

14 Transportation

Introduction

The objective of a CEQR transportation analysis is to determine whether a proposed action may have a significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety, on- and off-street parking, or goods movement.

As discussed in **Chapter 1, *Project Description***, the proposed zoning text and map amendments are not expected to induce development or cause a significant change in the overall amount, type, or location of development. However, because the land use actions necessary to facilitate development on a site (i.e., certifications, authorizations, and special permits) may be changed or eliminated by the proposed regulations, the Proposed Actions have the potential to increase the proportion of development sites that would proceed as-of-right.

According to the 2014 *CEQR Technical Manual*, projects that increase density require a transportation analysis. The Proposed Actions could result in changes to the bulk and parking provided on certain development sites in portions of the western Bronx. Therefore, a screening assessment was performed following the 2014 *CEQR Technical Manual* guidelines to determine the potential for any adverse transportation impacts. The assessment is based on a comparison of the development of the four prototypical analysis sites under the No Action scenario with the With Action scenario, as described in **Chapter 1, *Project Description***.

Principal Conclusions

The Proposed Actions would not result in significant, adverse impacts on the transportation network. The prototypical analysis sites would be distributed throughout the western Bronx. Incremental development at each of the prototypical analysis sites would not exceed the minimum development densities for dwelling units detailed in Table 16-1 of the *CEQR Technical Manual*; therefore, further transportation related analysis is not warranted, and the Proposed Actions would not result in significant, adverse impacts related to traffic, pedestrians, transit, or parking.

Screening Analysis

Given the broad applicability of the Proposed Actions, the sites where development would be facilitated are difficult to predict. **Chapter 1, Project Description**, identifies four representative sites to demonstrate how the proposed regulations would apply to sites that would be able to develop as-of-right in the With Action scenario. Similar to the other chapters of this document, these four prototypical sites are used to assess the potential for the Proposed Actions (including elimination of existing discretionary actions) to result in significant transportation impacts.

Per CEQR guidance, transportation analyses may not be needed for projects that would create low- or low-to-moderate-density development in particular sections of the City.¹² The development densities cited in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit rides, and 200 peak hour pedestrian trips and are considered unlikely to result in significant adverse transportation impacts.

The prototypical analysis sites would be distributed throughout the western Bronx. While the specific location of each prototypical analysis site is unknown, for conservative analysis purposes, all sites are assumed to be located within the CEQR Traffic Zone with the lowest thresholds that could trigger the potential for significant impacts (CEQR Traffic Zone 5).

The density-dependent incremental development thresholds that would require further analysis in Zone 5 are 100 dwelling units; 40,000 square feet of office space; 10,000 square feet of regional retail, local retail, or restaurant space; or 15,000 square feet of community facility space.¹³ If a proposed project were to result in development densities less than the levels shown in Table 16-1 of the *CEQR Technical Manual*, further transportation analyses would not be needed because transportation impacts would be unlikely. If a proposed project were to surpass these levels, individually or cumulatively, a preliminary trip generation analysis may be needed.

¹² Reference should be made to Table 16-1 of the 2014 *CEQR Technical Manual* in conjunction with Map 16-1 (CEQR Traffic Zones) to determine whether numerical analysis is needed.

¹³ While Table 16-1 of the 2014 *CEQR Technical Manual* also includes parking thresholds, these thresholds generally do not apply to accessory parking; trips associated with accessory parking spaces are generally considered to be attributed to the associated land use.

Table 14-1 compares the No Action and With Action scenarios for the four prototypical analysis sites. The Proposed Actions would likely result in a total incremental increase of approximately a single dwelling unit. The incremental increase between the No Action and With Action scenarios would not exceed the CEQR thresholds for dwelling units. Therefore, no further analysis is warranted and there would be no potential for significant, adverse impacts on the transportation system.

Clusters/Cumulative Analysis

Any vehicular, transit, or pedestrian trips induced by the Proposed Actions generally would be concentrated adjacent to individual prototypical analysis sites, and these trips generally would disperse quickly into smaller increments as the distance from the site increases. For traffic or pedestrian volumes associated with more than one development site to superimpose completely on another, any potential development clustering would have to occur on the same block front. As the distance between potential developments increases, the cumulative effects of project-generated traffic and pedestrian volumes would decrease.

Only one of the four prototypical analysis sites affected by the Proposed Actions could result in an increase in density compared to the No Action scenario. The prototypical analysis sites would be distributed across areas throughout the western portions of the Bronx. Therefore, it is unlikely that multiple developments would occur on the same block front and it is unlikely that the potential for development sites to cluster together would alter the conclusions of the transportation screening analysis presented above.

Conclusion

As shown in **Table 14-1**, incremental development at the prototypical analysis sites would not exceed the minimum development densities for dwelling units provided in Table 16-1 of the 2014 *CEQR Technical Manual*. The Proposed Actions are expected to result in fewer than 50 peak hour vehicle trips, 200 peak hour subway/rail or bus transit riders, and 200 peak hour pedestrian trips. Therefore, further analysis is not warranted, and the Proposed Actions would not result in significant, adverse transportation impacts.

Table 14-1. Development Program of Prototypical Analysis Sites

Prototypical Site	No Action			With Action			Increment		
	DU	Commercial	Parking	DU	Commercial	Parking	DU	Commercial	Parking
1	1	0	2	1	0	2	0	0	0
2	1	0	2	1	0	2	0	0	0
3	0	0	0	1	0	2	+1	0	+2
4	1	0	2	1	0	2	0	0	0
Total	3	0	6	4	0	8	+1	0	+2

Note: DU – dwelling unit

* This table has been modified for the FEIS.