

161ST STREET/RIVER AVENUE REZONING

TARGETED ENVIRONMENTAL IMPACT STATEMENT

APPENDIX B – Written Comments on the Proposed Action

HERRICK

NEW YORK

NEWARK

PRINCETON

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May 21, 2009

OFFICE OF THE
CHAIRPERSON

MAY 22 2009

19742

Honorable Ruben Diaz, Jr.
Bronx Borough President
851 Grand Concourse
Bronx, New York 10451

Re: 161st Street/River Avenue Rezoning

Dear Mr. Diaz:

My client, Strohmayr Real Estate Corp, is in full support of the proposed 161st Street Rezoning. This action will facilitate the development of this very important civic, retail and residential area of the Bronx. However, because the Site is the largest private development opportunity (20,000 square foot lot; approximately 200,000 square feet pursuant to Inclusionary Housing Bonus) in the proposed rezoning area and because of the Site's unique location, we urge greater design and massing flexibility. We suggest the following:

1. Permit legal light and air windows on the southern side of the Site, because the Site is directly north of the City park on Lot 1. This will permit "eyes" on the public park, providing additional public safety as well as a superior interior building configuration.
2. Permit a Chair Certification to permit a taller streetwall (60-85').
3. Permit greater flexibility regarding the location of the tower element and rear yard equivalent, so that the tower element will not overpower East 158th Street, which is a narrow street. Lot 1, which is directly south of the Site, is greater than 10,000 square feet. Therefore, permitting the location of a tower element closer to the park will lessen the impact to East 158th Street, but will not negatively impact the park.

The successful development of the Site will help to jumpstart the area's transformation. We believe the suggestions above will provide the design flexibility that will facilitate a private development on the Site.

HERRICK

Honorable Ruben Diaz, Jr.
Bronx Borough President
May 21, 2009
Page 2

Thank you for your consideration.

Sincerely,



Richard Bass, AICP, PP
Senior Real Estate Analyst

cc: Jean S. Harris, Strohmayer Real Estate Corp
Andrea Olstein, Strohmayer Real Estate Corp
Amanda Burden, Director, NYC Department of City Planning

**BOROUGH PRESIDENT
RECOMMENDATION**

**CITY PLANNING COMMISSION
22 Reade Street, New York, NY 10007
Fax # (212)720-3356**

INSTRUCTIONS

- 1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
- 2. Send one copy with any attachments to the applicant's representative as indicated on the Notice of Certification.

APPLICATION # C 090365 ZMX

DOCKET DESCRIPTION

PLEASE SEE ATTACHMENT FOR DOCKET DESCRIPTION

COMMUNITY BOARD NO. 4

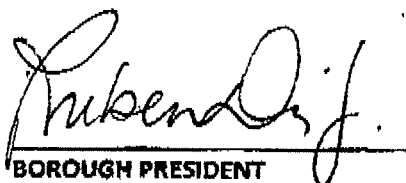
BOROUGH: THE BRONX

RECOMMENDATION

- APPROVE
- APPROVE WITH MODIFICATIONS/CONDITIONS (List below)
- DISAPPROVE

EXPLANATION OF RECOMMENDATION-MODIFICATION/CONDITIONS (Attach additional sheets if necessary)

PLEASE SEE ATTACHMENT FOR BOROUGH PRESIDENT'S RECOMMENDATION


BOROUGH PRESIDENT

6/24/2009
DATE

**BRONX BOROUGH PRESIDENT'S RECOMMENDATION
ULURP APPLICATION NO: C 090365 ZMX EAST 161ST STREET REZONING
6/24/09**

DOCKET DESCRIPTION

IN THE MATTER OF an application submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 3b and 6a:

1. Eliminating from within an existing R7-1 District a C1-4 District bounded by Morris Avenue a line 100 feet northeasterly of East 161st Street, a line 100 feet southeasterly of Morris Avenue and East 161st Street;
2. Eliminating from within an existing R8 District bounded by River Avenue, a line 250 feet northeasterly of East 161st Street, East 162nd Street, Gerard Avenue, East 161st Street, a line midway between Gerard Avenue and Walton Avenue, a line 100 feet southwesterly of East 161st Street, a line midway between River Avenue and Gerard Avenue, a line 150- feet northeasterly of East 158th Street;
3. Changing from an R7-1 District to an R8A District property bounded by East 162nd Street and its southeasterly prolongation, Park Avenue, East 161st Street, and Morris Avenue;
4. Changing from an R8 District to a C6-2 District property bounded by East 161st Street, Concourse Village West, a line 50 feet northeasterly of East 159th Street, and a line 100 feet northwesterly of Concourse Village West;
5. Changing from a C4-6 District to a C6-2 District property bounded by a line 140 feet northeasterly of East 161st Street; Sheridan Avenue, East 161st Street, and a line 100 feet northwesterly of Sheridan Avenue;
6. Changing from a C8-3 District to a C6-2 District property bounded by East 161st Street, Concourse Village East, a line 150 feet southwesterly of East 161st Street, and Concourse Village West;
7. Changing from an R8 District to a C6-3D* District property bounded by River Avenue, a line 250 feet northeasterly of East 161st Street, East 162nd Street, Gerard Avenue, East 161st Street a line midway between Gerard Avenue and Walton Avenue, a line 110 feet southwesterly of East 161st Street, a line midway between River Avenue and Gerard Avenue, a line 150 feet northeasterly of East 158th Street;

8. Changing from an C8-3 District to a C6-3D* District property bounded by River Avenue, a line 150 feet northeasterly of East 158th Street, a line midway between River Avenue and Gerard Avenue, a line perpendicular to the southeasterly street line of River Avenue distant 100 feet northeasterly (as measured along the street line) from the point of intersection of the southeasterly street line of River Avenue and the northeasterly street line of East 153rd Street; and
9. Establishing within the proposed R8A district a C2-4 District bounded by East 162nd Street, a line 100 feet southeasterly of Morris Avenue, a line midway between East 161st Street and East 162nd Street, a line 100 feet northwesterly of Park Avenue, a line 100 feet northeasterly of East 161st Street, a line perpendicular to the northeasterly street line of East 161st Street distant 100 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of East 161st Street and the northwesterly street line of Park Avenue, East 161st Street, and Morris Avenue;

Borough of The Bronx, Community District 4, as shown on a diagram (for illustrative purposes only) dated March 30, 2009 and subject to the conditions of CEQR Declaration E-225.

*Note: a C6-3D District is proposed to be created under a related application N 090364 ZRY for an amendment of the Zoning Resolution.

BACKGROUND

This rezoning seeks to promote a variety of mixed-use development along the East 161st Street corridor between River and Park Avenues and a section of River Avenue from East 153rd Street to East 162nd Street. East 161st Street serves as an important major corridor housing much of the Bronx' Civic Center, Yankee Stadium, Concourse Plaza Mall, private offices, parks, retail and residential uses. The New York City Department of City Planning initiated this rezoning to compliment the major investment along the corridor, including the Bronx Hall of Justice, redevelopment of Lou Gehrig Plaza, Joyce Kilmer Park and the Grand Concourse, as well as the development of the new Yankee Stadium to the west, the redevelopment of Melrose Commons to the east, and development of the Bronx Terminal Market into the Gateway Center to the south.

The rezoning area consists of all or portions of nine blocks along East 161st Street and River Avenue divided into three separate nodes:

- **Transit Node-** the eastern side of River Avenue bound by East 153rd Street to the south and East 162nd Street to the north, East 161st Street bound by River Avenue

to the west, Gerard Avenue to the east on the north side, and midblock between Gerard and Walton Avenues on the south side.

- **Civic Node**- the south side of East 161st Street between Concourse Village East and Concourse Village West, and the west side of Concourse Village West/Sheridan Avenue between East 159th and 162nd Streets.
- **Residential Node**- full block bound by East 161st Street to the south, Park and Teller Avenues to the east, East 162nd Street to the north and Morris Avenue to the west.

The rezoning calls for the following actions:

Transit Node

- Change from C8-3 to C6-3D along River Avenue
- Change from R8/C1-4 to C6-3D along East 161st Street

Civic Node

- Change from C8-3 to C6-2 along East 161st Street
- Change from C4-6 to C6-2 at the intersection of East 161st Street and Sheridan Avenue
- Change from R8 to C6-2 at the intersection of East 161st Street and Concourse Village West

Residential Node

- Change from R7-1 to R8A
- Change from C1-4/C2-4 overlays to C2-4 overlay along East 161st Street, Morris and Park Avenues

Inclusionary Housing

Inclusionary Housing regulations would be applied to the C6-3D and R8A districts. For residential development without an affordable housing component, the maximum FAR within the selected areas would be limited to a base FAR of 7.52 in the C6-3D and 5.4 in the R8A. Developments could qualify for a maximum FAR of 10.0 in the C6-3D and 7.2 in the R8A by providing 20 percent of the residential floor area in the development as permanently affordable housing for low- and moderate-income households, or by constructing or preserving off-site affordable units for low-income households. Off-site units must be located within Community District 4, or within one half-mile of the bonused development if outside of Community District 4.

Below are descriptions of the proposed changes:

C2-4

Commercial uses are allowed up to 2.0 FAR; however, in a mixed residential/commercial building, commercial uses are limited to the ground floor.

C6-2

The C6-2 district would allow high-density residential, commercial and community facility uses with a maximum permitted FAR of 6.02, 6.0 and 6.5, respectively. C6-2 is an R8 residential equivalent district. There is no maximum building height, and the building envelope is regulated by the sky exposure plane. Because C6 districts are mapped in areas well served by mass transit, no parking is required for commercial and community facility uses. Off-street parking is required for 40% of the residential units.

The optional Quality Housing regulations allow residential development a maximum permitted FAR of 7.2 on a wide street and 6.02 on a narrow street. Under Quality Housing rules, the base height of the building at the street may rise between 60 to 80 feet then must set back from the street before rising to a maximum building height of 120 feet.

C6-3D

The proposed C6-3D district would allow high-density residential, commercial and community facility uses with a maximum permitted FAR of 9.0. The 161st Street rezoning proposal would apply the Inclusionary Housing Program to the proposed C6-3D rezoning area. Under the Inclusionary Housing Program, the maximum base residential FAR in the C6-3D would be 7.52; however, developments utilizing the Inclusionary Housing Program bonus could achieve a maximum FAR of 10.0. Parking would be required for 40% of the residential units. There would be reduced parking requirements for public, publicly-assisted and government assisted housing. There would be no parking requirement for commercial or community facility uses.

The C6-3D bulk regulations are designed to facilitate tower development adjacent to an elevated train. The building base would be limited to 15 to 25 feet on sites that front the elevated train; although a secondary base would be allowed to reach a total height of 60 to 85 feet. Both the secondary base and the unlimited height tower would be required to set back a minimum of 20 feet from the lot line that fronts the elevated train (for sites less than 110 feet deep, the setback would be reduced to between 10 to 19 feet). Where an existing building with windows is located within 30 feet of an adjacent lot line, a minimum 15-foot setback would be required. On corner sites that front an elevated train, a corner setback at the ground level would be required to create additional pedestrian circulation space (a corner setback would be optional on other corner locations). In addition, if a subway station entrance is located along the frontage of a property, new development would be required to improve and relocate the subway entrance inside the building. Sidewalk widening requirements would apply along all wide streets within the rezoning area.

R8A

The R8A zoning designation would allow higher-density development with a contextual envelope that would match existing and proposed buildings in the Melrose Commons area.

The Inclusionary Housing Program would be employed in the Residential Node. Under

the Inclusionary Housing Program, the maximum base residential FAR in the R8A would be 5.4; however, developments utilizing the Inclusionary Housing Program bonus could achieve a maximum FAR of 7.2. The base height of the building at the street must be between 60 to 85 feet and the building then must set back from the street before rising to a maximum building height of 120 feet. Off-street parking is required for 40% of the residential units. The proposed R8A would allow high-density community facility uses up to a maximum FAR of 6.5.

ENVIRONMENTAL REVIEW AND ULURP CERTIFICATION

This application was reviewed pursuant to SEQRA and CEQR. An Environmental Assessment Statement was prepared for this application and designated as a Type I action, meaning there would be a significant impact, and resulted in a Positive Declaration. The City Planning Commission certified this application as complete on March 25th, 2009.

COMMUNITY BOARD PUBLIC HEARING

Bronx Community Board 4 held a public hearing and approved this application on May 19th, 2009 with a vote of 10 in favor, 2 against, and 3 abstaining.

BRONX BOROUGH PRESIDENT'S PUBLIC HEARING

The Bronx Borough President held a public hearing on this application on June 4th, 2009. Five members of the public representing the 161st Street Business Improvement District (BID), local property owners, and Carpenters Union Local 608 were present. The representatives of BID and local property owners spoke in favor of the rezoning.

Strohmayer Real Estate Corp., property owners at 810 River Avenue, had the following suggestions for their site:

- Permit windows on the south side of their property to provide "eyes on the street" for the park and parking lot across the street.
- Permit a taller streetwall of 60-85 feet.
- Permit greater flexibility in the location of a potential tower away from East 158th Street (a narrow street), and closer to the park.

BRONX BOROUGH PRESIDENT'S RECOMMENDATION

The East 161st Street rezoning will facilitate a much-needed transformation of the East 161st Street and River Avenue corridors. When The Bronx developed or developed rapidly without opportunity for a central node to call a "downtown" or "center". This rezoning will connect development taking place in Melrose Commons, The Hub, Yankee

Stadium and the Bronx Terminal Market to create a continuously active center for the borough. Increasing density at the borough's busiest transfer station, with three line access to the East and West Sides of Manhattan, as well as Brooklyn, transforms the 161st Street-Yankee Stadium station into the major hub it should be.

Recommended Modifications

- Assure sufficient analysis is done to identify ways to mitigate overcrowding and delays for the BX6 bus. Significant impacts (though no mitigation) were identified for the BX13, which follows the BX6 route along East 161st Street only during rush hours. The BX6 currently has significant overflow and bunching during rush hours. The potential creation of 894 units in this rezoning, in addition to the thousands of units being created at Borsina Village, Courtlandt Corners, St. Ann's Terrace and the Melrose Commons North RFP sites; 553,484 square feet of potential office space; and 113,553 square feet of potential retail space, will only impact this line even further, as it provides a primary conduit to subway access. Bus-only lanes during rush hours should be considered.
- Mitigate the impact of a 2% increase of needed day care slots to 135% utilization. I acknowledge that this figure is below the five percent increase mitigation CEQR threshold, but increasing need in one of the most underserved areas of the City deserves mitigation. Administration for Children's Services (ACS) is currently looking to build a facility in the area given the high need. I understand that DCP is working with ACS to further analyze the matter. I hope sufficient accommodation is made to alleviate this situation.
- The Environmental Impact Statement projects school enrollment increases that exceed seat capacity, yet do not meet the CEQR threshold, it is my position that any over enrollment is unacceptable. I therefore require assurance that school seating capacity will be addressed.

In June 2008 the Bronx Borough President's Office, along with other elected officials and education advocates, engaged the Department of Education and met with Chancellor Joel Klein, to discuss Bronx neighborhoods most impacted by overcrowding. Among these were the Highbridge and West Concourse communities (CSD9). Local public education advocates remain concerned about the enrollment impact of the increase in population anticipated through 2010 and in particular, say there is an urgent need for a middle school in Highbridge that has to be addressed. Department of City Planning population increase estimates for Highbridge and West Concourse are 14.1% and 4.7% respectively.

These increases are being driven by extensive subsidized housing construction with the financial support of the Community Preservation Corporation, the New York City Housing Development Corporation, the Department of Housing Preservation and Development and other sources. Since much of this housing is

aforementioned in the first bullet, is still either under construction or yet to be developed, many of the elementary and middle school students who will occupy these units were not counted in the October 2006 Blue Book data, nor were they considered in the Grier Partnership projections.

- I am profoundly concerned about the projected impacts reported in the Environmental Impact Statement (EIS) at the intersection of East 149th Street at River Avenue, which has no spare capacity and for which the EIS indicates mitigation is not possible. This is the worst of several intersections projected to be impacted.

While the EIS proposes mitigation for impacted intersections on East 161st Street, this is a critical east/west corridor deserving of a more thorough multi-modal assessment, including the benefits of replacing the already mapped and designed East 153rd Street Bridge.

I recommend approval of this application with the aforementioned modifications.

From: James Rausse [mailto:JRAUSSE@bronxbp.nyc.gov]
Sent: Tuesday, June 09, 2009 12:19 PM
To: CAROL SAMOL; RYAN SINGER
Cc: Wilhelm Ronda
Subject: RE: 161st Street
Importance: High

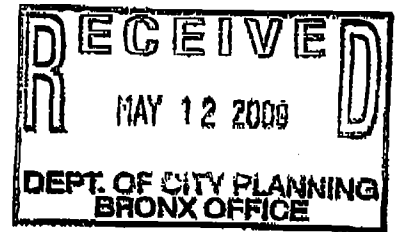
Hi Carol/Ryan,

I am just going to forward you all of our questions for reference:

- BX6- why is WB not accounted for?
 - With development of Boricua Village, Courtlandt Corners and St. Ann's Terrace, there will be 1700 new units in 3 developments alone. On top of Melrose Commons North Sites A, B & C
- Clarify traffic impacts on River Avenue & 161st
- Heritage Field will be shadowed 4-5 hours during the morning and early afternoon on two dates analyzed
- ACS identified this specific area as an already high-need area. 2% increase for 135% capacity. How can the increased slots not have a significant impact on the area?
- How are the market/affordable figures calculated? New market rate housing has been few and far between. Most of the housing in the area has been subsidized. How will the no action scenario result in more market rate than affordable housing? If anything, this rezoning will promote market rate housing, with the inclusionary being the incentive
- How does the Park Avenue traffic mitigation match up to the Morris Avenue mitigation. Morris & Sherman are two hot spots, which result in backup to Park Avenue. How does two seconds taken from EB/WB for Park impact that intersection, given six is being reallocated to EB/WB for Morris?
 - How the impact for Sheridan/CVW, which has no mitigation IDed
 - How will these changes impact the BX32, which regularly arrives late?
- Was the proposed Highbridge MS taken into account?
- How will #2 oil or natural gas usage be ensured?
- How will the current clearly unacceptable traffic noise issues be addressed, even though it will slightly increase with the existing proposal?
- Will this allow hotel development?
- Bus-only lane during rush hours?

James Rausse, AICP
Director, Budget & Housing
Office of the Bronx Borough President
851 Grand Concourse
Bronx, NY 10451
P: (718) 590-6104/3514
F: (718) 590-2698

 PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING MY EMAIL



May 11, 2009

Ms. Carol Samol
Director
Department of City Planning, Bronx Office
One Fordham Plaza, 5th Fl.
Bronx, NY 10458

Re: 161st Street/River Avenue Rezoning Draft Environmental Impact Statement

Dear Ms. Samol:

Thank you for meeting with us at our office on April 14. It was very helpful for us to discuss this project with you and DCP staff. The New York City Transit Division of Operations Planning has reviewed the DEIS for the proposed 161st Street/River Avenue rezoning and have the following corrections and comments regarding the Transit and Pedestrians section:

From the subsection "Subway & Metro North Railroad," we have the following comments:

- p.3.4-1: The **D** train runs express in the Bronx to Manhattan on weekdays and bypasses the 161st Street station only between 6:30 and 9:30 AM (text states 6:30 AM to 12:30 PM).
- p.3.4-1: The **D** train runs express in the Bronx from Manhattan on weekdays and bypasses the 161st Street station only between 4:00 and 7:00 PM (text states 12:30 PM to 10:00 PM).
- p.3.4-1: Neither the **D** nor the **4** run special express services for Yankees games. The **D**, however, does run northbound local service to 161st Street for games on weeknights, when the **D** normally would run express in the northbound direction in the Bronx. Please correct text.
- p.3.4-1: Last paragraph – The station complex features a full-time staffed mezzanine below (text states "above") the intersection of 161st Street and River Avenue. The mezzanine above the same intersection is available for passenger use at all times but is not staffed 24 hours / 7 days a week.
- p.3.4-1: During non-game days, the station complex is served by six street stairs to the **D** train and four to the **4** train. Given that the proposed rezoning is on both sides of 161st Street, why is only one street stair analyzed? It appears that multiple street stairs will experience a small amount of project-induced ridership. There is no mention of fare arrays either.

- Although there are no likely impacts (since the low project-induced subway ridership will be split among numerous platform stairs), it should be mentioned why platform stairs are not analyzed.
- Tables 3.4-3, 3.4-4, 3.4-5 : The street stair on the northeast corner of 161st Street and River Avenue (stair SB1/SB2) is 7'11" in actual width, which amounts to an effective width of 6'8".

From the subsection on bus operations, we offer the following comments:

- p.3-4-6: Bx1/2 route description should read: "The Bx1/2 provides local and limited-stop service in the Bronx between Kingsbridge/Riverdale and The Hub/Mott Haven. The Bx1 operates primarily on the Grand Concourse, Sedgwick Avenue, and W 231st Street. The Bx2 operates primarily on Lincoln Avenue, 3rd Avenue, 149th Street, the Grand Concourse and Sedgwick Avenue." All other text is accurate until last sentence, which should begin: "In 2006, the Bx1 and Bx2 were ranked number 7 in annual ridership..."
- Figure 3.4-2: Recent changes to the Bx13 and Bx2 routes are not reflected on the map. Bx2 no longer turns off of Grand Concourse Blvd on 165th Street, but continues on the same path as the Bx1 for the extent of this map. Bx13 runs along E 161st Street in both directions, but it no longer operates on 164th Street and River Avenue. The Bx13's full-time terminus is at Walton Ave, with part-time service extended to Elton Ave. The map currently shows the Bx13 extending to Elton Ave full time. Finally, the source is indicated as the NYCTA Queens Bus Map, and should read as the Bronx Bus Map.
- Table 3.4-6, 3.4-8, 3.4-9: The Bx41 route uses articulated buses, but the capacity projections assume regular buses. The following changes should be made to these tables:
 1. Table 4.3-6, AM peak, Bx41: Available capacity should read as 279.
 2. Table 4.3-6, Midday peak, Bx41: Available capacity should read as 383.
 3. Table 4.3-6, PM peak, Bx41: Available capacity should read as 382.
 4. Table 4.3-6, Sat, Bx41: Available capacity should read as 442.
 5. Table 4.3-8, AM peak, Bx41: Available capacity should read as 177.
 6. Table 4.3-8, Midday peak, Bx41: Available capacity should read as 342.
 7. Table 4.3-8, PM peak, Bx41: Available capacity should read as 294.
 8. Table 4.3-8, Sat, Bx41: Available capacity should read as 386.
 9. Table 4.3-9, AM peak:
Bx41 2018 No-Action: Available capacity should read as 183.
Bx41 2018 Action: Available capacity should read as 159

Carol Samol
May 11, 2009
Page 3 of 3

- | | |
|-------------------------------|--|
| 10. Table 4.3-9, Midday peak: | |
| Bx41 2018 No-Action: | Available capacity should read as 334. |
| Bx41 2018 Action: | Available capacity should read as 308. |
| 11. Table 4.3-9, PM peak | |
| Bx41 2018 No-Action: | Available capacity should read as 299. |
| Bx41 2018 Action: | Available capacity should read as 267. |
| 12. Table 4.3-9, Sat. peak | |
| Bx41 2018 No-Action: | Available capacity should read as 442. |
| Bx41 2018 Action: | Available capacity should read as 367. |

Please feel free to contact me if you have any additional questions.

Sincerely,

*Joseph Chiarmonte for
Ted Orosz*

Ted Orosz
Director, Long Range Bus Planning

cc: Ed Helenious MTA
Robert Newhouser NYCT
Judith McClain NYCT
Jeremy Parnes NYCT
Joseph Chiarmonte NYCT

DRAFT



**New York City
Department of Transportation**

Traffic Planning
40 Worth Street, Room 928
New York, New York 10013
Tel: 212-676-1680 Fax: 212-442-7912

Janette Sadik-Khan, Commissioner

Web: www.nyc.gov/dot

To: Glen Price, Director
Department of City Planning

From: Naim Rasheed, Director

Re: 161st Street/River Avenue Rezoning, Bronx
Targeted Draft Environmental Impact Statement
CEQR No. 09DCP024X

Date: March 18, 2009

The above referenced action is being reviewed by the Office of Project Analysis/CEQR in the Division of Traffic Planning under the City Environmental Quality Review (CEQR) Process as stipulated by the City Charter.

The Department of City Planning (DCP) proposes to rezone all or portions of eight blocks in three areas along the 161st Street and River Avenue corridors to provide opportunities for new residential, commercial, and community facility development in the civic heart of the Bronx. In conjunction with the rezoning, DCP proposes to create a new zoning district (C6-3D) to facilitate development along River Avenue with its elevated subway line and to employ the Inclusionary Housing Program to encourage development of affordable housing. The "Reasonable Worst Case Development scenario" (RWCDs) for the proposed action includes 594 residential units, 306,000 square feet (sf) of office space, 42,000 sf of retail space and 111 parking spaces. The 161st Street/River Avenue rezoning is located in Community District 4, and is generally bound by River Avenue on the west, East 162nd Street to the north, Park Avenue to the east, and East 159th and East 153rd Streets to the south. The Build year is 2018. We have reviewed the Traffic and Parking chapter of the Targeted Draft Environmental Impact Statement (TDEIS) and have the following comments:

Traffic:

1. Please have the consultant verify the signal timing at Jerome Avenue and 161st Street intersection. The official timing shows Jerome Avenue as phase A with 36 seconds green time and five seconds clearance time. Also, please have the consultant explain why the Highway Capacity Software (HCS) analysis denotes an asterisk (a manual change to the adjustment factor) of fg;
2. Please have the consultant explain why the physical inventories excluded information (i.e., such as parking regulations, bus stops, crosswalk types, lane markings, etc.) which is needed to verify the HCS analysis;

DRAFT

3. Please have the consultant check and update the imbalances on the 161st Street corridor during the Midday 2018 No-Action condition (Figure 3.3-7) at River Avenue (eastbound) and at Morris Avenue (eastbound and westbound);
4. Tables 3.3-4A, 4B and 5B – Please have the consultant explain why the auto and taxi occupancies for the 125th Street Rezoning EIS was used in the calculation of retail- and community facility-related vehicle trips? Please provide the source of this information from the EIS;
5. Please have the consultant explain the vehicle trip assignments as most project-related trips seem to be pass-by the proposed rezoning area;
6. Page 3.3-4 - No Build projects (i.e., Yankee Stadium, Bronx Terminal Market, Lower Concourse Rezoning, etc.) requiring mitigation/traffic improvements, please have the consultant include a section which identifies the locations and types of mitigation, approaches affected and Build year. Also, please ensure that the measures have been incorporated in the No Build condition and that they are identified in the HCS analyses;
7. Page 3.3-4 - Please have the consultant modify this section to identify the dates when the field counts were collected. Typically, counts conducted after June 15th may not be reflective of normal traffic conditions given to the school ending, vacations, etc. Should the counts be conducted after this date, there should be a discussion on what was done to calibrate the data to typical conditions;
8. Page 3.3-16 – Please have the consultant clarify why only those soft sites that would add more than 50 vehicle trips (also page 3.3-52) were identified among the list of soft sites for analysis. We do not believe the CEQR Technical Manual identifies this vehicle trip threshold for soft sites. In addition, please have the consultant please provide a figure that shows the vehicle assignment for each soft site and for all soft sites combined;
9. Page 3.3-29 - Please have the consultant clarify the trip generation and assignment for the PM peak hour which states 4:00pm to 5:00pm when the actual peak hour occurs at 5:00pm to 6:00pm. This statement also occurs on page 3.3-61; and
10. Proposed mitigation requiring lane or geometric changes should be accompanied by detailed Existing and Proposed Auto-CAD schematics for DOT's approval. In addition, mitigation requiring on-street parking prohibition should also be accompanied by Before and After schematics and identify the number of parking spaces (metered or non-metered) to be displaced.

DRAFT**Parking**

1. Please have the consultant identify the criteria to identify illegally and legally parked vehicles and how illegally parked vehicles were factored into the parking and traffic analyses. Please provide block-by-block diagrams illustrating where and what side of the street the illegally parked vehicles were observed for each analysis peak hour;
2. Please have the consultant explain why Central Parking System's (CPS) parking capacity (1,200 vehicles) was used in the calculation of the overall off-street parking availability 3,152 off-street spaces but the parking utilization for this garage was not included. Please identify an alternate method that better reflects off-street parking conditions. This comment also applies to the 36-space lot on 1010 Sherman Avenue (AM) and 751 CVW parking facility (midday);
3. Table 3.3-18 identifies seven parking facilities during the AM period that are projected over 95% utilized where five of these facilities are at or over 103% utilization rate. Note that due to daily fluctuations in the parking utilization rate, we recommend not assigning vehicles to parking facilities at over 95% capacity. These vehicle should be assigned to facilities with sufficient capacity; and
4. Page 3.3-79 – please have the consultant explain the use of the ITE Parking Generation (3rd edition) for the peak parking and temporal rates and not sources from other EISs or surveys conducted within NYC at comparable locations.

Traffic Safety

Table 3.3-22 - Please have the consultant use the latest three-year accident information and the information presented in the EIS is for years 2004 – 2006.

Should you have any questions or need additional information, please call me at (212) 676-1680 or Henry Colon at (212) 676-2190.

c: Acting A/C R. Russo, B/C C. Moran, S. Ahmed, H. Colon, File