APPENDIX O

GENERIC ANALYSES OF THE MANHATTANVILLE BUS DEPOT AND 131st STREET SHOP RELOCATION

APPENDIX O.1

GENERIC ANALYSIS OF THE MANHATTANVILLE BUS DEPOT RELOCATION

A. INTRODUCTION

Development on the western portion of the block between Broadway and Twelfth Avenue, West 132nd and West 133rd Streets, which is occupied by the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) Manhattanville Bus Depot ("Bus Depot"), is included in the Academic Mixed-Use Development plan. Such development would be contingent upon Columbia entering into an agreement with MTA for modifying or reconstructing the Bus Depot, which agreement has not been reached at the time of publication of this Final Environmental Impact Statement (FEIS). Such an agreement would involve a variety of MTA processes addressing a modification or reconstruction plan, including but not limited to SEQRA and/or the National Environmental Policy Act (NEPA) and Title VI of the U.S. Civil Rights Act of 1964. These processes would include review and analysis of the feasibility and environmental and other impacts of any proposed modification or reconstruction plan, as of the time such a plan was to be formulated and prior to any implementation.

In order to address a reasonable worst case, this FEIS analyzes a scenario in which the Bus Depot remains in the Project Area at a below-grade location generally beneath its existing site with Columbia buildings developed above. In this case, Columbia would attain the maximum development, as permitted by the proposed zoning, for the Academic Mixed-Use Development plan (6.8 million square feet). In the event that a different Bus Depot plan would ultimately be pursued, additional environmental review of the new scenario may be required at that time.

If MTA, after undertaking site planning and review under its regulatory mandates, agrees to relocate and reconstruct the Bus Depot below grade, the Proposed Actions would require the temporary relocation, for approximately a three- to four-year time period beginning in the year 2025, of operations that occur at the Bus Depot. This temporary relocation would be necessary to facilitate the planned construction activities on the northern block of Subdistrict A (i.e., the block bounded by West 133rd Street to the north, Broadway to the east, West 132nd Street to the south, and Twelfth Avenue to the west). This FEIS assumes, for illustrative purposes, that the Proposed Project would rebuild the Bus Depot below grade generally at its current site on the western portion of this block and place University buildings above it.

The NYCT Bus Depot currently accommodates a fleet of 247 buses. This fleet contains TMC and Nova Bus RTS T8O206, Orion 07.501 diesel electric hybrid, GMC TDH-5106, and GMC TDH-5303AC model buses. The bus routes served by the Bus Depot include the M3, M4, M5, M10, M11, M18, M60, M96, M98, M104, and M106.

The Bus Depot occupies a four-story building (ranging in height from 24 feet to 36 feet) of approximately 318,000 square feet, with roof-top parking. The structure contains offices, locker rooms, bathrooms, and material and equipment storage areas. The Bus Depot is heated by space heaters and three dual-fired (natural gas/No.2 oil) boilers. The Bus Depot has 16 underground tanks storing various petroleum products, chemicals, and antifreeze products.

The Bus Depot's current full-time staff of 163 employees, consisting of maintenance personnel, dispatchers, managers, and line supervisors, operates in three shifts with 71 employees working the 7:30 AM to 3:30 PM regular day shift, 54 employees working the 3:30 PM to 11:30 PM evening shift, and 38 employees working the 11:30 PM to 7:30 AM late night shift. In addition to these employees, 617 bus operators, who do not work on a shift basis, currently report at various times throughout the day and evening. On a typical day, approximately 214 buses are dispatched from and returned to the Bus Depot.

It is currently not known where operations of the Bus Depot would be relocated to during the anticipated temporary construction period. It is assumed that operations at the Bus Depot would need to be relocated to one or more existing facilities or new temporary facilities, or to a combination of existing facilities and new temporary facilities. As described in Chapter 19, "Construction," any construction on the Bus Depot block would not start before 2025. Since temporary relocation of the Bus Depot would be many years away, it would be speculative to identify potential relocation sites. Therefore, a detailed environmental assessment can not be undertaken at this time. If and when a specific temporary bus relocation plan is set forth at a later time, a further review, which would include public participation, would also be undertaken.

The temporary relocation of the Bus Depot, as discussed above, would require environmental review under SEQRA (and possibly NEPA). Depending on the actions involved in the relocation, the level of disturbance of existing conditions, extent of construction, and sensitivity of the area surrounding relocation sites, the environmental review would determine whether a significant adverse impact could occur and whether an EIS would have to be prepared. Because the period of relocation could be as much as four years, any significant adverse impact, although short term, would need to be fully analyzed and mitigation measures examined. Alternatives to avoid such impacts would also have to be considered.

This generic analysis assesses the categories of environmental impacts that could result from temporarily relocating the operations currently undertaken at the Bus Depot. This generic qualitative assessment is based on the likely criteria for siting and operating the temporary facility/facilities. This generic analysis includes an assessment of potential impacts of the relocated facility/facilities on each of the City Environmental Quality Review (CEQR) impact categories.

MTA has the authority to site its facilities without regard for local zoning. Although such a scenario is unlikely—the agency usually seeks appropriately zoned sites for its facilities—it cannot be ruled out in a conservative generic analysis. As described below, the temporary relocation of the Bus Depot could result in significant, if short term, adverse impacts in the following areas: land use, zoning, and public policy; socioeconomic conditions; community facilities; historic resources, shadows; urban design and visual resources; neighborhood character; hazardous materials; waterfront revitalization, traffic; parking; air quality; noise; and public health. This assessment is conservative, and many, if not all, of the potential impacts identified below may not occur due to either judicious siting of the temporary facility/facilities or the implementation of mitigation measures. However, absent these site-specific details, it is assumed that the temporary relocation of the Bus Depot would result in the significant short term adverse impacts noted above, and discussed below.

B. ANALYSES

LAND USE, ZONING, AND PUBLIC POLICY

Under New York City's Zoning Resolution the Bus Depot would be classified as Use Group 16. The Zoning Resolution specifies that uses within this use group cannot be sited in residential districts, and are permitted only in C8 commercial districts as well as manufacturing districts. C8 districts provide for automotive and other heavy commercial services that often require a large amount of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; residential uses are not permitted in C8 districts. It is most likely that the Bus Depot operations would be temporarily relocated to areas zoned for such use where they would not be disruptive. In that case, the operations would be relocated to areas where any existing public policy initiatives support light industrial and automotive uses.

However, if MTA cannot find appropriately zoned sites for temporarily relocating the Bus Depot's operations, the agency would have the power to acquire land in any zoning district for transportation purposes. If the Bus Depot were sited in a residential or particularly busy commercial area, on the waterfront, or near a park, school or other sensitive use, its presence might be considered disruptive and incompatible with existing land uses. Therefore, the potential for significant short term adverse impacts on land use, zoning and public policy from temporary relocation of the Bus Depot cannot be ruled out and would have to be analyzed once specific locations are identified.

SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes within the area affected by the action that would not occur in its absence. Actions that would trigger a CEQR analysis include the following:

- The direct displacement of a residential population so that the socioeconomic profile of the neighborhood would be substantially altered.
- The displacement of substantial numbers of businesses or employees, or the direct displacement of a business or institution that is unusually important because of its critical social or economic role in the community, and that would have unusual difficulty in relocating successfully because it is of a type or in a location that makes it the subject of other regulations or publicly adopted plans aimed at its preservation; because it serves a population uniquely dependent on its services in its present location; or because it is particularly important to neighborhood character.
- The introduction of substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Such an action could lead to indirect displacement.

It is probable that the operations of the Bus Depot would not be temporarily relocated to sites with existing residential use, and therefore no residents would be displaced. Similarly, the operations would not likely be temporarily relocated to sites with existing businesses. Hence, the temporary relocation of the Bus Depot operations is not expected to result in the displacement of businesses or employees, or the displacement of businesses or institutions that have critical social or economic roles. However, if MTA could not find relocation sites within appropriate

zoned areas, the agency could site its facility/facilities in commercial or even residentially zoned areas, as described above, under "Land Use, Zoning, and Public Policy," or it could acquire appropriately rezoned property for transportation purposes that required displacement of existing businesses. Since the businesses would be displaced for a period of up to four years, it is unlikely that they would or could return once the property was vacated by the Bus Depot. Thus, significant long term impacts on socioeconomic conditions through direct displacement of businesses, although unlikely, cannot be ruled out and would have to be analyzed once specific locations are identified.

COMMUNITY FACILITIES

It is most likely that the operations of the Bus Depot would be temporarily relocated to sites that would not displace or interfere with the functioning of any community facilities. However, if MTA were to site its temporary facility/facilities in residentially or commercially zoned areas, it is possible that the presence of the facility/facilities or the operations of the buses could be incompatible with or in some way interfere with the operations of a nearby community facility. Thus, significant short term impacts on community facilities, although unlikely, cannot be ruled out and would have to be analyzed once specific locations are identified.

Because the Bus Depot is not a residential use, the temporary relocation of its operations would not result in indirect effects on public schools, libraries, hospitals, or day care centers, and therefore, it would not have significant indirect adverse impacts on these community facilities.

The New York City Police Department regularly reviews its operations for each precinct. Based on geographic area, population change, and crime statistics, it adjusts staffing to maintain adequate community protection. The New York City Fire Department similarly adjusts its operations as needed. It is anticipated that the operations of the Bus Depot would not be relocated to a site that would require the direct displacement of a police or fire station. The existing or newly constructed temporary facility/facilities that could be used to temporarily accommodate the operations of the Bus Depot would be located in an area already served by the local precincts and fire houses. Therefore, the temporary relocation of the Bus Depot operations is not expected to result in significant adverse impacts on the delivery of police or fire protection.

OPEN SPACE

The *CEQR Technical Manual* guidelines indicate the need for an open space analysis when an action would result in the physical loss of public open space (direct impact), or the introduction of 200 or more residents or 500 or more workers to an area (indirect impact). It is anticipated that the temporary relocation of the Bus Depot operations would not displace any public open spaces, nor would it substantially increase the use of open spaces that may be located within ¼ mile of the relocation sites. Since bus operators would spend their days off-site, the number of stationary employees that could be temporarily relocated to any one site location would not exceed 500. Therefore, the temporary relocation of the Bus Depot operations is not expected to result in significant adverse impacts on open space.

SHADOWS

The *CEQR Technical Manual* recommends that a screening for potential shadow impacts be conducted for any action that would result in new structures or enlargements 50 feet high or taller, and for shorter structures adjacent to public open spaces or sun-sensitive architectural

resources. It is anticipated that the Bus Depot operations would be temporarily relocated to either comparable existing facility/facilities or to newly constructed temporary facility/facilities. With the existing depot structure standing at less than 50 feet high, it is likely the facility/facilities to which the Bus Depot operations could potentially be relocated would also be under 50 feet. Therefore, the temporary relocation of the Bus Depot operations is not expected to result in significant adverse shadows impacts. If the temporary facility/facilities were to exceed a height of 50 feet and be in close proximity to a sensitive public use, then a shadow analysis would have to be undertaken. In this case a shadow impact would be possible, although not likely.

HISTORIC RESOURCES

For CEQR purposes, historic resources include any of the following: designated New York City Landmarks; properties calendared for consideration as such; properties listed on, eligible for, or within a district listed on the State and/or National Register of Historic Places; properties recommended by the New York State Board for such listing; National Historic Landmarks; and properties not identified by any of the above that meet one or more of their eligibility requirements. Historic resources include both architectural resources, such as historically important buildings, structures, objects, sites, and districts; and archaeological resources, such as physical remains from historic or prehistoric periods.

Sites of architectural resources that are listed on the National/State Register of Historic Places or are New York City Landmarks or have been determined to be eligible for historic status by the State Office of Historic Preservation and Recreation or the New York City Landmarks Commission are unlikely to be used or displaced for a temporary bus depot. However, it is possible that impacts on historic or archaeological resources could occur in the following manner. If the temporary bus depot were to use or displace a building that, although not a known historic resource, could be found eligible, a significant adverse historic impact could occur. In addition, for any new construction or expansion requiring excavation, the possibility of a potential archaeological resource to be present would need to be examined. If any potential architectural or archaeological resources are identified, appropriate mitigation measures would be required to avoid significant adverse impacts on these resources.

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is necessary when a proposed action would result in a building or structure substantially different in height, bulk, form, setbacks, size, scale, use, or arrangement than those around it; or when an action would change block form, demap an active street, map a new street, or affect the street hierarchy, streetwall, curb cuts, pedestrian activity, or other streetscape elements. Proposed actions are considered to have potential impacts on visual resources when they would directly result in a new above-ground development or would otherwise change the bulk of new above-ground development (as with a rezoning), and are proposed in an area that includes significant visual resources.

The Bus Depot currently occupies an industrial building that is built to the lot line. The depot operations would most likely be temporarily relocated to existing or newly constructed temporary facility/facilities that are similar in terms of form and scale of the buildings found in areas characterized by industrial and automotive uses. These potential sites would not change block form, map or demap streets, or affect any other streetscape elements. If the siting of

potential facility/facilities would be located in areas characterized by industrial and automotive uses, it is not expected that the relocation building would affect any notable visual resources nearby.

However, as noted above, if MTA could not find appropriately zoned sites for the Bus Depot relocation, it could site the facility/facilities in a commercial or residential area. This facility/facilities, once constructed, would be unlikely to be demolished after four years. If that were the case, the potential for significant long term adverse impacts on urban design or visual resources would increase, and a significant adverse impact cannot be ruled out. Thus, potential impacts to urban design and visual resources would have to be analyzed once specific locations are identified.

NEIGHBORHOOD CHARACTER

The *CEQR Technical Manual* suggests that neighborhood character is an amalgam of the various elements that give neighborhoods their distinct "personality." A neighborhood character assessment may be appropriate if an action would affect the areas of land use, urban design, visual resources, historic resources, socioeconomics, traffic, and noise. An action can fall below thresholds in these individual areas but still cause a significant impact on neighborhood character by causing moderate changes in all or several of these contributing areas.

As described above, it is most likely that the operations of the Bus Depot would be temporarily relocated to neighborhoods characterized by industrial and/or automotive uses and are expected to occupy buildings of similar size, form, and character to the surrounding buildings. Although the relocated operations could generate new traffic and/or noise impacts, they are unlikely to affect the character of such areas.

However, as noted above, the possibility that MTA could site the relocation facility/facilities in a commercial or residential area cannot be ruled out, so an impact on neighborhood character, stemming from land use incompatibility or impacts on socioeconomic conditions, historic resources, community facilities, urban design, visual resources, traffic and noise, also cannot be ruled out and would have to be analyzed once specific locations are identified.

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near the site of a proposed action, and the action involves the potential disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures.

It is not anticipated that the relocation sites for the Bus Depot would include any natural resources of significance. The sites would either be vacant land or would be developed with buildings. In either case, any vegetation on the sites would be typical urban invasive vegetation with little wildlife habitat value. Therefore, the temporary relocation of the Bus Depot operations is not expected to result in significant adverse impacts on natural resources.

HAZARDOUS MATERIALS

According to the *CEQR Technical Manual*, the potential for significant adverse impacts related to hazardous materials can occur when a) elevated levels of hazardous materials exist on the site, b) an action would increase pathways to their exposure, or c) an action would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased.

As described above, the Bus Depot structure contains offices, locker rooms, bathrooms, and material and equipment storage areas. The facility is heated by space heaters and three dual-fired (natural gas/No.2 oil) boilers. The facility has 16 underground tanks storing various petroleum chemicals and antifreeze products. A newly constructed relocation site would require comparable storage capabilities. If the operations were relocated to existing bus depot sites, additional storage capacity may be required at these locations. Both new and/or existing underground tanks would have to be inspected and operated in accordance with all applicable requirements.

Because potential sites that could accommodate the temporary relocation of the Bus Depot's operations have not yet been identified, it is not known whether the sites would include hazardous materials to which users of the sites may be exposed during their construction or operation. Therefore, potential significant adverse impacts due to hazardous materials cannot be ruled out at this time. However, when temporary relocation sites are identified, a Phase I Environmental Site Assessment would be conducted to determine whether there is evidence of potential site contamination. If necessary, further testing would be carried out, and contaminants would be removed in accordance with all applicable standards and regulations.

WATERFRONT REVITALIZATION PROGRAM

If the Bus Depot operations were to be temporarily relocated to sites within the boundaries of New York City's Coastal Zone, an assessment for consistency with the City's Local Waterfront Revitalization Program (LWRP) would be required. These policies, which are described in detail in Chapter 13, "Waterfront Revitalization Program," 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.

If, as expected, the temporary relocation of the depot operations would be to an area zoned for manufacturing and/or transportation use, even if it were in a coastal zone, it could comply with the policies of the WRP. However, if MTA were to site the facility/facilities in a commercial or residential area within the coastal zone, it is possible that the action would not fully comply with all WRP policies. MTA would seek to achieve consistency with the policies of the WRP. However, the potential for significant short term adverse impacts to the WRP from the temporary relocation of the Bus Depot cannot be ruled out and would have to be analyzed once specific locations are identified.

INFRASTRUCTURE

For CEQR purposes, infrastructure is concerned with water supply, sewage treatment, and stormwater management. As stated in the *CEQR Technical Manual*, the City is committed both to maintaining adequate water supply and pressure for all users and to adequately treating all wastewater generated in the City. An assessment of a project's effects on the City's water supply is necessary only for projects that would have an exceptionally large demand for water. An assessment of a project's effects on the City's sanitary sewage system is necessary only for unusual actions with very large flows. The temporary relocation of the Bus Depot operations would not result in an exceptionally large demand for water, nor would it generate unusually large sanitary or stormwater flows.

The existing Bus Depot is served by the New York City Department of Environmental Protection's North River Water Pollution Control Plant (WPCP), which is permitted to treat a monthly flow of 170 million gallons of water per day (gpd). The Bus Depot's operations could be moved to sites served by this or any of the city's 13 other WPCPs.

As described above, the Bus Depot is located in an approximately 318,000-square-foot building and has 780 employees (617 of whom are bus operators who do not remain on-site for long durations). Based on the *CEQR Technical Manual* rates for commercial uses, even if all facility employees remain at the depot full-time, the facility would use approximately 48,750 gpd of water and produce approximately 19,500 gpd of sewage. This amount of water is insignificant compared with Citywide water consumption, and this amount of sewage flow is negligible compared with the amount handled by any of the City's WPCPs. Therefore, the temporary relocation of the Bus Depot operations, whether it is in whole or in part, would not result in significant adverse impacts on infrastructure.

SOLID WASTE AND SANITATION SERVICES

Because the temporary relocation of the Bus Depot operators would not result in an incremental increase in the solid waste stream, there would not be any significant adverse impacts on the collection or disposal of solid waste.

ENERGY

The relocation of the Bus Depot operations would result in a consolidation of operations at other existing bus depots or similar operations at newly constructed temporary facilities. These facilities are all subject to the New York State Energy Conservation Code in providing heating and cooling. Since the energy needs associated with the temporary relocation of the Bus Depot operations would not exceed what would be required currently and any building in conformance with the New York State Energy construction codes would not create significant adverse energy

impacts under CEQR guidelines. Therefore, no significant adverse impacts with respect to energy would be expected with the Bus Depot's temporary relocation.

TRAFFIC AND PARKING

The relocation of the Bus Depot operations would have the potential to affect traffic and parking enough require a detailed analysis of traffic and parking under CEQR criteria. The existing facility currently has approximately 163 full-time employees, consisting of maintenance personnel, dispatchers, managers, and line supervisors, with 71 employees working the 7:30 AM to 3:30 PM regular day shift, 54 employees working the 3:30 PM to 11:30 PM evening shift, and 38 employees working the 11:30 PM to 7:30 AM late night shift. In addition to these employees, 617 bus operators, who do not work on a shift basis, currently report at various times throughout the day and evening. On a typical day, approximately 214 buses are dispatched from and returned to the Bus Depot.

MTA estimates that 85 to 90 percent of the facility's employees commute to the site via private automobile and provided information on typical dispatch and bus pull-in and pull-out patterns at the Bus Depot. Based on the employee travel patterns and the bus pull-in and pull-out information, hourly commuting and bus trip estimates were developed, as presented in Table O.1-1. These estimates assume that on-site employees for the three shifts would arrive and depart between 7:00 and 8:00 AM and between 3:00 and 4:00 PM, respectively, for the regular day shift; between 3:00 and 4:00 PM and between 11:00 PM and 12:00 AM, respectively, for the evening shift; and, between 11:00 PM and 12:00 AM and between 7:00 and 8:00 AM, respectively, for the late night shift. The bus operators were assumed to arrive in the hour before their scheduled pull-out and depart in the hour after their pull-in. Conservatively, 90 percent of both the on-site employees and bus operators were assumed to commute alone via automobile. In accordance with the *CEQR Technical Manual*, a 2.0 passenger car equivalent (PCE) factor was applied to the bus pull-in and pull-out trips for impact analysis determination.

If the Bus Depot operations were temporarily relocated to a single facility with similar site amenities (i.e., on-site parking) and area characteristics (i.e., industrial in nature, modest transit service, and proximity to regional highways), the incremental increase in traffic to and from this facility would exceed the CEQR analysis threshold of 50 PCEs an hour for the 11:00 PM to 2:00 AM, 5:00 to 8:00 AM, 10:00 to 11:00 AM, 1:00 to 2:00 PM, 3:00 to 4:00 PM, and 6:00 to 10:00 PM time periods. While background traffic levels during most of these hours (except for 7:00 to 8:00 AM, 3:00 to 4:00 PM, and 6:00 to 7:00 PM) are relatively lower than during commuter peak periods, more detailed analyses would be required to determine the potential for significant adverse traffic impacts. The Bus Depot could be relocated to one facility, or because of the high number of employees and buses, operations could be temporarily distributed among several facilities. The potential for significant short term adverse traffic impacts could occur in either case. These impacts would be short term in nature, occurring only during the approximately four-year period when the West 132nd/133rd Street block of the Manhattanville rezoning area would be under construction (see Chapter 21, "Construction").

With regard to parking, it is not certain whether off-street parking would be provided at or near the locations of the temporary relocated facilities. Once potential temporary relocation sites are identified, detailed parking inventories of area parking supply would be necessary to determine the potential of parking shortfalls resulting from the temporary relocation of the Bus Depot operations. Absent specific relocation plans, the possibility that significant temporary parking impacts would occur cannot be dismissed.

Table O.1-1
Bus Depot Hourly Vehicle Trip Estimates

Hour Ending	Site Employee Vehicle-Trips			Bus Operator Vehicle-Trips			Bus Pull-Ins and Pull-Outs			Total Vehicle Trips			PCE Totals
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
1:00 AM	0	0	0	0	23	23	26	0	26	26	23	49	75
2:00 AM	0	0	0	0	23	23	20	0	20	20	23	43	63
3:00 AM	0	0	0	0	18	18	0	0	0	0	18	18	18
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	37	0	37	0	0	0	37	0	37	37
6:00 AM	0	0	0	69	0	69	0	41	41	69	41	110	151
7:00 AM	0	0	0	57	0	57	0	77	77	57	77	134	211
8:00 AM	64	34	98	15	0	15	0	63	63	79	97	176	239
9:00 AM	0	0	0	0	0	0	0	17	17	0	17	17	34
10:00 AM	0	0	0	0	0	0	20	0	20	20	0	20	40
11:00 AM	0	0	0	0	18	18	26	0	26	26	18	44	70
12:00 PM	0	0	0	0	23	23	0	0	0	0	23	23	23
1:00 PM	0	0	0	15	0	15	0	0	0	15	0	15	15
2:00 PM	0	0	0	22	0	22	0	17	17	22	17	39	56
3:00 PM	0	0	0	13	0	13	0	24	24	13	24	24	48
4:00 PM	49	64	113	0	0	0	0	15	15	49	79	128	143
5:00 PM	0	0	0	0	0	0	7	0	7	7	0	7	14
6:00 PM	0	0	0	0	6	6	11	0	11	11	6	17	28
7:00 PM	0	0	0	0	10	10	31	0	31	31	10	41	72
8:00 PM	0	0	0	0	28	28	27	0	27	27	28	55	82
9:00 PM	0	0	0	0	24	24	33	0	33	33	24	57	90
10:00 PM	0	0	0	0	30	30	15	0	15	15	30	45	60
11:00 PM	0	0	0	0	13	13	18	0	18	18	13	31	49
12:00 AM	34	49	83	0	16	16	25	0	25	59	65	124	149
Day Total	**147**	**147**	**294**	**228**	**232**	**460**	**259**	**254**	**513**	**634**	**633**	**1,267**	**1,767**

Sources: MTA

TRANSIT AND PEDESTRIANS

Most of the current trips associated with the Bus Depot are made via auto or bus, even though the facility is located near two subway stations. The preference for auto use is a characteristic of this type of worker, whose hours are not typical and do not correspond to peak service on the subway, and for whom parking is often provided. It is expected that this pattern of journey to work will continue, and the temporary relocation of its operations would not yield 200 or more new transit or pedestrian trips, the *CEQR Technical Manual* threshold requiring detailed transit and pedestrian analyses. Therefore, no significant adverse impacts on transit and pedestrian conditions would be expected with the Bus Depot's temporary relocation.

AIR QUALITY

The maximum hourly incremental traffic from temporarily relocating the operations to existing or newly constructed facilities could exceed the *CEQR Technical Manual* air quality screening threshold of 100 peak hour trips or the City's current screening threshold of 21 peak heavy-duty diesel trucks per hour for $PM_{2.5}$. Therefore, as part of the development of a detailed relocation plan, a quantified assessment of on-street mobile source emissions would be required. Furthermore, a stationary source analysis may be warranted to assess on-site emissions at the potential relocated facilities. Since potential relocation sites have not yet been identified, the possibility of significant short term adverse air quality impacts cannot be ruled out and would have to be analyzed once specific locations are identified.

NOISE

The increased traffic due to employee and bus trips would have the potential for causing significant increases in noise levels at locations near the relocation facilities. As part of the development of a detailed relocation plan, noise analyses would need to be prepared to examine this possibility and, if necessary, to explore mitigation options. Absent specific relocation plans, the possibility that significant short term noise impacts would occur cannot be dismissed.

CONSTRUCTION

It is not likely that the temporary relocation of the Bus Depot operations would involve the construction of new buildings. If the depot operations were to move into existing buildings, there would be little to no substantial construction activity. However, temporary relocation could involve the construction of temporary structures or facilities associated with the Bus Depot operations. MTA Capital Projects has issued regulations for its own construction that require substantial measures to reduce air and noise emissions. Such measures to reduce air emissions include the use of ultra-low-sulfur diesel, diesel particulate filters, diesel oxidation catalysts, and, in general, best available technologies. Noise measures would include use of low noise emission construction equipment, as well as mufflers, acoustical enclosures, and temporary noise barriers. As a result, significant adverse impacts from construction of a temporary structure are not anticipated.

PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health involves the activities society undertakes to create and maintain conditions in which people can be healthy. Public health may be jeopardized by poor air quality resulting from traffic or stationary sources, hazardous materials in soil or groundwater used for drinking water, significant adverse impacts related to noise or odors, solid waste management practices that attract vermin and pest populations, and actions that result in the exceedance of accepted federal, state, or local standards.

As mentioned above, since the relocation sites have not yet been identified, the potential for significant adverse air quality and noise impacts cannot be ruled out and would have to be analyzed once specific locations are identified. Therefore, until detailed air quality and noise analyses are conducted, the potential for significant short term public health impacts cannot be dismissed. Any necessary hazardous materials remediation measures would be undertaken in accordance with applicable federal, state, and local requirements. ✷

APPENDIX O.2

GENERIC ANALYSIS OF THE 131st STREET SHOP RELOCATION

Appendix O.2 Generic Analysis of the 131st Street Shop Relocation

A. INTRODUCTION

The Proposed Actions would require the relocation of a Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) facility located in Subdistrict A at 640 West 131st Street between Broadway and Twelfth Avenue. The facility, known as the "131st Street Shop," is the headquarters of the MTA Facility Operations, North Division, and is operated by the NYCT Department of Buses facilities group. The North Division sends out maintenance personnel, skilled tradespeople, and equipment to repair NYCT bus depot facilities in Manhattan and the Bronx. It does not provide bus repair services. In addition to serving as the dispatch site, the building also houses the equipment, tools, and supplies needed for maintaining the bus depots. A relocation site for this facility is not known at this time.

The 131st Street Shop is currently located on a 15,000-square-foot lot in a one-story building of approximately 15,000 square feet (sf) plus a mezzanine. The structure has parking for service vehicles and contains offices, locker rooms, bathrooms, material and equipment storage areas, and a shop area. The shop stores only limited supplies, including emergency generators, paint, and plumbing materials. It stores some NYCT maintenance trucks for workers to use, accommodates short-term vehicle access to pick up/drop off equipment, and has space for a few selected employees to park. The shop is heated by space heaters and a gas boiler. There are no underground storage tanks on the site.

The facility has a full-time staff of approximately 40 employees, including five supervisors and three managers, who work in three shifts. During the day, up to six people remain at the shop. During the other two shifts, only two to three people remain at the shop. The regular day-shift workers report no later than 7:30 AM to get their assignments, pick up supplies or equipment needed, and travel to assigned site locations via one of the 20 maintenance trucks kept at the site. By approximately 8:00 AM, only site managers and supervisors remain. The workers typically return to the shop by 3:00 PM. Repair dispatches during the other two shifts are made only on an as-needed basis. The site managers and supervisors park on-site, but parking is not provided for the other employees.

Workers are dispatched to bus facilities elsewhere in Manhattan and the Bronx to undertake work such as boiler and air-conditioning repair, plumbing, painting, and masonry. Summer activities typically involve air-conditioning equipment and plumbing, while winter activities typically involve plumbing. Activity levels are relatively constant year-round.

MTA has indicated that the 131st Street Shop operations would be relocated to a larger facility than the existing 131st Street Shop. The relocated facility would contain approximately 40,000 sf of interior enclosed space and 10,000 sf of yard space for exterior storage of nonperishable construction material. The MTA has indicated that the relocated facility would contain the same approximate number of employees and operational functions as the existing facility. MTA's space requirements for the relocated facility, which exceed the area of the existing 131st Street

Shop, were developed with regard to operational, safety, and code compliance requirements needed to construct, operate, and maintain a modern facility of this type.

MTA has also indicated that the relocated facility would be located within close proximity to a major highway or commercial vehicle thoroughfare.

It is currently not known where the 131st Street Shop operations would be relocated. Since relocation would be several years away, it would be speculative to identify potential relocation sites. Therefore, a detailed environmental assessment can not be undertaken at this time. When a specific shop relocation plan is set forth at a later time, a further review, which would include public participation, would also be undertaken.

The generic analysis assesses the potential environmental impacts that could result from relocating this facility, based on the likely criteria for siting and operating the relocated facility. It is expected that the activities occurring at the relocated new facility would be approximately the same as the existing facility. The relocation of this facility will be subject to MTA's approval procedures. Because the existing shop would be relocated as a direct result of the Proposed Actions, the potential for impacts from this relocation are analyzed in this appendix. This generic analysis includes an assessment of potential impacts of the relocated facility on each of the City Environmental Quality Review (CEQR) impact categories.

MTA has the authority to site its facilities without regard for local zoning. Although such a scenario is unlikely—the agency usually seeks appropriately zoned sites for its facilities—it cannot be ruled out in a conservative generic analysis. As described below, the relocation of the 131st Street Shop could result in significant adverse impacts in the following areas: land use, zoning, and public policy; socioeconomic conditions; community facilities; shadows; historic resources; urban design and visual resources; neighborhood character, hazardous materials, and waterfront revitalization. This assessment is conservative, and many, if not all, of the potential impacts identified below may not occur due to either judicious siting of the facility or the implementation of mitigation measures. However, absent these site-specific details, it is assumed that the relocation of the 131st Street Shop would result in the significant adverse impacts noted above and discussed below.

B. ANALYSES

LAND USE, ZONING, AND PUBLIC POLICY

Under New York City's Zoning Resolution the 131st Street Shop would be classified as Use Group 16. The Zoning Resolution specifies that uses within this use group cannot be sited in residential districts, and are permitted only in C8 commercial districts as well as manufacturing districts. C8 districts provide for automotive and other heavy commercial services that often require a large amount of land. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; residential uses are not permitted in C8 districts. It is most likely that the 131st Street Shop would be relocated to an area zoned for such use where its operations would not be disruptive. In that case, the facility would be relocated to an area where any existing public policy initiatives support light industrial and automotive uses.

However, even if the shop were moved to an appropriately zoned area, it is possible that it might conflict with nearby non-conforming residential uses. Further, if MTA cannot find appropriately zoned sites for relocation of the 131st Street Shop, the agency has the power to acquire land in any zoning district for transportation purposes. If the facility were sited in a residential or

particularly busy commercial area, on the waterfront, or near a park, school or other sensitive use, its presence might be considered disruptive and incompatible with existing land uses. Therefore, the potential for significant adverse impacts on land use, zoning, and public policy from the relocation of the 131st Street Shop cannot be ruled out and would have to be analyzed once a specific location is identified.

SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes within the area affected by the action that would not occur in its absence. Actions that would trigger a CEQR analysis include the following:

- The direct displacement of a residential population so that the socioeconomic profile of the neighborhood would be substantially altered.
- The displacement of substantial numbers of businesses or employees; or the direct displacement of a business or institution that is unusually important because of its critical social or economic role in the community and that would have unusual difficulty in relocating successfully; because it is of a type or in a location that makes it the subject of other regulations or publicly adopted plans aimed at its preservation; because it serves a population uniquely dependent on its services in its present location; or because it is particularly important to neighborhood character.
- The introduction of substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. Such an action could lead to indirect displacement.

It is probable that the 131st Street Shop would not be relocated to a site with existing residential uses or businesses. However, if MTA could not find a relocation site within appropriate zoned areas, the agency could site its facility in commercially or even residentially zoned areas, as described above under "Land Use, Zoning, and Public Policy," or it could acquire property for transportation purposes that required displacement of existing businesses. Thus, the relocation of this facility is not expected to have a significant adverse impact on socioeconomic conditions. However, absent a specific relocation plan, a significant adverse impact cannot be ruled out and would have to be analyzed once a specific location is identified.

COMMUNITY FACILITIES

It is most likely that the operations of the 131st Street Shop would be relocated to a site that would not displace or interfere with the functioning of any community facilities. However, if MTA were to site its facility in residentially or commercially zoned areas, it is possible that the presence or operations of the facility could be incompatible with or in some way interfere with the operations of a nearby community facility. Thus, significant impacts on community facilities, although unlikely, cannot be ruled out and would have to be analyzed once a specific location is identified.

Because the 131st Street Shop is not a residential use, the relocation of its operations would not result in indirect effects on public schools, libraries, hospitals, or day care centers, and therefore, it would not have significant indirect adverse impacts on these community facilities.

The New York City Police Department regularly reviews its operations for each precinct. Based on geographic area, population change, and crime statistics, it adjusts staffing to maintain adequate community protection. The New York City Fire Department similarly adjusts its operations as needed. It is anticipated that the shop would not be relocated to where it would directly displace a police or fire station. It is anticipated that the facility would be relocated to an area that is already served by the local precinct and fire house. Therefore the relocation of this facility is not expected to have a significant adverse impact on the delivery of police or fire protection.

OPEN SPACE AND RECREATIONAL FACILITIES

The *CEQR Technical Manual* guidelines indicate the need for an open space analysis when an action would result in the physical loss of public open space (direct impact), or the introduction of 200 or more residents or 500 or more workers to an area (indirect impact). The relocation of the 131st Street Shop is not anticipated to displace any public open space, nor substantially increase the use of open spaces that may be located within ¼ mile of the relocation site. The relocated facility would have only approximately 40 employees, most of whom would spend their days off-site at bus depots elsewhere in Manhattan and in the Bronx, and would therefore not have any indirect impacts on existing public open space. Therefore, the relocation of this facility is not expected to have a significant adverse impact on open space.

SHADOWS

The *CEQR Technical Manual* recommends that a screening for potential shadow impacts be conducted for any action that would result in new structures or enlargements 50 feet high or taller, and for shorter structures adjacent to public open spaces or sun-sensitive architectural resources. It is anticipated that the 131st Street Shop would be relocated to either an existing building of appropriately 40,000 sf or in a newly constructed building. With the existing 131st Street Shop structure standing at less than 50 feet high, it is likely the relocated facility would also be under 50 feet. Therefore, the relocation of the 131st Street Shop operations is not expected to result in significant adverse shadows impacts. However, if the relocated facility were to exceed a height of 50 feet and be in close proximity to a sensitive public use, then a shadow analysis would have to be undertaken. In this case a shadow impact would be possible, although not likely.

HISTORIC RESOURCES

For CEQR purposes, historic resources include any of the following: designated New York City Landmarks; properties calendared for consideration as such; properties listed on, eligible for, or within a district listed on the State and/or National Register of Historic Places; properties recommended by the New York State Board for such listing; National Historic Landmarks; and properties not identified by any of the above that meet one or more of their eligibility requirements. Historic resources include both architectural resources, such as historically important buildings, structures, objects, sites, and districts; and archaeological resources, such as physical remains from historic or prehistoric periods.

It is anticipated that the 131st Street Shop would not be relocated to a site containing an architectural historic resource. As the facility would likely be relocated to an area where existing public policy initiatives support light industrial and automotive uses , it is unlikely that its presence there would adversely affect the context of any historically significant architectural resources near its site. However, if MTA were to site the shop in a commercial or residential

area, the possibility that the relocation would cause an impact on the context of a historic resource cannot be ruled out and would have to be analyzed once a specific location is identified.

Potential impacts on archaeological historic resources cannot be eliminated at this time, since a relocation site has not yet been determined. If a new building were to be constructed to house the relocated facility, the possibility of a potential archaeological resource to be present would need to be examined. . If potential archaeological resources are identified, appropriate mitigation measures would be required to avoid significant adverse impacts on these resources.

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is only necessary when a proposed action would result in a building or structure substantially different in height, bulk, form, setbacks, size, scale, use, or arrangement than those around it; or when an action would change block form, demap an active street, map a new street, or affect the street hierarchy, streetwall, curb cuts, pedestrian activity, or other streetscape elements. Proposed actions are considered to have potential impacts on visual resources when they would directly result in a new above-ground development or would otherwise change the bulk of new above-ground development (as with a rezoning), and are proposed in an area that includes significant visual resources.

The 131st Street Shop currently occupies a one-story industrial building that is built to the lot line. The shop is expected to be relocated to a similar, but larger, one-story structure typical in terms of form and scale of the buildings found in areas characterized by industrial and automotive uses. It is anticipated that the relocation of the facility would not change block form, map or demap streets, or affect any other streetscape elements. As the facility would likely be relocated to an area characterized by industrial use, it is not expected that its presence would adversely affect any notable visual resources nearby. However, given that MTA could use its powers to site the shop facility in a non-industrial area, absent specific relocation plans, significant adverse impacts cannot be ruled out and would have to be analyzed once a specific location is identified.

NEIGHBORHOOD CHARACTER

The *CEQR Technical Manual* suggests that neighborhood character is an amalgam of the various elements that give neighborhoods their distinct “personality.” A neighborhood character assessment may be appropriate if an action would affect the areas of land use, urban design, visual resources, historic resources, socioeconomics, traffic, and noise. An action can fall below thresholds in these individual areas but still cause a significant impact on neighborhood character by causing moderate changes in all or several of these contributing areas.

As described above, it is most likely that the 131st Street shop would be relocated to a neighborhood characterized by industrial and/or automotive uses and would occupy a building of similar size, form, and character to the surrounding buildings. Also, as noted below, the facility would be small enough that it would not adversely affect traffic or noise conditions.

However, as noted above, the possibility that MTA could site the shop in a commercial or residential area cannot be ruled out, so an impact on neighborhood character, stemming from land use incompatibility or impacts on socioeconomic conditions, historic resources, community facilities, urban design, or visual resources, also cannot be ruled out and would have to be analyzed once a specific location is identified.

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near the site of a proposed action, and the action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources, including piers and other waterfront structures.

The 131st Street Shop, which currently occupies a 15,000-square-foot site in Manhattan, is anticipated to be relocated to a site in a developed area. It is anticipated that the relocation site would either be vacant land or would be developed with buildings. In either case, it is expected that any vegetation on the site would be typical urban invasive vegetation with no wildlife habitat value. Therefore, the relocation of this facility is not expected to result in significant adverse impacts on natural resources.

HAZARDOUS MATERIALS

According to the *CEQR Technical Manual*, the potential for significant adverse impacts related to hazardous materials can occur when a) elevated levels of hazardous materials exist on the site, b) an action would increase pathways to their exposure, or c) an action would introduce new activities or processes using hazardous materials, and the risk of human or environmental exposure is increased.

As described above, the 131st Street Shop stores limited maintenance materials and is heated by a gas boiler, but does not have underground storage tanks. A constructed relocation site would contain comparable facilities. Any new and/or existing underground tanks would have to be inspected and operated in accordance with all applicable requirements.

Because a site for the facility's relocation has not yet been identified, it is not known whether the site would include hazardous materials to which users of the site may be exposed during its construction or operation. Therefore, potential significant adverse impacts due to hazardous materials cannot be dismissed at this time. However, when a relocation site is identified, a Phase I Environmental Site Assessment would be conducted to determine whether there is evidence of potential site contamination. If necessary, further testing would be carried out, and contaminants would be removed in accordance with all applicable standards and regulations.

WATERFRONT REVITALIZATION PROGRAM

If the 131st Street Shop were to be relocated to a site within the boundaries of New York City's Coastal Zone, it would have to be assessed for consistency with the City's Local Waterfront Revitalization Program (LWRP). These policies, which are described in detail in Chapter 13, "Waterfront Revitalization Program," 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.

If, as expected, the relocation of this facility would be to an area zoned for manufacturing and/or transportation use, even if it were in a coastal zone, it could comply with the policies of the WRP. However, if MTA were to site the shop in a commercial or residential area within the coastal zone, it is possible that the action would not fully comply with all WRP policies.

INFRASTRUCTURE

For CEQR purposes, infrastructure is concerned with water supply, sewage treatment, and stormwater management. As stated in the *CEQR Technical Manual*, the City is committed both to maintaining adequate water supply and pressure for all users and to adequately treating all wastewater generated in the City. An assessment of a project's effects on the City's water supply is necessary only for projects that would have an exceptionally large demand for water. An assessment of a project's effects on the City's sanitary sewage system is necessary only for unusual actions with very large flows. The relocation of the 131st Street Shop would not result in an exceptionally large demand for water, nor would it generate unusually large sanitary or stormwater flows.

The existing 131st Street Shop is served by the New York City Department of Environmental Protection's North River Water Pollution Control Plant (WPCP), which is permitted to treat a monthly flow of 170 million gallons of water per day. The facility could be moved to a site served by this or one of the city's 13 other WPCPs.

As described above, the relocated facility would accommodate approximately 40,000-square-foot building and 40 employees. Based on the *CEQR Technical Manual* rates for commercial uses, the facility would use approximately 5,000 gallons per day (gpd) of water and produce approximately 1,000 gpd of sewage. This amount of water is insignificant compared with Citywide water consumption, and this amount of sewage flow is negligible compared with the amount handled by any of the City's WPCPs. Therefore, the relocation of this facility would not result in significant adverse impacts on infrastructure.

SOLID WASTE AND SANITATION SERVICES

Because the relocated facility is expected to have the same number of employees and operations as the existing 131st Street Shop, there would be no incremental increase in the solid waste stream. Therefore, there would be no significant adverse impact on the collection or disposal of solid waste.

ENERGY

The relocated 131st Street Shop would have approximately the same energy needs as the existing facility. The relocated facility, like all new structures requiring heating and cooling built in New York City, is subject to the New York State Energy Conservation Code. Any building in conformance with this code would not create significant adverse energy impacts under CEQR guidelines. Therefore, no significant adverse impacts with respect to energy would be expected with the relocation of the 131st Street Shop.

TRAFFIC AND PARKING

The relocation of the 131st Street Shop would not necessitate a detailed analysis of traffic and parking under CEQR criteria. The existing facility has approximately 40 full-time employees including managers, supervisors, and staff, and operates in three shifts: 7:30 AM to 3:30 PM; 3:30 PM to 11:30 PM; and 11:30 PM to 7:30 AM. The eight managers and supervisors typically arrive earlier and depart later than the regular 7:30 AM to 3:30 PM shift. MTA estimates that 65 to 75 percent of the facility's employees commute to the site via private automobile.

The regular day-shift workers report no later than 7:30 AM to get their assignments, pick up supplies or equipment needed, and travel to assigned site locations via one of the 20 maintenance trucks kept at the site. By approximately 8:00 AM, only site managers and supervisors remain. The workers typically return to the shop by 3:00 PM. Repair dispatches during the other two shifts are made only on an as-needed basis. Workers would travel to the sites of their assignments via one of the 20 maintenance trucks stored on the site.

It is expected that the relocated facility would have approximately the same number of employees working the same shifts. Even if all employees commute via auto, the trips generated by the relocated facility would not exceed the CEQR threshold of 50 peak hour vehicle trips to warrant a detailed analysis. Similarly, the trips associated with employees dispatched to various locations in Manhattan and the Bronx for servicing needs would also not exceed this CEQR threshold. Therefore, the relocation of this facility would not have the potential to result in significant adverse impacts on traffic and parking. Furthermore, based on the shifts described, trips to and from the site would not take place during peak commuting hours when background traffic levels would be the greatest.

With regard to parking, although it is not certain that off-street parking would be provided at or near the location of the relocated facility, the parking demand generated by this facility is nominal, such that its effect on any neighborhood where it could be relocated would not be perceptible.

TRANSIT AND PEDESTRIANS

Because the relocated facility would have only about 40 employees, most of whom commute via automobile, it would not result in 200 or more new pedestrian or transit trips, the *CEQR Technical Manual* threshold requiring detailed transit and pedestrian analyses. Therefore, no significant adverse impacts on transit and pedestrian conditions would be expected with the relocated facility.

AIR QUALITY

The maximum hourly incremental traffic from the relocated 131st Street Shop would not exceed the *CEQR Technical Manual* air quality screening threshold of 100 peak hour trips. Therefore,

no significant adverse air quality impacts from on-street mobile source emissions would be expected with the relocated facility.

NOISE

The relocated facility would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of passenger car equivalents, which would be necessary to cause a 3 dBA increase in noise levels). Because the facility would not include residential, office, or meeting space, monitoring of ambient noise levels to determine attenuation is not necessary. Therefore, there would be no significant adverse noise impacts, and no further analysis is necessary.

CONSTRUCTION

Depending on the site chosen, the relocation of the 131st Street Shop may or may not involve the construction of a new building. If the facility moves into an existing building, there would be little to no substantial construction activity on the site. If the relocation site is vacant or occupied by a building that does not suit the needs of the facility, a new building would be constructed on the site. MTA Capital Projects has issued regulations for its own construction that require substantial measures to reduce air and noise emissions. Such measures to reduce air emissions include: use of ultra-low-sulfur diesel, diesel particulate filters, diesel oxidation catalysts, and, in general, best available technologies. Noise measures would include use of low noise emission construction equipment, as well as mufflers, acoustical enclosures, and temporary noise barriers. As a result, significant adverse impacts from construction of a temporary structure are not anticipated.

PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health involves the activities society undertakes to create and maintain conditions in which people can be healthy. Public health may be jeopardized by poor air quality resulting from traffic or stationary sources, hazardous materials in soil or groundwater used for drinking water, significant adverse impacts related to noise or odors, solid waste management practices that attract vermin and pest populations, and actions that result in the exceedance of accepted federal, state, or local standards.

The relocation of the 131st Street Shop is not expected to result in any significant adverse impacts on air quality or noise. No exceedance of federal, State, or City standards would occur as a result of the relocation. Any necessary hazardous materials remediation measures would be undertaken in accordance with applicable federal, state, and local requirements. Therefore, the relocation of the shop is not expected to result in any significant adverse impacts on public health. ✷