue (Block 1803, Lot 1). Under this alternative, no underground MTA Bus Storage would be located on Parcel A of the East 125<sup>th</sup> Street Development. As shown in Figure 3.21-1 and Figure 3.21-2, the expansion of the MTA Bus Depot would require the addition of two floors of bus storage to accommodate the equivalent of 250 buses, including both standard and articulated buses, for a total of three floors of bus storage and maintenance, as well as mezzanine level office space. The additional two floors that would be used for bus storage would have floor-to-ceiling heights of 20 feet, for a total building height of 68 feet.

Under this alternative, the volume of some of the space that was reserved within Parcel A for bus storage would be redistributed for non-residential uses, and the building would have a ~~higher~~ shallower basement-~~depth~~, with less excavation required compared to the proposed action. Development on the East 125<sup>th</sup> Street Development project site would otherwise be similar, with a slight increase in retail use of approximately 19,000 square feet.

Relocation of the bus storage ~~to an off-site location from Parcel A~~ would benefit urban design conditions of the East 125<sup>th</sup> Street Development project site by removing curb cuts for underground bus storage from East 126<sup>th</sup> Street and East 127<sup>th</sup> Street on the East 125<sup>th</sup> Street Development project site.

The effects of this alternative are summarized below and compared to those of the proposed action.

## **Land Use, Zoning, and Public Policy**

The Depot Alternative contains the same development program as the proposed action—meaning that the amount of new housing and retail and commercial development is identical to the proposed project—with an addition of a small amount of retail space (19,000 square feet) in Parcel A and the relocation of the bus parking from Parcel A to the MTA Bus Depot.

Land Use effects on the East 125<sup>th</sup> Street Development project site resulting from the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would differ from the proposed action due to the replacement of proposed underground bus storage on Parcel A with retail or other non-residential uses. Although including bus storage below the mixed-use buildings on Parcel A would not be considered to result in significant adverse land use impacts under the proposed action, this alternative would be more compatible with the overall mixed-use program of development for the project site. Buses would not be entering or exiting the proposed buildings on East 126<sup>th</sup> Street or East 127<sup>th</sup> Street, and the bus storage would be relocated to an adjacent manufacturing district into an enlarged MTA Bus Depot.

The existing MTA Bus Depot occupies an entire block zoned M1-2 located across Second Avenue to the east of Parcel A. There is bus circulation and storage area in front of the building on Second Avenue that is part of the mapped streetbed. The Depot is set back approximately 120 feet from the lot lines of blocks facing the east side of Second Avenue to the south. The Depot building is approximately 35 feet tall and has mezzanine level offices with windows on its perimeter. The ground floor consists of a bus maintenance area that is accessed through garage doors that line Second Avenue, with additional roll-up gated garage doors facing East 126<sup>th</sup> Street and East 127<sup>th</sup> Street. The East 127<sup>th</sup> Street side of the building has exterior fuel delivery facilities and there is an exhaust stack on the rooftop of the Depot midblock on the East 126<sup>th</sup> Street side of the building. The stack is visible from surrounding blocks.

Facing the Depot building on the south and also in an M1-2 District is a mix of residential and commercial uses on East 126<sup>th</sup> Street, including five-story walk-up apartment buildings, parking facilities, and vacant land containing a billboard. The Triborough Bridge Exit Ramp extends from the southeast and leads north into Second Avenue across from the southwestern corner of the Depot on Second Avenue and East 126<sup>th</sup> Street, where motorists either turn east onto East 126<sup>th</sup> Street or continue north onto an entrance ramp to the Harlem River Drive.

To the west of the Depot is Parcel A of the proposed East 125<sup>th</sup> Street Development, which currently contains MTA bus storage. Directly to the east is the elevated viaduct supporting the ramp to the Willis Avenue Bridge, which rises from grade at 125<sup>th</sup> Street and, along with the bridge access ramp from the Harlem River Drive, is elevated to the east of the Depot building. There is little pedestrian activity on First Avenue at this location abutting the Willis Avenue Bridge ramp.

Directly across East 127<sup>th</sup> Street to the north of the Bus Depot are parklands and Harlem River Drive entrance and exit ramps. Surrounding the highway ramps are the well landscaped grounds

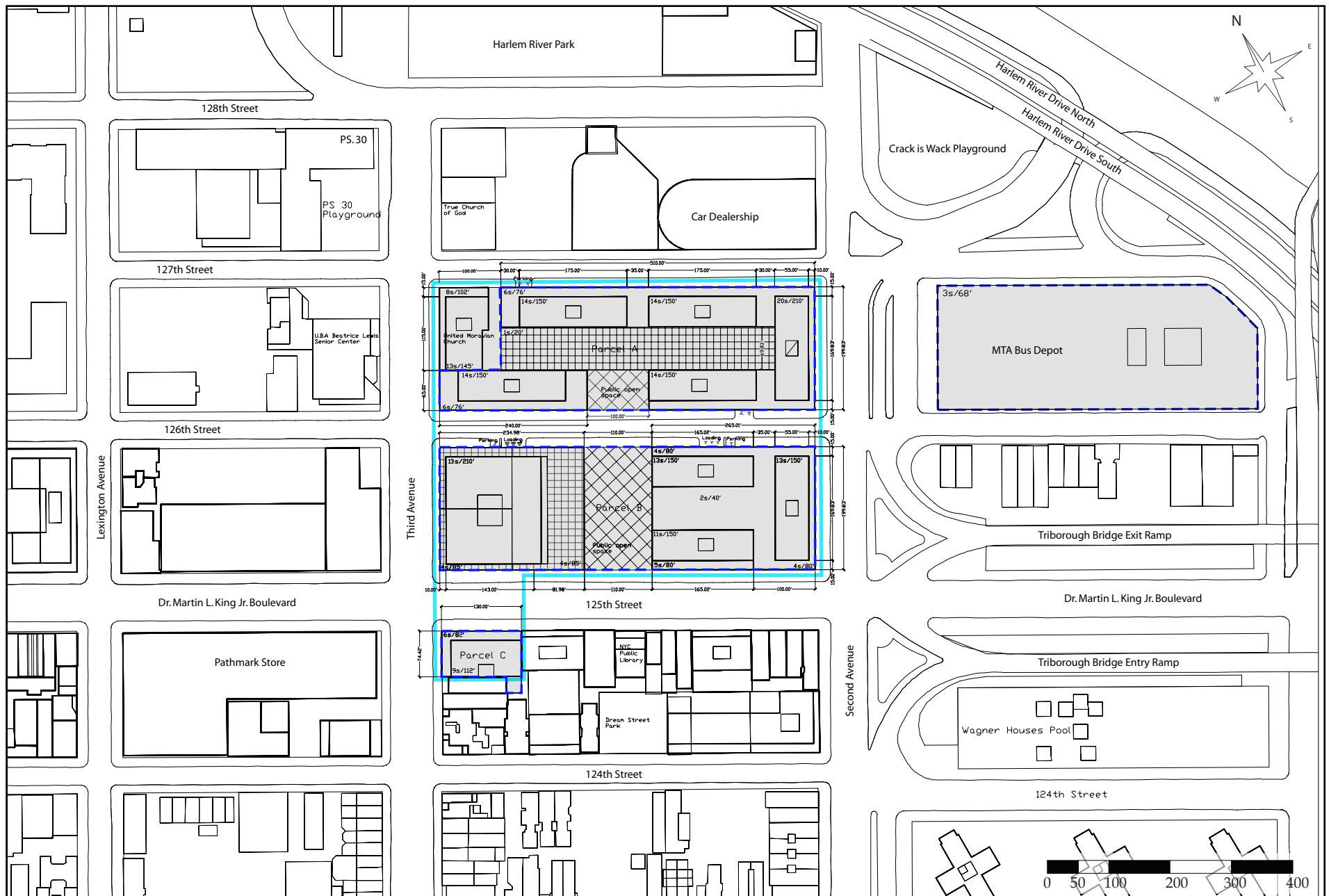
of Harlem River Park. To the west of these, and just northwest of the Bus Depot, are handball courts within the Crack is Wack Playground. The open space of Harlem River Park directly to the north of the Bus Depot does not contain benches, or other passive or active recreational facilities.

The proposed expanded bus depot would not exceed its current footprint, and the height of the building would be within the range of existing building heights in the area. Because the bus depot building covers its entire block, the resulting mid-rise building would have a bulkier appearance than much of the surrounding development. Residential and parkland uses that are located on the adjacent blocks on East 126<sup>th</sup> Street and East 127<sup>th</sup> Street, respectively, would face a ~~larger-taller~~ Bus Depot building.

Parcel A of tThe East 125<sup>th</sup> Street Development, however, would contain slightly more retail floor area without increasing its height or building envelope, be of a slightly greater size, as assince aA portion of the space below-grade on Parcel A that would otherwise be dedicated to bus storage under the proposed action would be used for retail space under this alternativeuse (19,000 sf). To the east of this existing Bus Depot is the Harlem River Drive running on an elevated viaduct, creating a partial physical and visual barrier between the Bus Depot site and the waterfront.

The existing MTA Bus Depot is located in an M1-2 District, with a maximum allowable FAR of 2.0. The increase in density on this parcel necessary to accommodate storage of the equivalent of 250 standard length buses would exceed the maximum allowable FAR. However, the MTA is exempt from local zoning requirements and no zoning changes would be required.

The Bus Depot site is also located within the Coastal Zone, although its current use is not dependent on waterfront access and does not contain significant views or public access to the waterfront. The expansion of the Depot under this alternative would not result in significant impacts to natural resources or water resources, with the existing building and its parking area facing Second Avenue already having full impervious coverage. To the east of the existing Bus Depot is Harlem River Drive and the Willis Avenue Bridge entrance ramps. The bridge approach is supported by an elevated viaduct that creates a physical and visual barrier between the Bus Depot site and the Harlem River. That condition would neither be exacerbated nor reduced by this alternative.



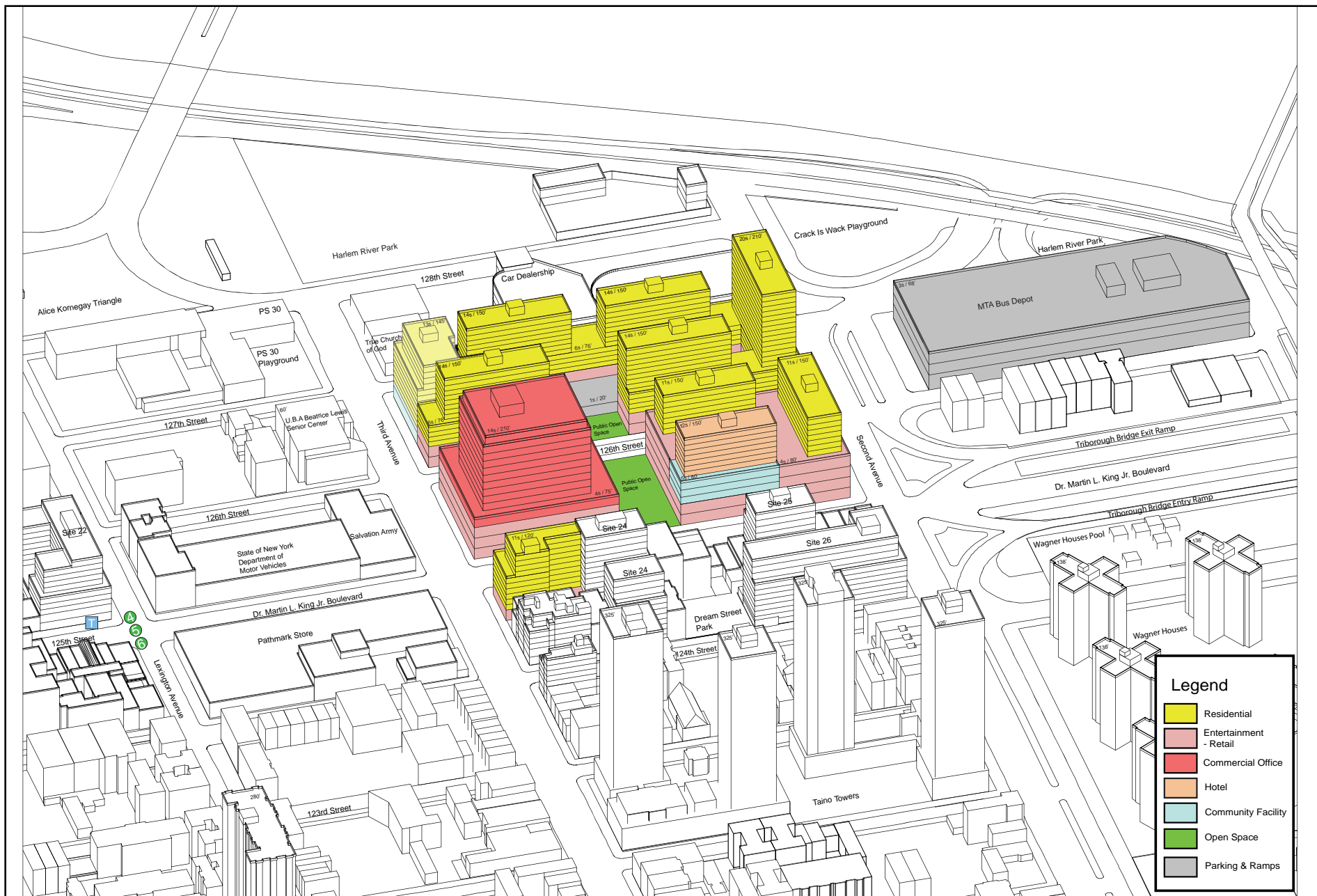
### Legend

- Project Site Boundary
- Rezoning Boundary

\*This Site Plan is for illustrative purposes only.

Source:  
DCP 125th Street Rezoning & Related  
Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

**Figure 3.21-1 - MTA Bus Depot Expansion  
Alternative Illustrative Site Plan\***  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**



Source: DCP 125th Street Rezoning & Related  
Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

\*This Site Plan is for illustrative purposes only.

**Figure 3.21-2 - MTA Bus Depot Expansion  
Illustrative Plan Isometric View\***  
East 125th Street Development EIS  
NYC Economic Development Corporation

## **Socioeconomic Conditions**

The ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would not be expected to have significantly different socioeconomic effects on the study area than the proposed action. A slightly greater amount of non-residential development would occur on the East 125<sup>th</sup> Street Development project site, entailing approximately 19,000 square feet of additional retail space. The surrounding area would still experience economic development benefits, with slightly greater job creation on the project site, adding approximately 57 retail jobs. The same number of businesses would be displaced as under the proposed action. Development of affordable housing would still occur. Socioeconomic effects associated with the proposed action, such as incremental increases in commercial and residential rents and property values, which are not considered to be significant adverse direct or indirect impacts under future conditions with the proposed action, would still occur.

Below-grade floor area on the East 125<sup>th</sup> Street Development project site proposed for bus storage under the proposed action would no longer be used for that purpose and some additional retail use would potentially be able to occupy that space. Given the overall magnitude of retail uses proposed on the project site, the increment of additional below-grade retail space on the East 125<sup>th</sup> Street Development project site would not be expected to significantly increase socioeconomic effects of this alternative, including effects related to business competition.

Retail development anticipated in the Market Study Area between 2012 and 2016 includes the anticipated completion of the first phase of development resulting from the Manhattanville Rezoning, located between 125<sup>th</sup> Street and 135<sup>th</sup> Street west of Broadway. The Final Environmental Impact Statement for the Proposed Manhattanville In West Harlem Rezoning and Academic Mixed-Use Development, dated November 16, 2007, indicates that between 18,250 square feet and 90,000 square feet of retail development would be expected in Subdistrict A between West 129<sup>th</sup> Street and West 134<sup>th</sup> Street by 2015. This retail space is primarily expected to include neighborhood retail and services and convenience goods supporting students and staff of Columbia University and the immediately surrounding community. Given the nature and relatively small size of this other projected retail development –and its location on the opposite side of Manhattan, competition effects between the anchor retail uses at the East 125<sup>th</sup> Street Development and retail development resulting from the Manhattanville Rezoning would not be likely to be significant.

## **Community Facilities and Services**

The Depot Alternative contains the same development program as the proposed action—meaning that the amount of new housing and retail and commercial development is identical to the proposed project—, with the addition of a small amount of retail space (19,000 square feet) on Parcel A and the relocation of the bus parking from Parcel A to the MTA Bus Depot. Consequently, the incremental increase in demand for community facilities and services under the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would be generally identical to similar to the

proposed action, analyzed in Chapter 3.3, which did not anticipate any significant adverse impacts on community facilities and services. Therefore, under the Depot Alternative, no significant adverse impacts on community facilities and services would be anticipated. Like the proposed action, no significant adverse impacts on community facilities and services would be anticipated.

## **Open Space**

The Depot Alternative contains the same development program as the proposed action—meaning that the amount of new housing and retail and commercial development is identical to the proposed project—with an addition of a small amount of retail space (19,000 square feet) in Parcel A and the relocation of the bus parking from Parcel A to the MTA Bus Depot. Consequently, the increase in demand for open space expected from onsite worker and residential population resulting from the MTA Bus Depot Expansion Alternative Depot Alternative would be approximately the same as for the proposed action, analyzed in Chapter 3.4. However, under the Depot Alternative although the number of retail workers would increase by 57. Based upon the analysis below, no significant impacts to open space would be expected as a result of this increase in demand.

The proposed East 125<sup>th</sup> Street Development and its associated rezoning would introduce approximately 1,000 new dwelling units to the project site and ½-mile open space study area by 2016. Based on the Community District average household size of 2.57 persons per household, the 1,000 new dwelling units are expected to add approximately 2,570 new residents to the study area. No additional new residents would be added under the Bus Depot's alternative. In addition, the proposed office, retail and other commercial space would be expected to generate the additional approximately 2,775 workers described in Chapter 3.2 on the East 125<sup>th</sup> Street Development project site, plus an additional 57 workers from the expansion of retail space by 19,000 sf under this alternative. Therefore, an additional 2,832 workers would be added to the area by the 2016 build year under this alternative. This section evaluates the effects of the new residential and worker population on open space resources.

## **Residential Open Space Study Area (1/2 mile) Population Estimates**

The proposed action is expected to result in an increase of approximately 2,570 new residents to the residential open space study area. By the analysis year 2016, the residential study area would increase from 48,947 residents under future no-action conditions to 51,517 under future action conditions. In addition, the proposed action would add a net increment of approximately 2,832 new workers to the residential study area. The new workers generated by the proposed action would increase the worker population in the residential open space study area from 14,086 workers in the future no-action scenario to 16,918 workers in the future action scenario. Table 3.21-5a below outlines the increase in residential and worker populations in the residential open space study area.

**Table 3.21-5a: Depot Alternative (2016):  
Residential Study Area Projected Population**

	<u>Residential Population</u>			<u>Worker (Non-Residential) Population</u>		
	<u>Projected Future No- Action Res. Pop.</u>	<u>Projected Future Action Res. Pop. Increase</u>	<u>Projected Future No- Action Res. Pop.</u>	<u>Projected Future No-Action Worker. Pop.</u>	<u>Projected Future Action Worker. Increase</u>	<u>Projected Future Total Worker Pop.</u>
<u>Study Area Population</u>	<u>48,947</u>	<u>2,570</u>	<u>51,517</u>	<u>14,086</u>	<u>2,832</u>	<u>16,918</u>

**Non-Residential Open Space Study Area (1/4 mile) Population Estimates**

The increase in the residential population generated by the proposed action and included in the residential open space study area (approximately 2,570 new residents) would also fall within the non-residential open space study area. This increase would result in a total increase from 24,804 persons under future no-action conditions to 27,374 persons under future action conditions. Similarly, the 2,832 workers generated by the Depot Alternative and discussed above in the residential open space study area would be included within the non-residential open space study area. The worker population in the non-residential open space study area would increase from 7,973 under future no-action conditions to 10,805 under future action conditions. The table below outlines the increase in population from both future No-Action and With Action scenarios within the nonresidential study area.

**Table 3.21-5b: Depot Alternative (2016):  
Non-Residential Study Area Projected Population**

	<u>Residential Population</u>			<u>Worker (Non-Residential) Population</u>		
	<u>Projected Future No- Action Res. Pop.</u>	<u>Projected Future Action Res. Pop. Increase</u>	<u>Projected Future No- Action Res. Pop.</u>	<u>Projected Future No-Action Worker. Pop.</u>	<u>Projected Future Action Worker. Increase</u>	<u>Projected Future Total Worker Pop.</u>
<u>Study Area Population</u>	<u>24,804</u>	<u>2,570</u>	<u>27,374</u>	<u>7,973</u>	<u>2,832</u>	<u>10,805</u>

**Quantitative Analysis of Open Space Adequacy**

Table 3.21-5c below outlines the population, open space acreage and open space ratios for the Future With Action condition for the residential and non-residential study areas in the year 2016.



**Table 3.21-5c: Depot Alternative (2016):  
Projected Population, Acreage and Open Space Ratios**

	<u>Total Population</u>	<u>Open Space Acreage</u>			<u>Open Space Ratios per 1,000 People</u>			<u>DCP Open Space Guidelines</u>		
		<u>Total</u>	<u>Active</u>	<u>Passive</u>	<u>Total</u>	<u>Active</u>	<u>Passive</u>	<u>Total</u>	<u>Active</u>	<u>Passive</u>
<b><u>Non-Residential Study Area</u></b>										
<u>Non-residents</u>	<u>10,805</u>	<u>22.66</u>	<u>16.65</u>	<u>6.3</u>	<u>N/A</u>	<u>N/A</u>	<u>0.56</u>	<u>N/A</u>	<u>N/A</u>	<u>0.15</u>
<u>Combined non-residents and residents</u>	<u>38,179</u>				<u>N/A</u>	<u>N/A</u>	<u>0.16</u>	<u>N/A</u>	<u>N/A</u>	<u>0.413*</u>
<b><u>Residential Study Area</u></b>										
<u>Residents</u>	<u>51,517</u>	<u>46.67</u>	<u>34.89</u>	<u>11.78</u>	<u>0.91</u>	<u>0.68</u>	<u>0.23</u>	<u>2.5</u>	<u>2.0</u>	<u>0.5</u>
<u>Combined non-residents and residents</u>	<u>68,435</u>				<u>N/A</u>	<u>N/A</u>	<u>0.17</u>	<u>N/A</u>	<u>N/A</u>	<u>0.411*</u>
<u>*These ratios are the weighted average for the combined passive open space within the residential and non-residential study areas. The open space ratios were calculated by combining 0.15 acres per 1,000 non-residents and 0.50 acres per 1,000 residents.</u>										

The Depot Alternative would increase the non-residential population by approximately 57 persons due to the slight increase in retail space in this alternative, but there would be no increase in residential population in the Depot Alternative compared to the proposed project. The total, active, and passive open space ratios would be the same as those for the proposed project (compare Table 3.21-5c to Table 3.4-11). Therefore, the effects on open space are identical to those described for the proposed action in Chapter 3.4.

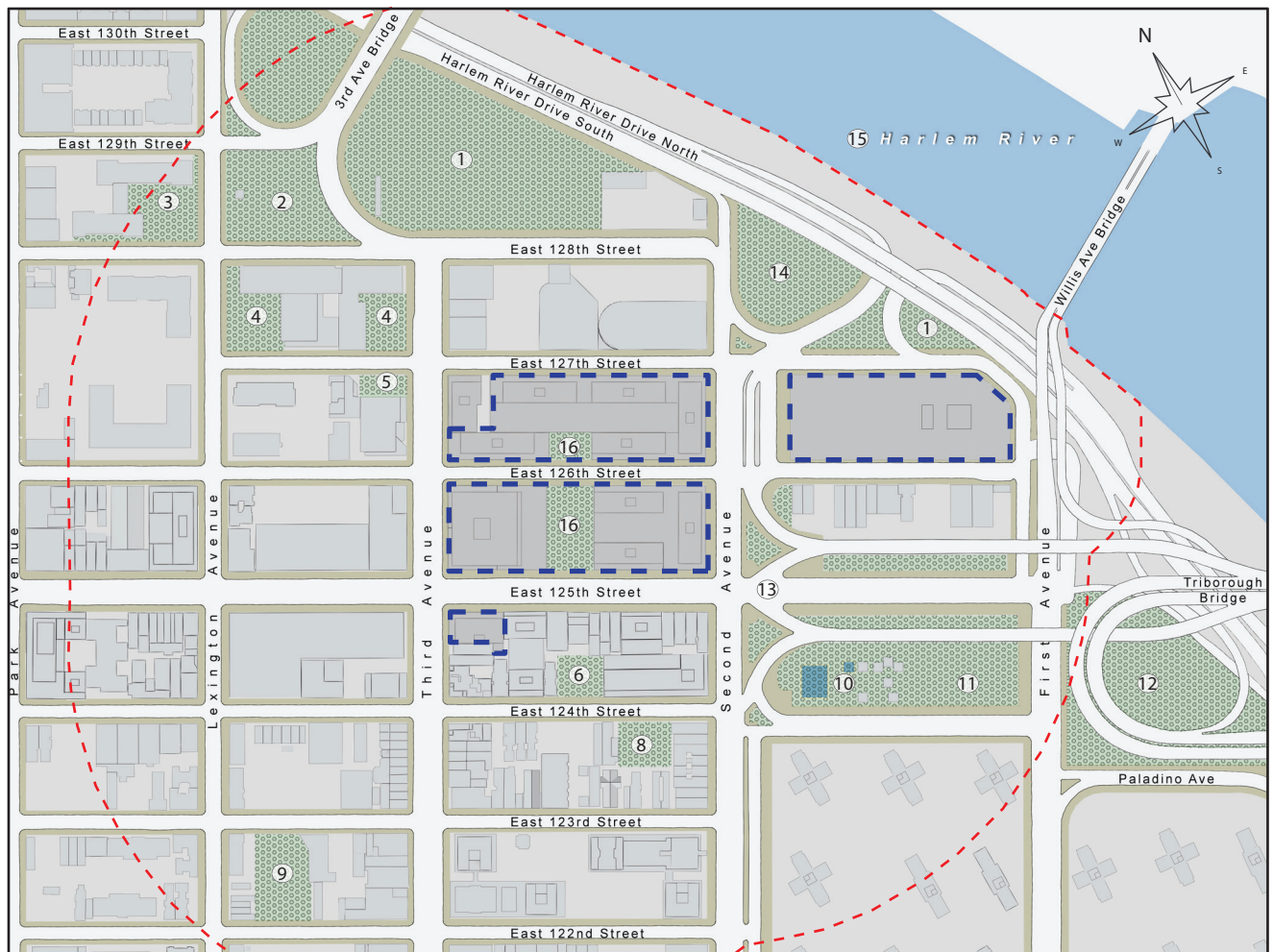
~~Shadow effects on parklands are discussed below. No significant adverse open space impacts from shadows would be expected.~~

## Shadows

The Depot Alternative contains the same development program as the proposed action—meaning that the amount of new housing and retail and commercial development is identical to the proposed project—with an addition of a small amount of retail space (19,000 square feet) in Parcel A and the relocation of the bus parking from Parcel A to the MTA Bus Depot. Chapter 3.5 of the FEIS found that the shadows generated by the proposed project would result in a significant adverse impact on the PS 30 playground. Under the Depot Alternative, the significant adverse impact of shadows upon the PS 30 playground ~~will~~would remain.

This alternative would also add shadowing from ~~an~~the enlarged MTA Bus Depot. Shadow diagrams for this alternative are shown in Figures 3.21-3 through 3.21-10. The bus garage addition would shadow at nearly all times of day part, or all of, the open spaces directly to the north in December (parts of Harlem River Park). It would have no impact in the summer, and in

March and May would only cast shadows on these areas late in the day. It would have no impact on the Crack is Wack Playground that includes handball courts.



#### Key to Shadow-Sensitive Resources

1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot \*
6. Dream Street Park
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

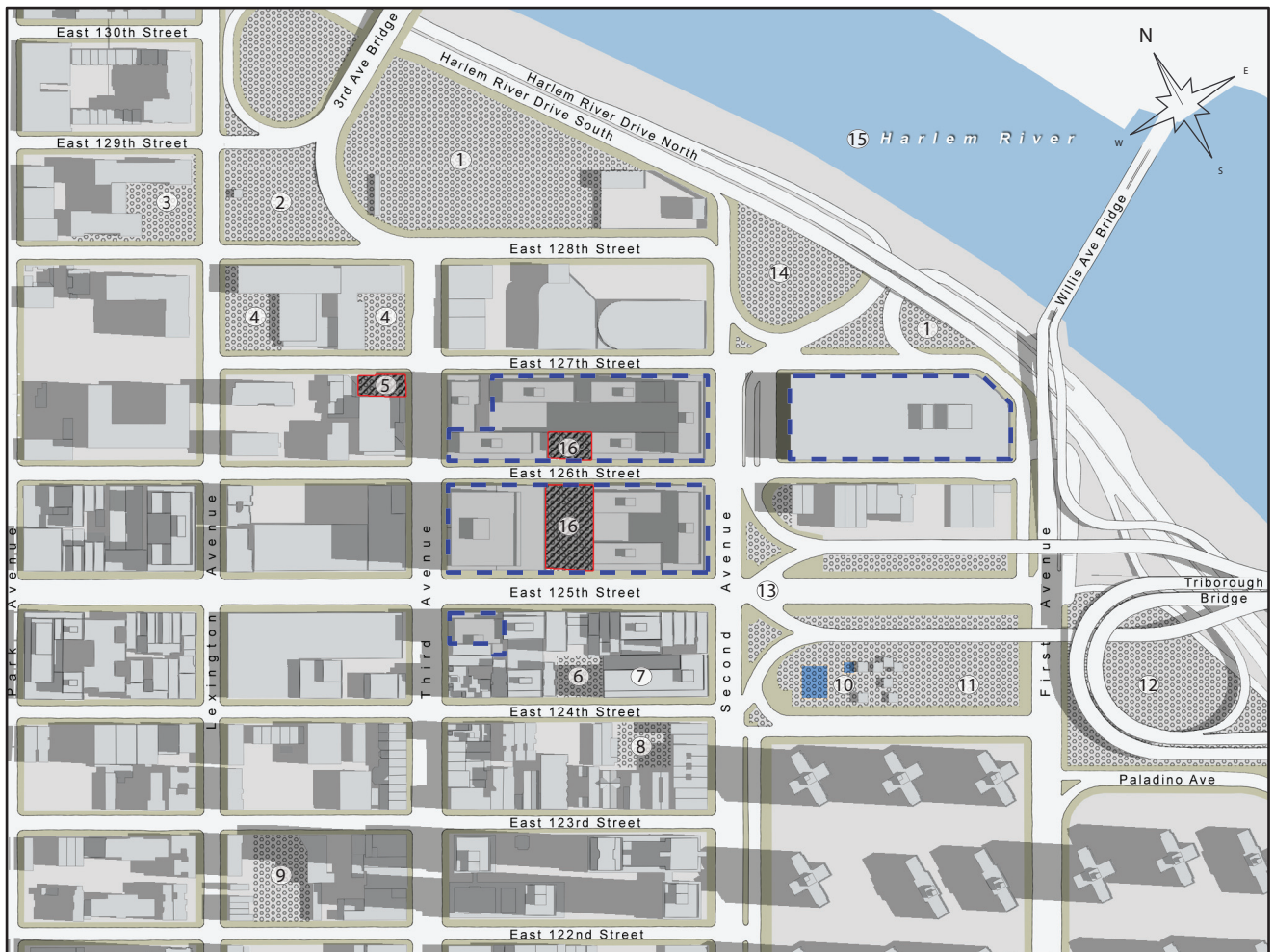
Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

\* Not publicly accessible; not a shadow sensitive resource

#### Legend

- Project Site Boundary
- Open Space
- Study Area Boundary

**Figure 3.21-3**  
**Existing & Proposed MTA Bus Depot Expansion**  
**Alternative Shadow Sensitive Resources**  
**East 125th Street Development EIS**  
NYC Economic Development Corporation



#### Key to Shadow-Sensitive Resources

1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

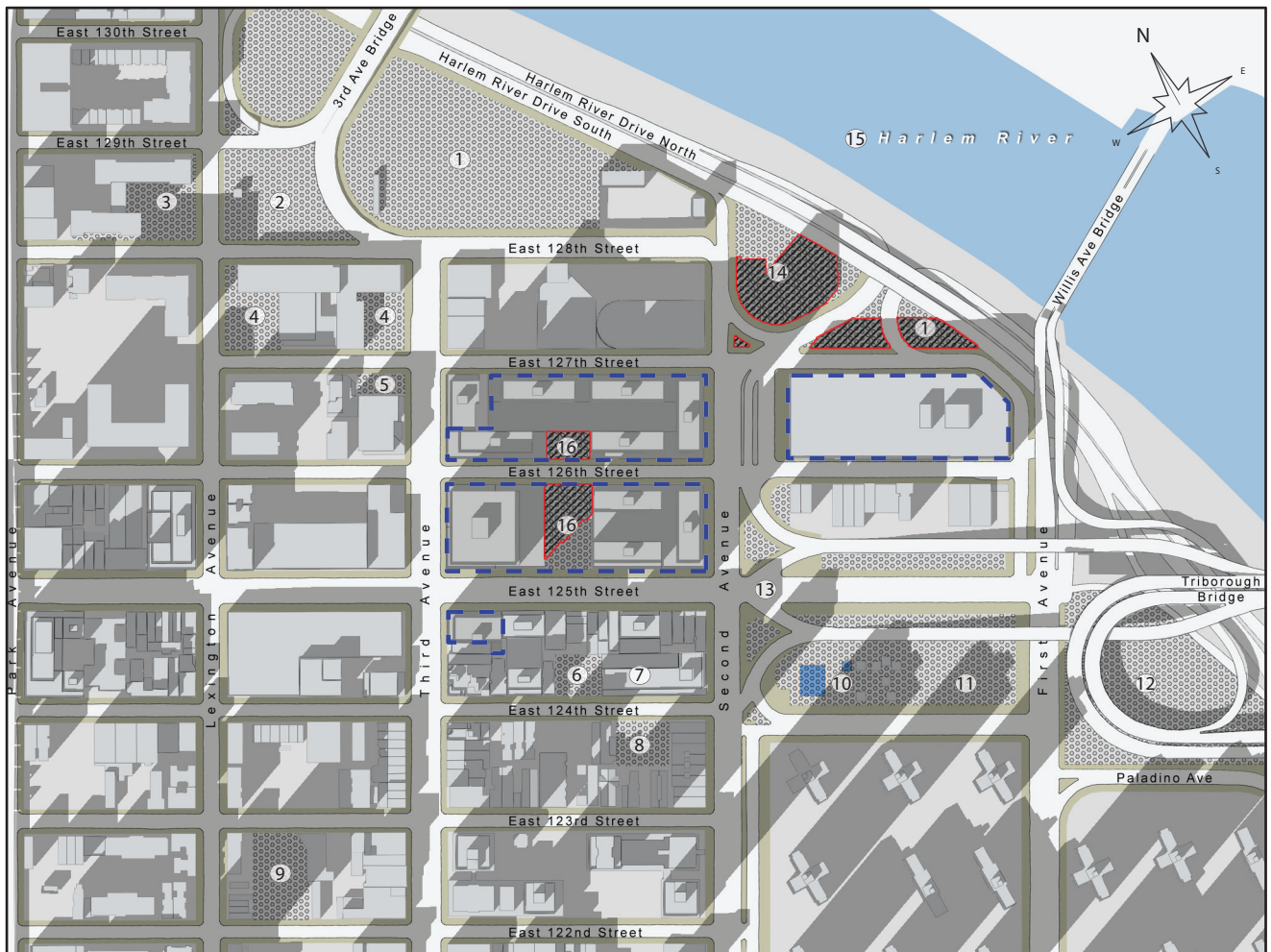
Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-4**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 10:00am March 21st**  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**





#### Key to Shadow-Sensitive Resources

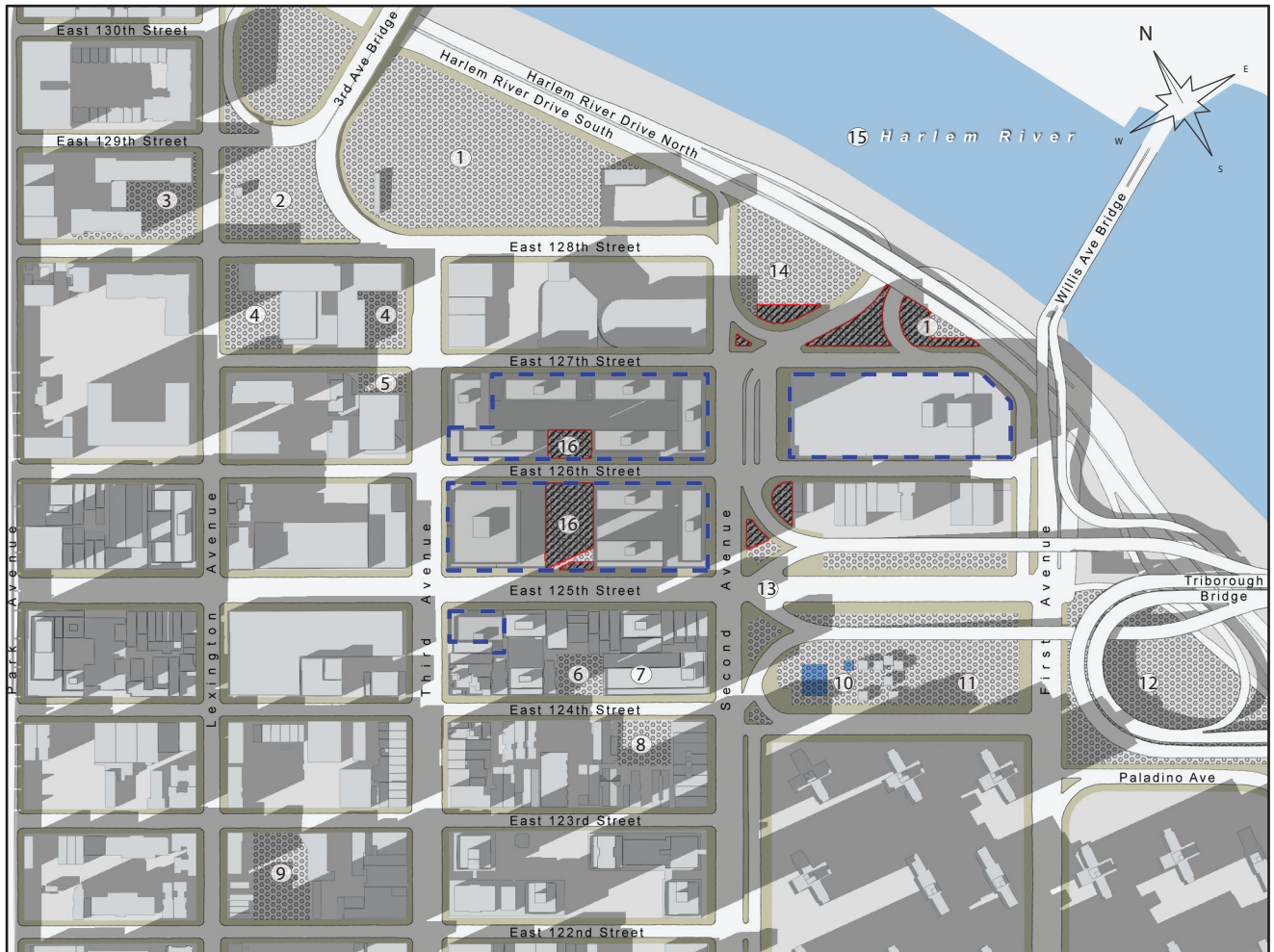
1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-5**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 5:00pm March 21st**  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**



#### Key to Shadow-Sensitive Resources

1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

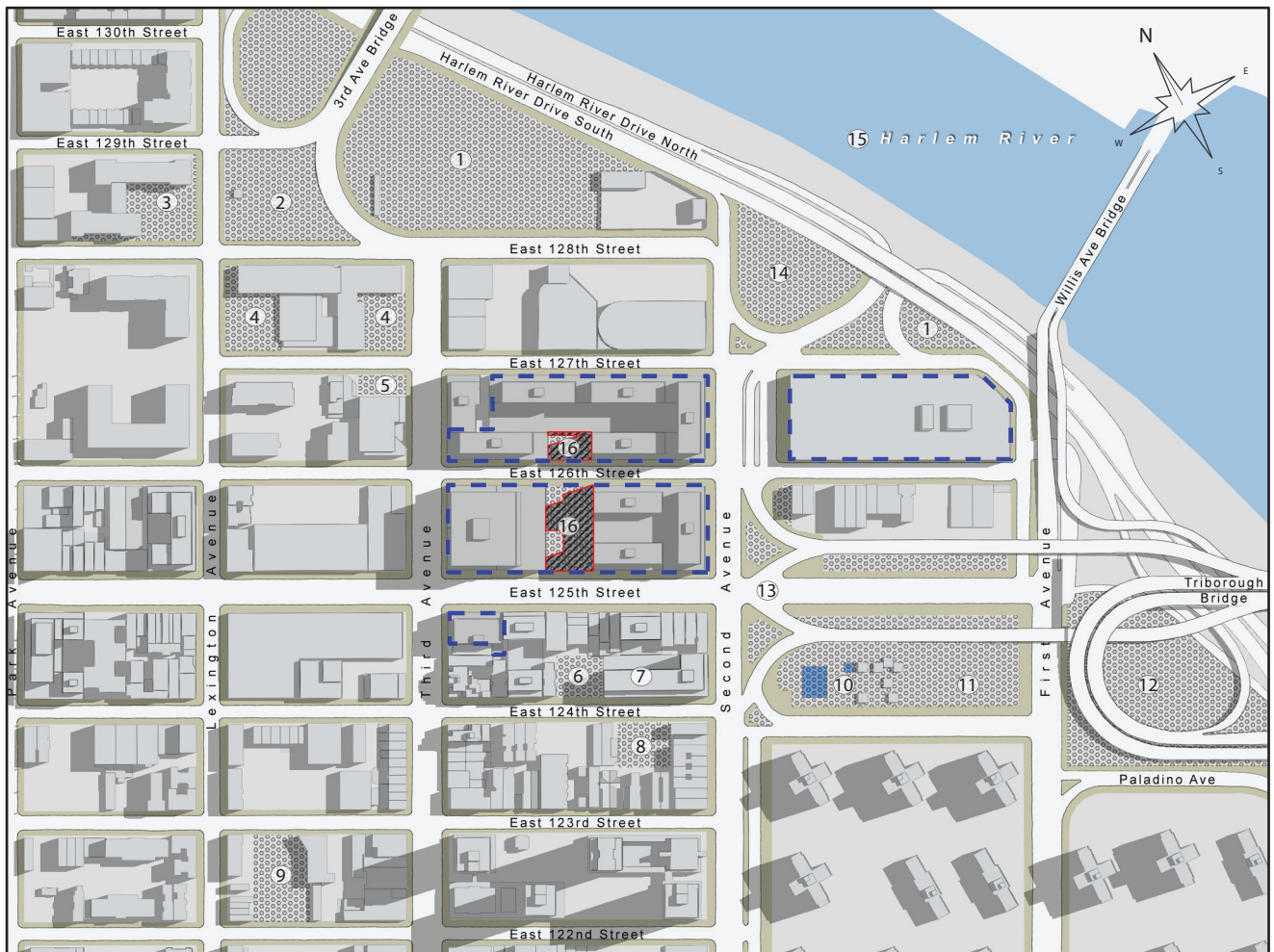
Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-6**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 6:00pm May 6th**  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**





#### Key to Shadow-Sensitive Resources

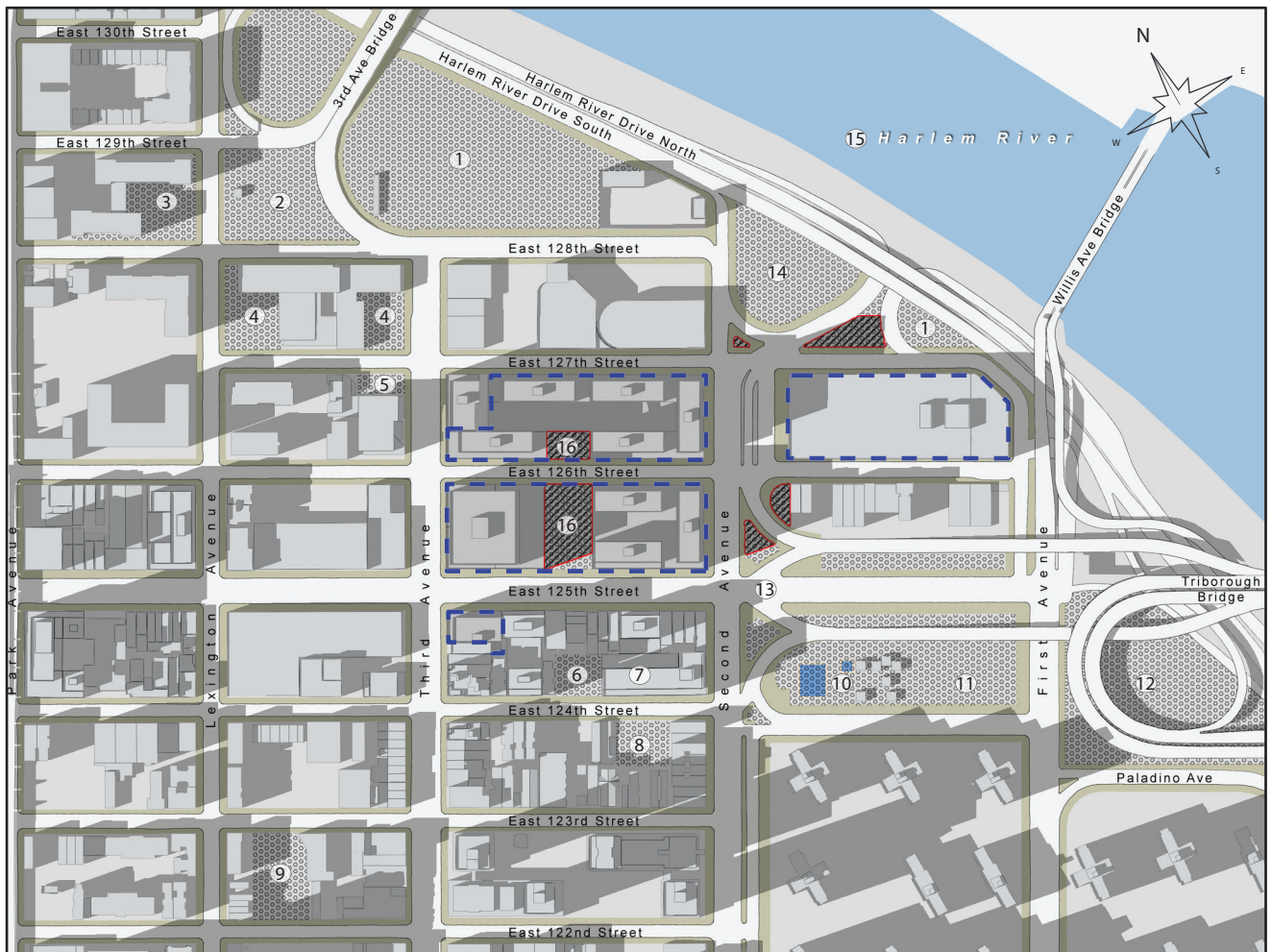
1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

Source:  
 DCP 125th Street Rezoning & Related Actions project EIS study model  
 NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
 Environmental Simulation Center

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-7**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 10:00am June 21st**  
**East 125th Street Development EIS**  
 NYC Economic Development Corporation



#### Key to Shadow-Sensitive Resources

1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

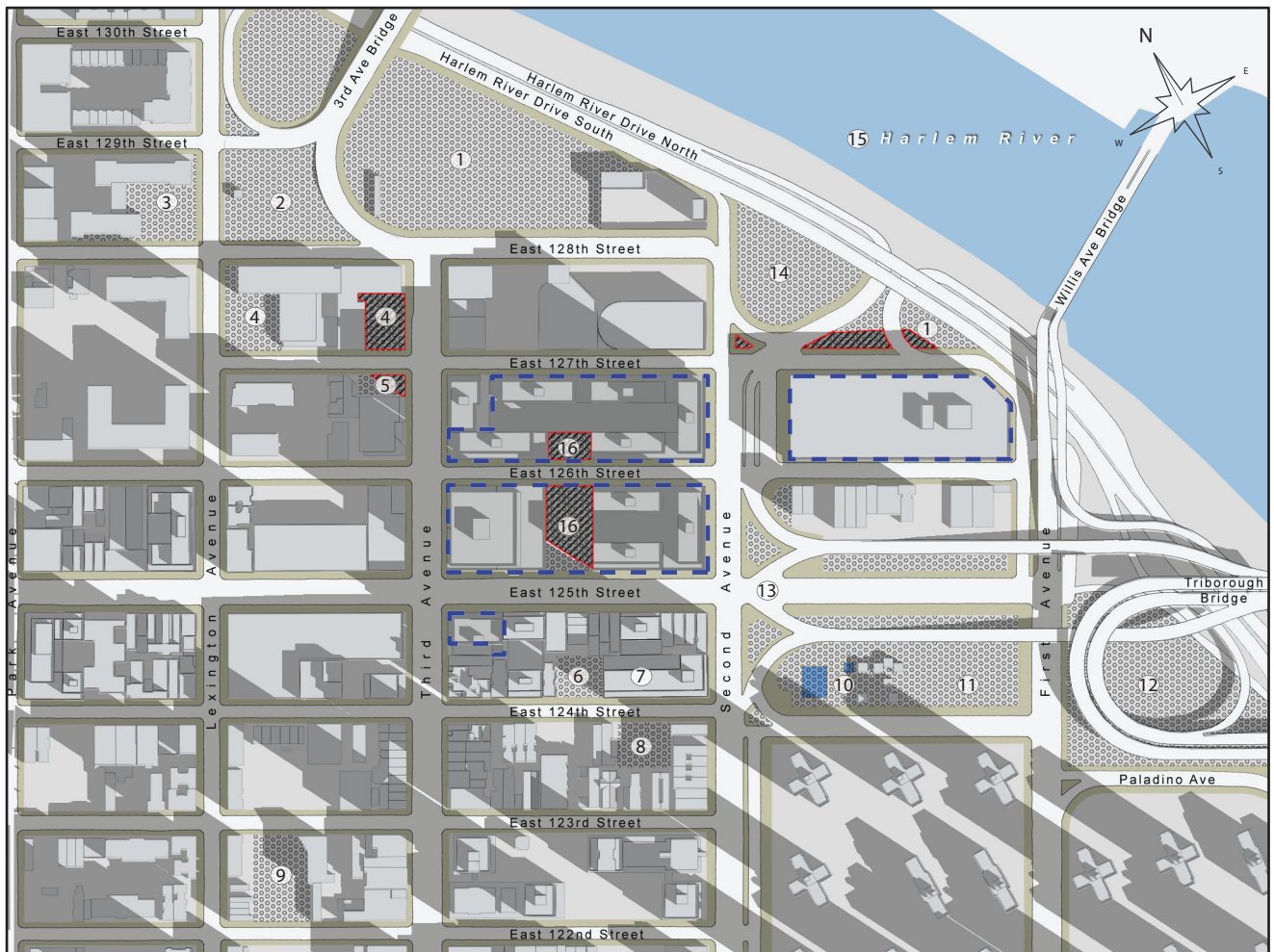
Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-8**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 6:00pm June 21st**  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**





#### Key to Shadow-Sensitive Resources

1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

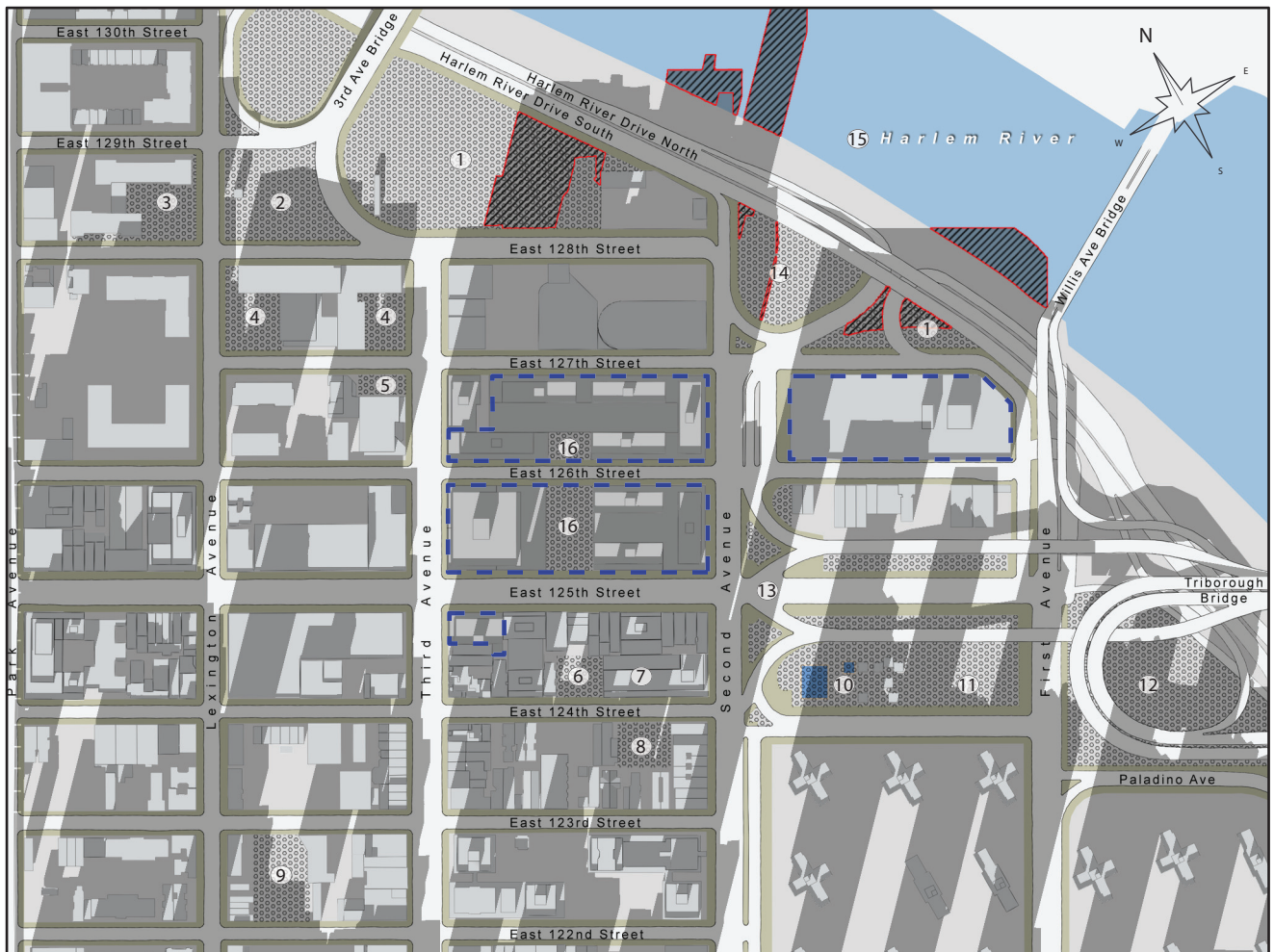
Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

0 200 500 FEET

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-9**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 10:00am December 21st**  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**



#### Key to Shadow-Sensitive Resources

1. Harlem River Park
2. Alice Kornegay Triangle
3. Jackie Robinson Houses Playground
4. PS 30 Playground
5. Tot Lot
6. Dream Street Park
7. Harry's Playground
8. Carver Community Garden
9. McNair Playground
10. Wagner Houses Pool
11. Othmar Ammann Playground
12. Louis Cuvillier Park
13. Triborough Plaza
14. Crack is Wack Playground
15. Harlem River
16. New/Proposed Open Spaces

Source:  
DCP 125th Street Rezoning & Related Actions project EIS study model  
NYC Map 2004 - Bytes of Big Apple Map Pluto 2006.  
Environmental Simulation Center

#### Legend

- Project Site Boundary
- Shadows
- Open Space
- Incremental Shadow

**Figure 3.21-10**  
**MTA Bus Depot Expansion Alternative**  
**Shadows 3:00pm December 21st**  
**East 125th Street Development EIS**  
**NYC Economic Development Corporation**

The open space in Harlem River Park that would be affected includes small, irregularly shaped open spaces that are used for planting, and not for recreational purposes. These open spaces do not have benches. For planting areas, significance of shadow impacts is determined according to plant survival. Extensive shadowing would occur only in December, when the trees in these open spaces are dormant. The added shadows would not be expected to affect plant survival in these open spaces. Therefore, under this alternative, the impact of this shadowing from the enlarged MTA bus depot, would not be considered to be significant, even though it would be extensive.

## **Historic Resources**

The ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would not be expected to expand the archeological area of potential effect horizontally, since the construction of the additional floors on the Bus Depot would occur on the footprint of the existing structure. As with the proposed action, the five National Register eligible or potentially eligible resources that are located within the 400-foot study area are each located 90 feet or greater beyond the development site and no adverse effects on architectural resources as a result of construction, indirect effect or shadows are anticipated from this alternative. The ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would ~~also~~ not be expected to result in significant adverse impacts on archaeological resources on the East 125<sup>th</sup> Street Development project site. As with the proposed action, two lots within the project site that may not have been disturbed by twentieth-century construction and demolition could potentially contain intact nineteenth-century archaeological resources. The LPC has reviewed a November 2007 Archeological Documentary Study prepared by Historical Perspectives, Inc. (see Appendices) and has determined archeological testing is required before any excavation can occur at the site. This would be required for this alternative as well.

As indicated in Chapter 3.6, based on the 2004 *Topic Intensive Documentary Study for the Willis Avenue Bridge*, the 126<sup>th</sup> Street Cemetery, or African Burial Ground associated with the Harlem Reformed Church of 1660, is indicated as being predominantly located on Block 1803, which is located to the east of Second Avenue. Appendix F contains historical maps of the 126<sup>th</sup> Street Cemetery that confirm its location outside of the East 125<sup>th</sup> Street Development project site and rezoning area.

The MTA Bus Depot is located in this vicinity. Although the site of the Depot has been fully disturbed by previous construction activities, construction on this site for the Depot expansion would be subject to review by, and potential mitigation requirements of, the New York City Landmarks Preservation Commission and, as the MTA is a public benefit corporation of New York State, the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). If this alternative is advanced and it is determined that there could be additional in-ground disturbance with the potential for impacts to archeological resources, such as excavation that could be deeper than previous excavation for the existing Depot building, which is not contemplated at this time, then additional archeological investigations would be warranted and undertaken.

## Urban Design and Visual Conditions

Like the proposed action, no significant adverse impacts to urban design and visual conditions would be expected under the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative. The proposed expanded ~~bus~~ Bus Depot would not exceed its current footprint, and the height of the building would be within the range of existing building heights in the area.

The existing Bus Depot building and its surrounding context are shown in the following photographs (see Figure 3.21-10a). The Depot is a bulky red brick building with one floor of generally windowless bus maintenance area, and a mezzanine office level that has windows that line the upper portions of the Second Avenue, East 126<sup>th</sup> Street and East 127<sup>th</sup> street frontages. On the eastern end of the building are larger windows extending for nearly the full height of the building. Viewed from Second Avenue, the façade contains a series of seven large garage entrances with both red and unpainted roll-down security gates, as well as a building-mounted New York City Transit Authority 126<sup>th</sup> Street Bus Depot sign and a flag pole. The employee entrance is located at 126<sup>th</sup> Street and Second Avenue. Sidewalks surrounding the Depot lack street trees with the exception of First Avenue, which abuts the elevated highway ramps of the Willis Avenue Bridge, and a limited number of street trees along East 127<sup>th</sup> Street. Motorists accessing the Willis Avenue Bridge via the elevated highway ramp drive past the Bus Depot with its roof at eye level.

Because the bus depot building covers its entire block, the resulting mid-rise building would have a bulkier appearance than much of the surrounding development. The East 125<sup>th</sup> Street Development, however, would be of a much greater size. The bulkier appearance of the bus depot building would also be an incremental increase in building bulk on a site that contains an existing industrial-type use. The expanded Bus Depot would block some limited views of the waterfront and the Triborough Bridge from some lower floors of buildings to the west that are at the same or slightly higher elevation than the newly added floors of the bus depot. However, the elevated highway ramp to the Willis Avenue Bridge that ~~is~~ are adjacent to the east of the Bus Depot largely obstructs views to the waterfront and Triborough Bridge under existing conditions and no significant adverse impacts to public views of the waterfront or Triborough Bridge would be anticipated.

Development on the East 125<sup>th</sup> Street Development project site would still follow the proposed Urban Design Guidelines and would still have requirements for urban design features such as transparent and “active” retail frontages. The project site would still be developed in a comprehensive manner with a unified streetwall and central open space plaza. An additional benefit of removing curb cuts for underground bus storage from East 126<sup>th</sup> Street and East 127<sup>th</sup> Street on the East 125<sup>th</sup> Street Development project site would result from the relocation of the bus storage to ~~an off of Parcel A site location~~. The ground floor portions of the proposed mixed-use building on Parcel A that are proposed for bus storage ingress and egress under the proposed action would be utilized for retail development in this alternative that would adhere to the transparency and active ground floor use requirements of the proposed urban design guidelines.



**Figure 3.21-10a  
MTA Bus Depot Photographs**



(1) MTA Bus Depot looking southeast from East 127<sup>th</sup> Street and Second Avenue.



(2) Second Avenue façade of MTA Bus Depot (126<sup>th</sup> Street Bus Depot)

**Figure 3.21-10a (continued)  
MTA Bus Depot Photographs**



(3) MTA Bus Depot (left) and abutting land uses on Second Avenue.



(4) MTA Bus Depot (left) and abutting land uses on East 126<sup>th</sup> Street (right).

**Figure 3.21-10a (continued)  
MTA Bus Depot Photographs**



(5) MTA Bus Depot (right foreground) and parkland facing East 127<sup>th</sup> Street to the north.



(6) MTA Bus Depot (left) viewed looking west on East 127<sup>th</sup> Street.

## **Neighborhood Character**

Neighborhood Character effects of the site of the existing MTA Bus Depot would include visual effects of the larger Bus Depot on nearby apartments and parkland. The Depot building's height would increase by approximately 40 feet. This would be an incremental increase in these effects, however, as the existing Depot presents an industrial appearance under existing conditions.

With bus storage removed from Parcel A~~the project site~~ and further removed from the core residential areas of East Harlem, the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would improve overall neighborhood character in the Neighborhood Character study area to a greater degree than under the proposed action. Although the enlarged MTA Bus Depot on ~~offsite~~ Block 1803 would be bulkier, no significant adverse impacts to view corridors would result. Views to parkland that exist to the south and north of the Bus Depot would be altered, but not in a significant manner given the current industrial appearance of the Bus Depot.

However, neighborhood character of the proposed East 125<sup>th</sup> Street Development, with its substantial proposed housing, open space and nonresidential development, would be improved through removal of onsite underground bus storage and access points to the bus garage that would be present under the proposed action on the blocks of this mixed-use development. Other than this change, the form of proposed new construction on the project site would remain largely unchanged, with similar neighborhood character benefits from replacing existing older buildings, vacant land and underutilized land on the East 125<sup>th</sup> Street Development project site with new, low-to-mid-rise development. The active and pedestrian oriented streetscape on the East 125<sup>th</sup> Street Development project site on East 126<sup>th</sup> and East 127<sup>th</sup> Street would not have buses crossing into the site under this alternative.

## **Hazardous Materials**

Like the proposed action, should in-ground disturbance be required for the expansion of the MTA Bus Depot, measures to mitigate the potential presence of hazardous materials would be warranted and implemented by the MTA to ensure worker safety and public health during the construction period. Development would be expected to occur in accordance with applicable regulations and guidelines related to hazardous materials. Similar measures would be applied for the East 125<sup>th</sup> Street Development project site.

As indicated in Chapter 3.10, "Hazardous Materials," the 2007 Environmental Site Investigation (ESI) for the East 125<sup>th</sup> Street Development project site served as an initial due diligence document and additional investigation may be required for the project site under this alternative as well, depending on development details. A Memorandum of Understanding (MOU) between the NYC Economic Development Corporation and the NYC Department of Environmental Protection ~~would be signed before issuance of the Final EIS~~ is being finalized, committing the designated developer to perform additional investigation when and if necessary.



## **Natural Resources**

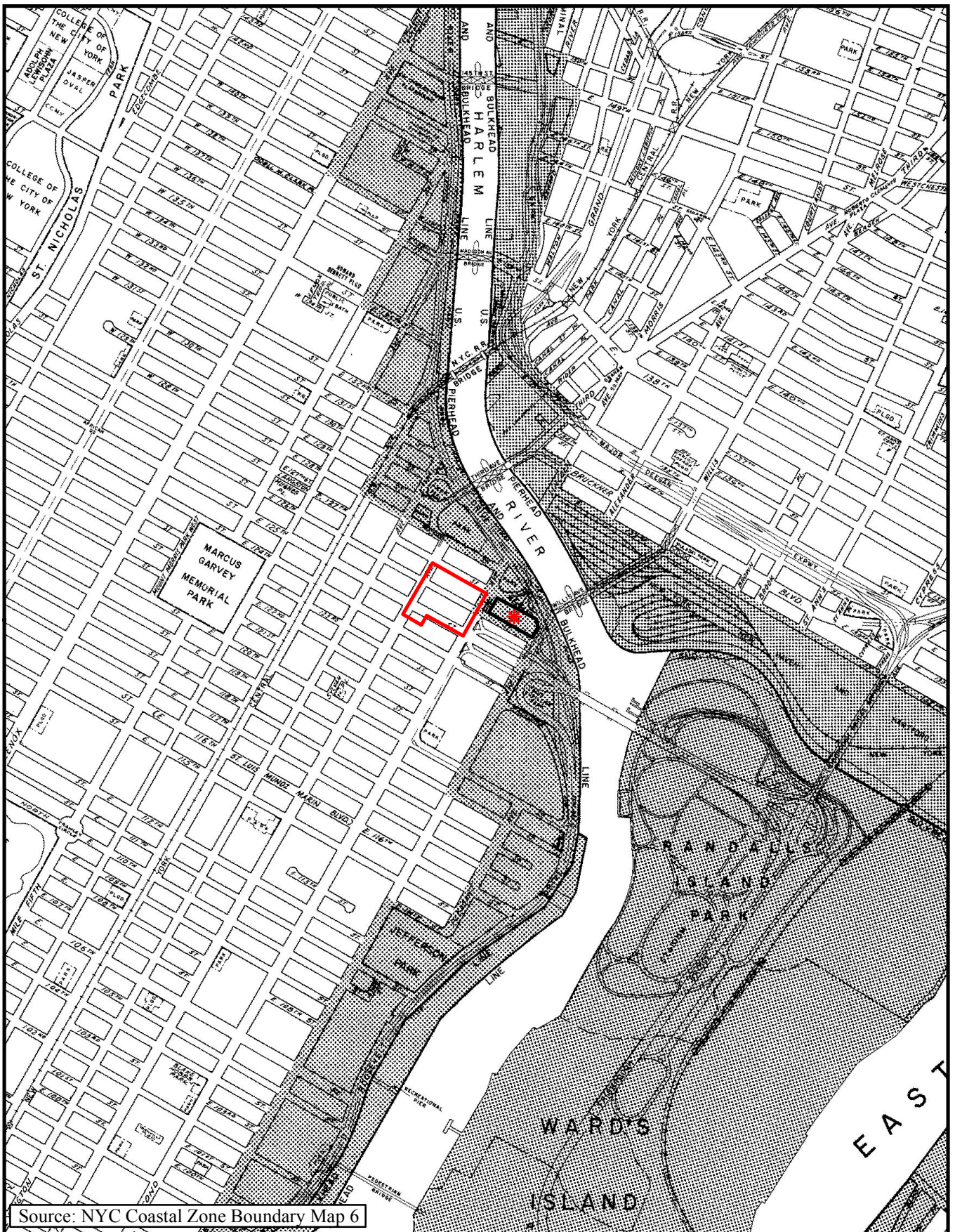
The ¼-mile study area for assessment of natural resource impacts includes the area from approximately East 131st Street on the north to East 120<sup>th</sup> Street on the south, and from the FDR Drive on the east to Park Avenue on the west. The study area is urbanized and has been completely developed and disturbed, and neither contains natural features of significance, nor is adjacent to any natural resources. No habitat for rare, threatened or endangered species exists within the study area. The study area does not include any of the following ecological resources: surface waterbodies, wetlands, beaches, dunes, bluffs, thickets, significant grasslands, meadows, woodlands or forests. The extent of the 100-year floodplain north of East 124<sup>th</sup> Street is limited to the area adjacent to the Harlem River. Portions of the 500-year floodplain Zone B cover the majority of the MTA Bus Depot block, and slightly touch on the Parcel A of the project site.

As the proposed project site under this alternative, including the MTA Bus Depot, and upland areas of the study area, are generally urbanized and largely devoid of natural resources, development under this alternative within the study area would not be expected to result in significant adverse impacts on the condition of natural resources in the study area. The MTA Bus Depot site is separated from the Harlem River by the Harlem River Drive and elevated highway (Willis Avenue Bridge approach ramp), and paved waterfront land adjacent to the Harlem River that is currently used as construction staging area. The open space in Harlem River Park that would be affected by increases in shadow effects from the expanded Bus Depot includes small, irregularly shaped open spaces that are used for planting. Extensive shadowing from the expanded Bus Depot building would occur only in December, when the trees in these open spaces are dormant. The added shadows would not be expected to affect plant survival in these open spaces.

## **Waterfront Revitalization Program**

Although the East 125<sup>th</sup> Street Development project site does not include any portion within the designated boundaries of the New York City Coastal Zone, the Coastal Zone, as outlined by the New York City Department of City Planning (DCP), does extend onto the entire block of the MTA Bus Depot (see Figure 3.21-11). As such, under this alternative, construction of the Depot expansion would be subject to review for consistency with the City's LWRP. This section examines the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative's compliance with federal, State, and local coastal zone policies. As detailed in the assessment below, by allowing the removal of bus storage from the mixed-use East 125<sup>th</sup> Street Development and facilitating an enhanced project on that adjacent site that is not within the coastal zone but adjacent to it, this alternative would be consistent with the City's 10 WRP coastal policies and the WRP's goals of enlivening the waterfront and attracting the public to the City's coastal areas. The East 125<sup>th</sup> Street Development would improve linkages to the coastal zone from upland areas to the west. Relocating proposed underground bus storage from the site and placing it in an expanded MTA Bus Depot would enhance the East 125<sup>th</sup> Street Development, with its improved upland connections to the waterfront area.

The federal Coastal Zone Management Act (CZMA) of 1972 was enacted to support and protect the distinctive character of the waterfront and to set forth standard policies for reviewing proposed development projects along coastlines. The program responded to City, State, and federal concerns about the deterioration and inappropriate use of the waterfront. The CZMA emphasizes the primacy of State decision-making regarding the coastal zone. In accordance with the CZMA, New York State adopted its own Coastal Management Program (CMP), designed to balance economic development and preservation by promoting waterfront revitalization and water-dependent uses while protecting fish and wildlife, open space and scenic areas, public access to the shoreline, and farmland; and minimizing adverse changes to ecological systems, and erosion and flood hazards. The New York State CMP provides for local implementation when a municipality adopts a local waterfront revitalization program, as is the case in New York City. The New York City Waterfront Revitalization Program (WRP) is the City's principal coastal zone management tool. The WRP was originally adopted in 1982 and approved by the New York State Department of State (NYSDOS) for inclusion in the New York State CMP. The WRP encourages coordination among all levels of government to promote sound waterfront planning and requires consideration of the program's goals in making land use decisions. NYSDOS administers the program at the State level, and DCP administers it in the City. The WRP was revised and approved by the City Council in October 1999. In August 2002, NYSDOS and federal authorities (i.e., the U.S. Army Corps of Engineers [USACE] and the U.S. Fish and Wildlife Service [USFWS]) adopted the City's 10 WRP policies for most of the properties located within its boundaries.



#### Legend

- Rezoning Area
- \* Alternative Off-site Depot Expansion Site
- Coastal Zone Boundary



**Figure 3.21-11 - MTA Bus Depot Expansion Alternative:  
Off-site Depot Parcel on Coastal Zone Map**

*East 125th Street Development EIS*  
 NYC Economic Development Corporation



The policies in the City's WRP include the following:

- Support and facilitate residential and commercial redevelopment in appropriate coastal zone areas;
- Support water-dependent and industrial uses in New York City coastal areas that are well suited to their continued operation;
- Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers;
- Protect and restore the quality and function of ecological systems within the New York City coastal area;
- Protect and improve water quality in the New York City coastal area;
- Minimize loss of life, structures, and natural resources caused by flooding and erosion;
- Minimize environmental degradation from solid waste and hazardous substances;
- Provide public access to and along New York City's coastal waters;
- Protect scenic resources that contribute to the visual quality of New York City; and
- Protect, preserve, and enhance resources significant to the historical, archaeological, and cultural legacy of the New York City coastal area.

Following is a description, by policy, of the consistency of this alternative with these policies.

#### Consistency of the MTA Bus Depot Alternative with WRP Policies

**Policy 1:** Support and facilitate commercial and residential development in areas well-suited to such development.

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

The ~~offsite~~ parcel (Block 1803, Lot 1) containing the MTA Bus Depot that would have two floors added to its existing structure under the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative is located in an appropriate area for such an expansion. Although it is an industrial-type expansion, this parcel contains an existing industrial use, is zoned for manufacturing, is located on the upland side of an elevated highway, and is currently fully developed. It is not located within a Special Natural Waterfront Area or a Significant Maritime and Industrial Area, and does not contain any unique or significant natural features.

The ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would facilitate the removal of underground bus storage from the proposed East 125<sup>th</sup> Street Development that is located on the blocks directly to the west of the MTA Bus Depot, although not in the Coastal Zone. This would enhance and improve the neighborhood character of the adjacent proposed development that is proposed in an area that is appropriate for commercial and residential development. As such, the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would facilitate an improved

commercial and residential development in an appropriate area for reuse, and therefore would be consistent with this policy.

*Policy 1.2: Encourage non-industrial development that enlivens the waterfront and attracts the public.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would facilitate the relocation to an existing industrial district of bus storage from the adjacent East 125<sup>th</sup> Street Development project site. The East 125<sup>th</sup> Street Development project site is located more centrally to residential areas of East Harlem. Allowing bus storage to be removed from the proposed East 125<sup>th</sup> Street Development project site would help to attract the public to the waterfront, since the East 125<sup>th</sup> Street Development would improve pedestrian linkages to the east. The MTA Bus Depot site, although located in the Coastal Zone, is an industrial use that is zoned M1-2, whereas the adjacent East 125<sup>th</sup> Street Development project site, which is not located in the Coastal Zone, would provide mixed-use development adjacent to the Coastal Zone. The improved East 125<sup>th</sup> Street Development that would be facilitated by the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would improve upland linkages to the waterfront. It would also enliven the streetscape and attract the public to the eastern end of 125<sup>th</sup> Street. Therefore, the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would be consistent with this policy.

*Policy 1.3: Encourage redevelopment in the coastal area where public facilities and infrastructure are adequate or will be developed.*

Public facilities, including police stations, firehouses, health care facilities, security services, and libraries serving the site of the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative are expected to be adequate to handle the demands for such services resulting from the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative, including with the increment of additional Bus Depot floor area and the increase in development to the west as described in Chapter 3.12. This alternative would entail the relocation of existing bus storage from ~~existing-current~~ locations in the nearby area and no significant increase in worker population, and no increase in residential population, would result. The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would not be expected to adversely impact the Wards Island WPCP's treatment design capacity of 275 mgd.

**Policy 2:** Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

*Policy 2.1: Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.*

The site of the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative is not located in a Significant Maritime and Industrial Area. Therefore, this policy does not apply.

*Policy 2.2: Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would not interfere with or displace working waterfront uses, with the site of the Depot building being separated from the waterfront by highway and parkland uses. There is no access to water dependent industry or port operations within the surrounding coastal zone in Manhattan. Although not located adjacent to the waterfront, the MTA Bus Depot is an existing industrial type use in the coastal zone that would be expanded. Therefore, this alternative would be consistent with this policy.

*Policy 2.3: Provide infrastructure improvements necessary to support working waterfront uses.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative does not include working waterfront uses or improvements to area infrastructure other than possible utility improvements as they might relate to the immediate project site, which is not adjacent to the waterfront or water dependent uses. The operations of the Depot are not dependent on waterfront access. Therefore, this policy does not apply to the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative.

**Policy 3:** Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers.

*Policy 3.1: Support and encourage recreational and commercial boating in New York City's maritime centers.*

The site of the MTA Bus Depot does not have waterfront access and is not located in the vicinity of a maritime center. Therefore, this policy does not apply.

*Policy 3.2: Minimize conflicts between recreational, commercial, and ocean-going freight vessels.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would not provide facilities for recreational or commercial vessels. Therefore, this policy does not apply.

*Policy 3.3: Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would not provide facilities for commercial or recreational boating. Therefore, this policy does not apply.

**Policy 4:** Protect and restore the quality and function of ecological systems within the New York City coastal area.

*Policy 4.1: Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative is not located within a Special Natural Waterfront Area or Recognized Ecological Complex. The expansion of the Depot would not increase impervious surfaces on the MTA Bus Depot site and would not result in significant adverse impacts on water quality or aquatic biota of the Harlem River. Therefore, this alternative would be consistent with this policy.

*Policy 4.2: Protect and restore tidal and freshwater wetlands.*

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative is not located in an area containing tidal or freshwater wetlands. Therefore, this policy does not apply.

*Policy 4.3: Protect vulnerable plant, fish, and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.*

The site of the MTA Bus Depot under the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative is not located in an area known to contain vulnerable plant, fish, or wildlife species, or rare ecological communities. The Depot site is separated from the Harlem River by Harlem River Drive, elevated bridge approach ramps, and construction staging area adjacent to the waterfront. Therefore, this policy does not apply.

*Policy 4.4: Maintain and protect living aquatic resources.*

The expansion of the MTA Bus Depot would not involve any in-water activities. Therefore, this policy does not apply.

**Policy 5: Protect and improve water quality in the New York City coastal area.**

*Policy 5.1: Manage direct or indirect discharges to waterbodies.*

The project site under this alternative is located within the drainage area for the Wards Island WPCP treatment plant, which has a treatment design capacity of 275 mgd. As described in Chapter 3.12, all sewage generated by development in this area, including the MTA Bus Depot site, would be treated at the Wards Island WPCP before being discharged to the East River. Because the Project Area is already covered by impervious surfaces, stormwater discharge to the combined sewer system would not be expected to increase as a result of the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative.

No significant increases in daily flow to the Wards Island WPCP beyond that anticipated from the proposed action (the East 125<sup>th</sup> Street Development) would be anticipated under this

alternative. This alternative would not be expected to affect compliance of the effluent with the SPDES permitting conditions, or lead to water quality conditions within the vicinity of the WPCP that fail to meet the water quality standards that apply to this portion of the East River. Additionally, pollutant loadings from the expansion of the MTA Bus Depot would be minimal and would not be expected to result in significant adverse impacts on water quality or aquatic biota; nor would the discharge of stormwater through the existing CSO outfall be expected to result in adverse impacts on water quality or aquatic biota. The bus storage that is proposed within an enclosed Depot building already exists at grade on surrounding blocks, including on the East 125<sup>th</sup> Street Development project site. Therefore, this alternative would be consistent with this policy.

*Policy 5.2: Protect the quality of New York City's waters by managing activities that generate non-point source pollution.*

All stormwater originating from the East 125<sup>th</sup> Street Development project site and the MTA Bus Depot Expansion site would be discharged to the municipal combined sewer system. The MTA Bus Depot is currently covered by impervious surfaces. Therefore, stormwater generated within the project area would not be expected to increase as a result of this alternative beyond that increase associated with the East 125<sup>th</sup> Street Development, as described in Chapter 3.12. Therefore, this alternative would be consistent with this policy.

*Policy 5.3: Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, or wetlands.*

The Proposed Actions would not involve any in-water activities. Therefore, this alternative would be consistent with this policy.

*Policy 5.4: Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.*

The Project Area does not contain any potable groundwater, nor does it contain streams or the source of water for wetlands. The bus storage that is proposed within an enclosed Depot building already exists at grade on surrounding blocks, including on the East 125<sup>th</sup> Street Development project site. The Depot site is separated from the Harlem River by Harlem River Drive, elevated bridge approach ramps, and construction staging area adjacent to the waterfront.

The construction and operation of the East 125<sup>th</sup> Street Development and the expanded MTA Bus Depot would not result in adverse changes to groundwater quality or significant adverse changes to flow pattern. Concentrations of metals, organic compounds, and other contaminants were detected in groundwater samples collected within the site of the East 125<sup>th</sup> Street Development and may also occur on the site of the MTA Bus Depot on Block 1803. Potential contaminants identified in soils on the MTA Bus Depot site at the time of construction would be expected to be remediated as part of the development of this area by the MTA in accordance with applicable regulations and guidelines. Potential impacts during construction and



development activities would be avoided for the East 125<sup>th</sup> Street Development project site, which is adjacent to the Coastal Zone, by implementing a construction health and safety plan (CHASP). The CHASP would ensure that there would be no significant adverse impacts on public health, workers' safety, or the environment as a result of potential hazardous materials exposed by or encountered during construction. Additional information on construction measures proposed for the East 125<sup>th</sup> Street Development site that would also be applied on that site under this alternative are described in Chapter 3.10. Therefore, this alternative would be consistent with this policy.

**Policy 6:** Minimize the loss of life, structures, and natural resources caused by flooding and erosion.

*Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the condition and use of the property to be protected and the surrounding area.*

While nearly all of the East 125<sup>th</sup> Street Development project site falls outside of the Flood Zone, the MTA Bus Depot site is classified by FEMA as being within a Zone "B" area of the 500-year flood. Future development in this area would not be considered a significant encroachment and would not result in any increases in flood levels in surrounding areas. The area is currently occupied by mainly impervious development; therefore, this alternative would not eliminate existing primary beneficial floodplain characteristics. Therefore, this alternative would be consistent with this policy.

*Policy 6.2: Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.*

This alternative would not involve the use of public funding for such measures. Therefore, this policy does not apply.

*Policy 6.3: Protect and preserve non-renewable sources of sand for beach nourishment.*

There are no non-renewable sources of sand near the Project Area under this alternative. Therefore, this policy does not apply.

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

*Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, and substances hazardous to the environment to protect public health, control pollution, and prevent degradation of coastal ecosystems.*

The solid waste generated by the MTA Bus Depot under this alternative would be collected by New York City Department of Sanitation (DSNY)'s trucks and private carters, and disposed of at out-of-City locations, as is the practice for managing solid waste currently generated within the

project area. Municipal and commercial solid waste collection disposal associated with the East 125<sup>th</sup> Street Development is discussed in Chapter 3.13, “Solid Waste and Sanitation Services.” Any toxic or hazardous waste encountered during construction activities associated with the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would be handled in accordance with NYCDEP, NYSDEC, U.S. Occupational Safety and Health Administration (OSHA), and U.S. Environmental Protection Agency (EPA) requirements. Potential impacts during construction would be addressed through adherence to applicable regulations. Following construction, any remaining contamination would be isolated from the environment and there would be no further potential for exposure.

As indicated in Chapter 3.10, “Hazardous Materials,” the 2007 Environmental Site Investigation (ESI) for the East 125<sup>th</sup> Street Development project site served as an initial due diligence document and additional investigation may be required for this alternative as well, depending on development details. A Memorandum of Understanding (MOU) between the NYC Economic Development Corporation and the NYC Department of Environment Protection would be signed before issuance of the Final EIS, committing the designated developer to perform additional investigation when and if necessary.

Therefore, this alternative would be consistent with this policy.

*Policy 7.2: Prevent and remediate discharge of petroleum products.*

Petroleum products encountered during construction or operational activities associated with the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would be managed and mitigated according to pertinent NYCDEP, NYSDEC, OSHA, and EPA requirements. Storage and handling of petroleum products would follow applicable regulations. Transportation, storage, and handling of petroleum products would not occur on the Harlem River waterfront. Therefore, this alternative would be consistent with this policy.

*Policy 7.3: Transport solid waste and hazardous substances and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.* See Policy 7.1, above.

**Policy 8:** Provide public access to and along New York City’s coastal waters.

*Policy 8.1: Preserve, protect and maintain existing physical, visual, and recreational access to the waterfront*

While the increased size of the MTA Bus Depot under this alternative would alter the visual environment on streets leading to the waterfront, streets leading to the waterfront just to the west surrounding the site of the East 125<sup>th</sup> Street Development would be enhanced visually with the replacement of vacant and underutilized land with new mixed-use development and public open space. An elevated highway separates the bus depot from the waterfront and largely obstructs views to the waterfront under existing conditions. While the expanded bus depot would present a

larger building volume that could alter some private views, these existing and future views are limited and no significant adverse impacts to public view corridors to the waterfront would be anticipated. This alternative would not impair access to the waterfront. Therefore, this alternative would be consistent with this policy.

*Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.*

See Policy 8.1.

*Policy 8.3: Provide visual access to coastal lands, waters, and open space where physically practical.*

The elevated highway that is adjacent to the east of the Bus Depot largely obstructs views to the waterfront under existing conditions and no significant adverse impacts to views of the waterfront would be anticipated. Therefore, this alternative would be consistent with this policy.

*Policy 8.4: Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.*

This alternative would not include the development of open space or recreation within the coastal zone. However, new publicly accessible open space proposed on the East 125<sup>th</sup> Street Development project site would be enhanced with the removal of adjacent access points to underground bus storage on Parcel A. Therefore, this alternative would be consistent with this policy.

*Policy 8.5: Preserve the public interest in and use of lands and waters held in public trust by the State and City.*

This alternative would not hinder current accessibility to the waterfront or interfere with the continued use or ownership of land and waters held in the public trust. Therefore, it is consistent with this policy.

**Policy 9:** Protect scenic resources that contribute to the visual quality of the New York City coastal area.

*Policy 9.1: Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.*

Visual effects of this alternative would include an increase in the height of the MTA Bus Depot building to accommodate bus storage that would otherwise occur underground on the East 125<sup>th</sup> Street Development project site. The urban context of this area is mixed, with future mixed-use development and public open space to the west, parkland to the north, residential, parking and light industrial uses to the south, and elevated highway to the east. The MTA Bus Depot and

available views towards the east do not constitute scenic resources, and this alternative would not have a significant adverse effect on the urban context of this area, or historic or working waterfronts. The urban context of the block on which additional construction would occur beyond that associated with the East 125<sup>th</sup> Street Development site is already one of industrial-type development adjacent to bridge ramps and a limited access highway (Harlem River Drive). Therefore, the Proposed Actions would be consistent with this policy.

*Policy 9.2: Protect scenic values associated with natural resources.*

Natural resources are limited within the vicinity of the MTA Bus Depot and the East 125<sup>th</sup> Street Development site. Both are previously developed sites without natural resources that are separated from the waterfront by ~~an~~ elevated bridge ramps and the Harlem River Drive highway. Development and expansion on these sites would not affect the current scenic values associated with the Harlem River. Therefore, the Proposed Actions would be consistent with this policy.

**Policy 10:** Protect, preserve, and enhance resources significant to the historical, archaeological, and cultural legacy of the New York City coastal area.

*Policy 10.1: Retain and preserve designated historic resources and enhance resources significant to the coastal culture of New York City.*

In accordance with City Environmental Quality Review (CEQR), the State Environmental Quality Review Act (SEQRA), and the New York State Historic Preservation Act of 1980, properties in the Project Area and surrounding area that are listed on or appear to meet criteria for listing on the State and National Registers of Historic Places (S/NR) or are designated as or appear to meet criteria for designation as New York City Landmarks have been identified. Within 400 feet of the East 125<sup>th</sup> Street Development site and bus depot are five resources that are LPC-eligible and/or S/NR eligible or potentially eligible. These resources, as described in Chapter 3.6, include the New York Public Library, 125<sup>th</sup> Street Branch (NYCL eligible, NR eligible), located at 224 East 125<sup>th</sup> Street; a multi-unit dwelling located at 221 East 124<sup>th</sup> Street (NR eligible) that was built in 1883; the Triborough Bridge (NR eligible); Ligia's Place Adult Care Facility (Potential NR), located at 2265 Third Avenue; and, Chambers Memorial Baptist Church (Potential NR), located at 219 East 123<sup>rd</sup> Street.

The Triborough Bridge ramps are located across from the MTA Bus Depot and are the only resources within 400 feet of this alternative that are located within the coastal zone. This alternative would not directly impact the views of these ramps and would alter their context by increasing the building height of the bus depot that is located across from the 126<sup>th</sup> Street exit ramp as it intersects with Second Avenue. The change in building height for the bus depot that would result from this alternative would not be expected to result in significant adverse impacts to the visual context of these ramps. As detailed in Chapter 3.6, "Historic Resources," the proposed East 125<sup>th</sup> Street Development that would also be constructed under this alternative would not result in significant adverse impacts to any historic resources. None of the five identified historic resources are located within the identified project site or rezoning area. Each

of the five National Register eligible or potentially eligible resources that are located within the 400-foot study area is located at least 90 feet away. No adverse effects on architectural resources as a result of construction, indirect effect or shadows are anticipated. Therefore, this alternative would be consistent with this policy.

*Policy 10.2: Protect and preserve archaeological resources and artifacts.*

As indicated in Chapter 3.6, based on the 2004 *Topic Intensive Documentary Study for the Willis Avenue Bridge*, the 126<sup>th</sup> Street Cemetery, or African Burial Ground associated with the Harlem Reformed Church of 1660, is indicated as being predominantly located on Block 1803, which is located to the east of Second Avenue. Appendix F contains historical maps of the 126<sup>th</sup> Street Cemetery that confirm its location outside of the East 125<sup>th</sup> Street Development project site and rezoning area. The MTA Bus Depot is located in this vicinity. Although the site of the Depot has been fully disturbed by previous construction activities, construction on this site for the Depot expansion would be subject to review by, and potential mitigation requirements of, the New York City Landmarks Preservation Commission. ~~If this alternative is advanced and if it is determined that there could be new in-ground disturbance with the potential for impacts to archeological resources, such as excavation that could be deeper than previous excavation for the existing Depot building, which is not contemplated at this time,~~ than additional archeological investigations would be warranted and undertaken. Therefore, this alternative would be consistent with this policy.

Based on the above review of Coastal Zone policies, this alternative would be consistent with the LWRP and significant adverse impacts to the Coastal Zone would not result.

## **Infrastructure**

Infrastructure serving the site of the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative is expected to be adequate to handle the demands resulting from the Alternative, including with the increment of additional Bus Depot floor area and the increase in development of 19,000 square feet on the East 125<sup>th</sup> Street Development project site to the west as described in Chapter 3.12. This alternative would entail the relocation of existing bus storage from existing locations in the nearby area and no significant increase in worker population, and no increase in residential population, would result. The ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would not be expected to adversely impact the Wards Island WPCP's treatment design capacity of 275 mgd. Like the proposed action, no significant adverse impacts to infrastructure would be expected.

## **Solid Waste/Sanitation Services**

The solid waste generated by the MTA Bus Depot under this alternative would be collected by New York City Department of Sanitation (DSNY)'s trucks and private carters, and disposed of at out-of-City locations, as is the practice for managing solid waste currently generated within the project area. Municipal and commercial solid waste collection disposal associated with the East

125<sup>th</sup> Street Development is discussed in Chapter 3.13, “Solid Waste and Sanitation Services.” Like the proposed action, no significant adverse impacts to solid waste disposal services would be expected.

## **Energy**

Demands on energy would be slightly greater than under the proposed action, as the reduction in energy used by the proposed project absent its underground bus storage would be more than offset by the increase in energy required by the enlarged Bus Depot and the energy required by an additional 19,000 square feet of retail space on Parcel A of the East 125<sup>th</sup> Street Development project site. The additional retail space on the East 125<sup>th</sup> Street Development project Parcel A-site would increase energy consumption by 1,060 million BTU’s, an increase in energy consumption from the project site of less than one percent compared to the proposed action. As with the proposed action, no significant adverse energy effects would be expected under this alternative.

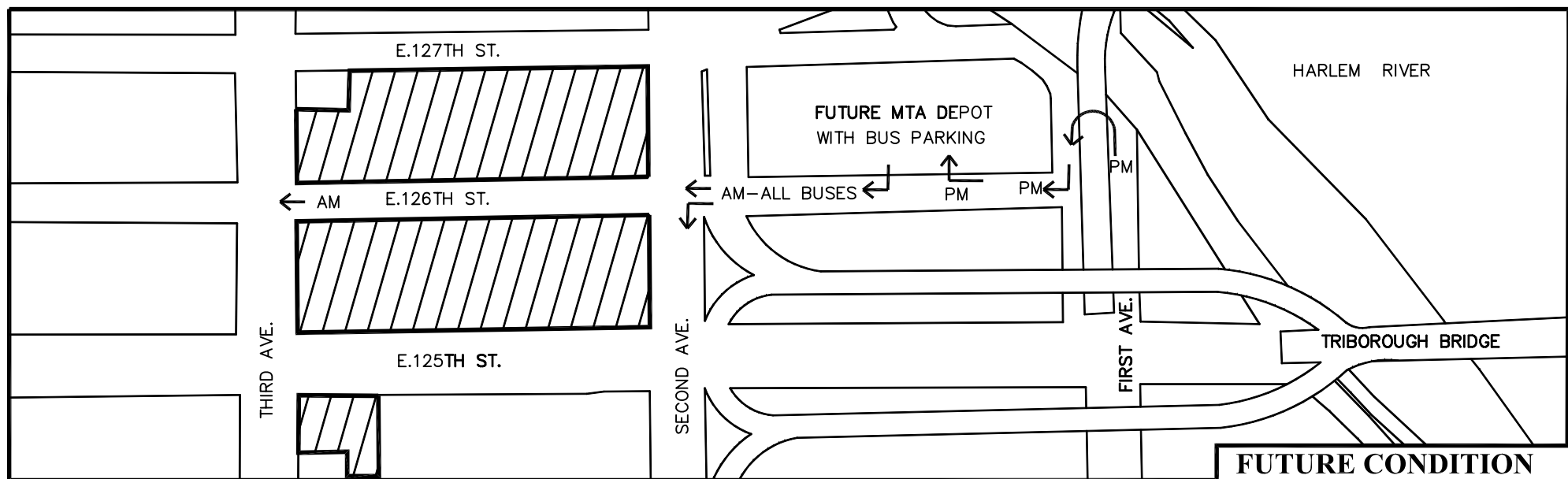
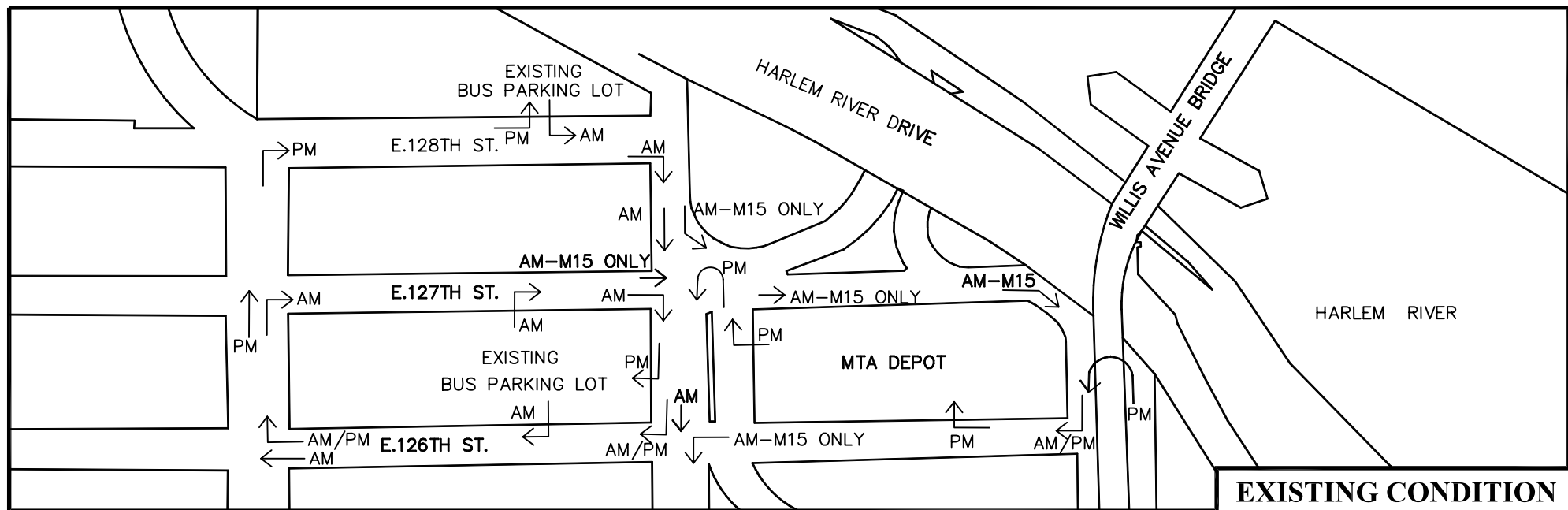
## **Traffic**

This alternative would be generally similar to the proposed action except that underground MTA bus storage would not be located on Parcel A of the East 125<sup>th</sup> Street Development project site, and a small amount of additional retail use beyond that included in the proposed action would occupy Parcel A (approximately 19,000 square feet). Under this alternative, the future bus parking facility would be located across Second Avenue from the project site on two levels above an existing MTA Bus Depot located at 2460 Second Avenue (Block 1803, Lot 1).

Assumptions regarding the location of the proposed entrances and exits of the future MTA Bus Depot have located these access points along both East 126<sup>th</sup> Street and East 127<sup>th</sup> Street. Therefore, it is expected that most of the buses would exit from the East 126<sup>th</sup> Street side of the building and would then either turn left down Second Avenue or continue westbound along East 126<sup>th</sup> Street to begin their daily routes. The M15 route (which comprises of most of this facility's buses) currently begins westbound on East 126<sup>th</sup> Street at Second Avenue. A survey of existing bus routes show that buses other than the M15 do not travel around the MTA Bus Depot (Block 1803) after exiting bus parking lots located on Parcel A of the East 125<sup>th</sup> Street Development project site or from the lot on East 128<sup>th</sup> Street between Second and Third Avenues. These buses would be comprised of all new westbound trips at the intersection of East 126<sup>th</sup> Street and Second Avenue after exiting the future Bus Depot/parking facility. However, as a result of the MTA depot consolidating its operations within the building across Second Avenue from the project site, the number of bus movements in the immediate vicinity would be greatly reduced. Currently, every bus that ends its route in Harlem enters the existing bus depot facility to be cleaned and refueled. The buses then must be moved to the bus parking lots on either Parcel A or East 128<sup>th</sup> Street. The future bus depot would reduce the number of bus movements by eliminating the need to transfer buses to other parking sites for storage between runs. This would result in a substantial reduction in the number of PM bus movements for all routes, and would also allow the M15 bus to begin its route at 126<sup>th</sup> Street and Second Avenue directly outside the future depot without having to circle the block, as it does today. Figure 3.21-12

shows the existing movements of the buses and the future movements with the new depot. In addition, the majority of bus trips exiting the parking facilities do not occur during the analyzed peak hours, as bus shift-changes mostly occur during off-peak periods. Therefore, buses would generate a minimal number of trips during the peak periods analyzed for the proposed action. The 19,000 square feet of additional retail space would add four vehicle trips in the AM peak hour, 10 vehicle trips in the midday peak hour, 15 vehicle trips in the PM peak hour, and 19 vehicle trips in the Saturday midday peak hour. This increase in vehicle trips is only approximately two percent of the total vehicle trips during any analyzed peak hour. Therefore, this alternative is not expected to result in any impacts that were not already identified for the proposed action.

The parking demand and supply for this alternative would be generally similar to that of the proposed action. The two garages located on Parcel A and Parcel B would accommodate the demand for this alternative and would therefore not result in any significant adverse impacts to parking in the area.



**Legend**

 Project Site

**Figure 3.21-12 MTA Depot Alternative - Existing & Future Bus Movements**

*East 125th Street Development FEIS  
Economic Development Cooperation*



## Transit and Pedestrians

The transit and pedestrian analyses of the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative consider the same development scenario for the East 125<sup>th</sup> Street Development project site with the exception of an additional approximately 19,000 square feet of retail that could occupy space as a result of relocation of bus storage from the project site. The existing MTA bus-parking facility, located on the eastern portion of Parcel A, would be relocated to an above-grade bus parking garage that would be constructed as an expansion of the existing MTA NYC Transit bus depot, which is currently located across Second Avenue from the project site. As the relocation of the existing bus parking facility is not likely to affect transit and pedestrian travel patterns or travel demand, the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative is expected to generate approximately the same travel demand at analyzed transit and pedestrian facilities as the proposed action.

As with the proposed project, new demand from the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would not result in any significant adverse impacts to subway line haul conditions, local bus services or pedestrian facilities (sidewalks, corner areas and crosswalks) in any analyzed peak hour. However, as with the proposed action, new subway trips at the 125<sup>th</sup> Street IRT (4, 5, 6) subway station under the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would result in significant adverse impacts to stair S4 at the northeast corner of East 125<sup>th</sup> Street and Lexington Avenue in both the AM and PM peak hours. Under the MTA Bus Depot Alternative, stairway S4 would operate at LOS D (a v/c ratio of ~~1.25~~1.26) and LOS E (a v/c ratio of ~~1.61~~1.62) in the AM and PM peak hours, respectively, compared to LOS D (a v/c ratio of ~~1.24~~1.25) and LOS E (a v/c ratio of ~~1.57~~1.58) in the AM and PM peak hours, respectively, under the proposed action. As the width increment threshold required to return this stairway to an acceptable level of service (a v/c ratio of less than 1.00) in the AM peak hour would total ~~42.2~~42.7 inches (~~41.8~~42.2 inches under the proposed action), greater than the *CEQR Technical Manual* impact threshold of six inches for LOS D, this stairway would be considered significantly adversely impacted in the AM. Similarly, as the width increment threshold required to return stairway S4 to an acceptable level of service in the PM would total ~~29.2~~29.6 inches (~~27.3~~27.8 inches under the proposed action), greater than the *CEQR Technical Manual* impact threshold of three inches for LOS E, this stairway would also be considered significantly adversely impacted in the PM peak hour. Mitigation measure for the significant adverse impact is discussed in more detail in the “Mitigation” section below.

~~Mitigation measures to address subway station stairway impacts typically involve physically widening an affected stair to increase its capacity, or implementing measures that would decrease demand, typically by providing new and/or more convenient access points. Between the Draft EIS and Final EIS, the feasibility of widening stair S4 and other potential mitigation measures will be evaluated in consultation with NYC Transit. If widening stair S4 and other potential mitigation measures prove infeasible, the MTA Bus Depot Expansion Alternative’s significant adverse impacts to this stair in the AM and PM peak hours would remain unmitigated.~~

## Air Quality

Similar to the proposed action, the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would not cause or exacerbate any exceedances of air quality standards or impact criteria and therefore, would not result in significant adverse impacts related to stationary or mobile sources. Air Quality Analysis assumptions for the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would be identical to those described in Chapter 3.17 related to the proposed action. However, because the garage would have two parking levels, the parking space would be nearly double the size of the one studied for the proposed action. Therefore, the pollutant venting scheme would include two rooftop vents located side-by-side at the far eastern edge of the facility (one vent for each bus parking floor). Results of this analysis were estimated cumulatively as part of the stationary source analysis conducted for the HVAC systems of the proposed development.

With respect to PM<sub>10</sub> and the impact that the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would have on sensitive receptors, the results of the air quality analysis conducted for this alternative indicate that, when using No. 2 fuel oil for HVAC systems, emissions from the proposed development would not result in any air quality impacts related to PM<sub>10</sub> (see Table 3.21-6).

**Table 3.21-6: Air Quality Impacts -  
Summary of Maximum Predicted PM<sub>10</sub> Concentrations**

<b>Averaging Period</b>	<b>Background Concentration (µg/m<sup>3</sup>)</b>	<b>Maximum Predicted Concentration (µg/m<sup>3</sup>)</b>	<b>Maximum Predicted Total Concentration (µg/m<sup>3</sup>)</b>	<b>NAAQS (µg/m<sup>3</sup>)</b>
24 Hour	91	4.5	95.5	150

Similar to the proposed action, this alternative would cause no violations of the NAAQS.

For the PM<sub>2.5</sub> incremental impact analysis, maximum impacts were calculated at nearby sensitive receptors for comparison with the NYCDEP interim guidance. The predicted maximum receptor concentration from emission sources related to the combined East 125<sup>th</sup> Street Development and the Depot Expansion are presented in Table 3.21-7.

**Table 3.21-7: Air Quality Impacts -  
Summary of Maximum Predicted PM<sub>2.5</sub> Concentrations**

Pollutant	Maximum Total Predicted Concentration (µg/m <sup>3</sup> )	Interim Guidance Criteria (µg/m <sup>3</sup> )
PM <sub>2.5</sub> 24-Hour	0.4	5.0
PM <sub>2.5</sub> Annual (Discrete)	0.04	0.3
PM <sub>2.5</sub> Annual (Neighborhood)	0.001	0.1

The result of this analysis is that the model-predicted concentrations would be below the interim guidance criteria levels. Therefore, this alternative would not result in any significant adverse environmental impacts on air quality.

### Noise

This alternative would have similar effects on Noise as the proposed action and would not result in significant adverse impacts related to noise. The proposed action would generate new residential, commercial and cultural uses in an area that is already characterized by medium to high density residential and commercial development. Future project-related traffic conditions would not materially differ from those of the proposed action. Residential, commercial and cultural use portions of the development would be required to provide sufficient noise attenuation to maintain interior noise levels of 45 dBA or lower, so that the proposed development would not result in significant adverse noise impacts. The additional bus storage within the expanded MTA Depot building would be enclosed and would not be expected to generate significant noise impacts.

### Construction Impacts

With the additional construction associated with the ~~offsite~~ expansion of the MTA bus depot by two stories, the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would generate more temporary construction disruption ~~that~~ than would be attributable to the proposed action, although less excavation would be required on Parcel A. Compared to the proposed action, this alternative would result in increases in temporary construction-related noise, and air quality effects from mobile source emissions associated with construction equipment, particularly affecting residents of apartments facing the bus depot on East 126<sup>th</sup> Street and users of the parkland located to the north of the depot building. Increases in construction effects from noise and mobile source emissions would be temporary and would not be expected to result in significant adverse impacts. Under the proposed action as well as under this alternative, all construction would be governed by applicable city, state, and federal regulations regarding construction activities, which should avoid or mitigate significant adverse impacts for

environmental factors including historic resources, natural resources, infrastructure, traffic, air quality, noise, or hazardous materials conditions.

Under this alternative, the MTA would coordinate construction staging with use of its other existing facilities to avoid disruption of operations. Prior to completion of the 126<sup>th</sup> Street Depot expansion, it is expected that the existing buses that are stored on Parcel A of the East 125<sup>th</sup> Street Development site would disperse to the Mother Clara Hale Depot (located at 721 Lenox Avenue in Central Harlem), the Amsterdam Depot (located on Amsterdam Avenue between West 128<sup>th</sup> Street and West 129<sup>th</sup> Street in Manhattanville) and other sites. Other sites would be used as needed to accommodate storage that would exceed the capacity of the Mother Clara Hale Depot and the Amsterdam Depot. An operations plan would be prepared by the MTA to detail how bus storage and other operations that occur on the East 125<sup>th</sup> Street Development project site and the MTA 126<sup>th</sup> Street Bus Depot would be replaced.

As indicated in Chapter 3.6, based on the 2004 *Topic Intensive Documentary Study for the Willis Avenue Bridge*, the 126<sup>th</sup> Street Cemetery, or African Burial Ground associated with the Harlem Reformed Church of 1660, is indicated as being predominantly located on Block 1803, which is the location of the existing MTA Bus Depot. Although the site of the Depot has been fully disturbed by previous construction activities, construction on this site for the Depot expansion would be subject to review by, and potential mitigation requirements of, the New York City Landmarks Preservation Commission and the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). If this alternative is advanced and if it is determined that there could be in-ground disturbance of a greater magnitude than that which has already occurred in the past for construction of the existing MTA Bus Depot, which is not contemplated at this time, then additional archeological investigations would be warranted and undertaken. Given the larger proposed size of the MTA Bus Depot, the need for deeper excavation than had occurred in the past on Block 1803 would be assessed prior to construction of the expanded Depot. If the potential for archeological impacts is identified, mitigation measures related construction impacts to archeological resources would be determined through consultation with LPC and NYSOPRHP.

## **Public Health**

The MTA Bus Depot Alternative would not result in significant adverse public health impacts, as it would not significantly impact the various technical areas that comprise public health, namely, air quality, hazardous materials, solid waste management, and noise. The added bus storage on the existing MTA Bus Depot would be enclosed and would not be expected to result in adverse effects on public health for residents living on East 126<sup>th</sup> Street across the street from the Depot building, for users of Harlem River Park and the Crack is Wack Playground across East 127<sup>th</sup> Street to the north, for future residents, workers and patrons of the East 125<sup>th</sup> Street Development site across Second Avenue, or for other individuals in the surrounding community. The solid waste generated by the MTA Bus Depot under this alternative would be collected by DSNY trucks and private carters, and disposed of at out-of-City locations, as is the practice for managing solid waste currently generated within the project area. Municipal and commercial

solid waste collection disposal associated with the East 125<sup>th</sup> Street Development is discussed in Chapter 3.13, “Solid Waste and Sanitation Services.” Any toxic or hazardous waste encountered during construction activities associated with the ~~MTA Bus Depot Expansion Alternative~~ Depot Alternative would be handled in accordance with NYCDEP, NYSDEC, U.S. Occupational Safety and Health Administration (OSHA), and EPA requirements. Potential impacts during construction would be addressed through adherence to applicable regulations. Following construction, any remaining contamination would be isolated from the environment and there would be no further potential for exposure.

## **Mitigation**

The Depot Alternative contains the same development program as the proposed action—meaning that the amount of new housing and retail and commercial development is identical to the proposed project—with an addition of a small amount of retail space (19,000 square feet) in Parcel A and the relocation of the bus parking from Parcel A to the MTA Bus Depot. Consequently, the MTA Bus Depot Alternative would result in similar significant adverse impacts as the proposed action related to traffic impacts, shadow impacts on the PS 30 Playground and subway stair impacts, although under the MTA Bus Depot Alternative stairway S4 would operate at LOS D (a v/c ratio of 1.25) and LOS E (a v/c ratio of 1.61) in the AM and PM peak hours, respectively, compared to LOS D (a v/c ratio of 1.24) and LOS E (a v/c ratio of 1.57) in the AM and PM peak hours, respectively, under the proposed action. The width increment threshold required to return stairway S4 to an acceptable level of service in the PM would total 29.2 inches (27.3 inches under the proposed action). Similar mitigation measures would be required for this alternative as for the proposed action. No additional significant impacts would result from adoption of the Depot Alternative. The analysis of the mitigation measures discussed in Chapter 3.22 of the FEIS will also apply to the Depot Alternative.

~~Mitigation measures to address subway station stairway impacts typically involve physically widening an affected stair to increase its capacity, or implementing measures that would decrease demand, typically by providing new and/or more convenient access points. Between the Draft EIS and Final EIS, the feasibility of widening stair S4 and other potential mitigation measures will be evaluated in consultation with MTA/NYC Transit. If widening stair S4 and other potential mitigation measures should prove infeasible, the MTA Bus Depot Alternative’s significant adverse impacts to this stair in the AM and PM peak hours would remain unmitigated, similar to the proposed action.~~

## **Unavoidable Adverse Impacts**

The Depot Alternative contains the same development program as the proposed action—meaning that the amount of new housing and retail and commercial development is identical to the proposed project—with an addition of a small amount of retail space (19,000 square feet) in Parcel A and the relocation of the bus parking from Parcel A to the MTA Bus Depot. Consequently, the Similar to the proposed action, shadow impacts on the PS 30 Playground

would remain unmitigated under this alternative. For pedestrian impacts, if the widening of stair S4 and other potential mitigation measures as discussed ~~above in Chapter 3.22~~ prove infeasible, the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative's significant adverse impacts to this stair in the AM and PM peak hours would remain unmitigated.

## **Conclusion**

Although including bus storage below the mixed-use buildings on Parcel A would not be considered to result in significant adverse land use impacts under the proposed action, the ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would be more compatible with the overall mixed-use program of development for the project site. Buses would not be entering or exiting the proposed buildings on East 126<sup>th</sup> Street or East 127<sup>th</sup> Street, and the bus storage would be relocated to an adjacent manufacturing district above an existing MTA Bus Depot. In order to relocate this bus storage, increases in shadow and urban design effects would be expected with the addition of two stories to the existing MTA Bus Depot. However, these incremental increases in shadows and additional building height would not be expected to result in significant adverse impacts.

The ~~MTA Bus Depot Expansion Alternative~~Depot Alternative would result in generally similar demands on services, and similar amounts of traffic, air quality and noise effects as the proposed action. Policies of the City of New York for the East 125<sup>th</sup> Street Development project site, including objectives of the Harlem-East Harlem Urban Renewal Area, and redevelopment recommendations of a Task Force convened to formulate redevelopment guidelines for the East 125<sup>th</sup> Street Development project site would be implemented similar to the proposed action.

Aside from the removal of bus storage from the future East 125<sup>th</sup> Street Development that would result from this alternative and consolidation of area bus storage onto the site of the MTA Bus Depot, this alternative would result in alterations of visual conditions of the MTA Bus Depot, with an increase in building height by approximately 40 feet. Impacts on urban design and visual conditions would be limited due to the existing industrial appearance of this site and its separation from the waterfront by elevated highway. Increases in shadow effects on parkland to the north would result. However, these incremental shadow effects would not be expected to result in significant adverse impacts. Shadows would only be cast on these areas late in the day in March and May. There would be no impact on the Crack is Wack Playground. The open space in Harlem River Park that would be affected includes small, irregularly shaped open spaces that are used for planting, and not for recreational purposes or sitting areas. Since the extensive shadowing occurs only in December, when the trees in these open spaces are dormant, the added shadows would not be expected to affect plant survival in these open spaces. Therefore, the impact of this shadowing would not be considered to be significant, even though it would be extensive. The increased bulk of the building would be an addition onto an existing industrial-type use, in an existing manufacturing district.

Increases in construction effects from noise and mobile source emissions would be temporary and would not be expected to result in significant adverse impacts. If the potential for

archeological impacts is identified, mitigation measures related construction impacts to archeological resources would be determined through consultation with LPC and NYSOPRHP.