

APPENDIX D

TRANSPORTATION

- *TPF/TDF Technical Memorandum*



TECHNICAL MEMORANDUM

TO: New York City Department of City Planning

FROM: Philip Habib & Associates

DATE: March 2, 2021

PROJECT: Stevenson Commons (PHA No. 1870)

RE: Transportation Planning Factors and Travel Demand Forecast

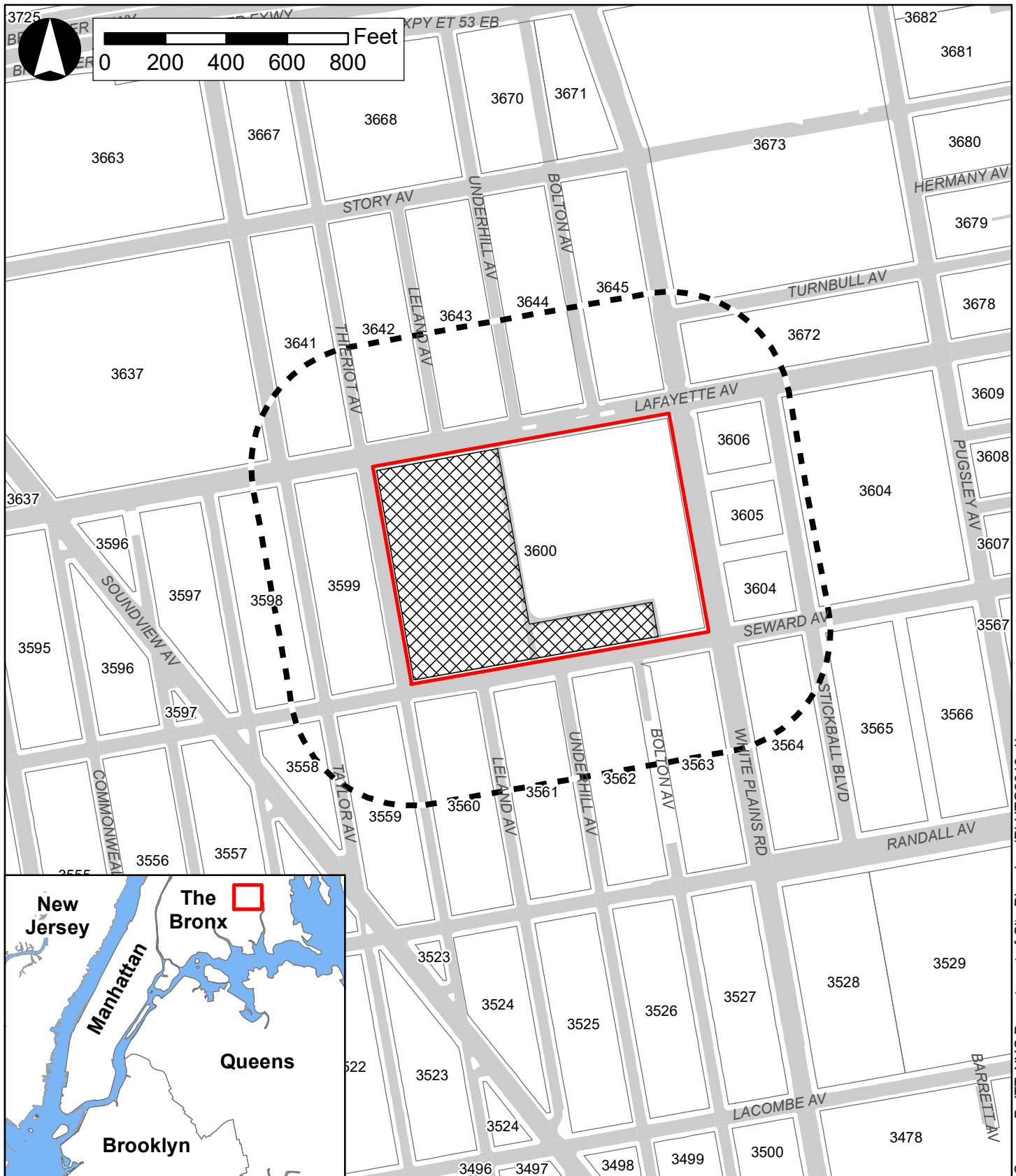
This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *Stevenson Commons EIS*. Camber Property Group, LLC (the “Applicant”) is requesting discretionary actions to facilitate new residential and community facility development at Stevenson Commons in the Soundview neighborhood of Bronx Community District 9. The Stevenson Commons site (a.k.a. the “Project Area”) at 1850 Lafayette Avenue (Block 3600, Lot 4) comprises the 679,000 square foot (sf) superblock bounded by Lafayette Avenue to the north, White Plains Road to the east, Seward Avenue to the south, and Thieriot Avenue to the west (see **Figure 1**). The eastern portion of the site is currently developed with a mix of residential, retail, community facility, and/or accessory parking uses. Estimates of the peak travel demand for the Proposed Actions’ With-Action conditions are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The Proposed Actions would encompass several discretionary approvals, including:




- Modification to the previously approved Stevenson Commons large scale residential development (LSRD) (CP-22380) to update the previously approved plans and zoning calculations to reflect a proposed as-of-right mixed use development on Block 3600, Lot 4; and
- Modification to the previously approved Stevenson Commons City-aided limited-profit housing project on Block 3600, Lot 4 pursuant to Article 2 of the New York State Private Housing Finance Law (CP-22381).

The Proposed Actions would facilitate new construction on the Stevenson Commons site that would result in an incremental (net) increase compared to No-Action conditions of approximately 735 affordable dwelling units (DUs), including 114 affordable units for seniors, 33,995 gsf of community facility uses, approximately 1.94 acres of publicly accessible open space, and a net decrease of 104 accessory parking spaces (the “Proposed Project”). New development would be spread across six new buildings on the Stevenson



Source: DoITT, NYC Department of City Planning (PLUTO2019v1)

Legend

-  Project Area
-  400-Foot Radius
-  Development Site
-  Tax Blocks

Commons site. Construction of the Proposed Project is expected to begin in the second quarter of 2021 with all components complete and operational by early-2028.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) for both the future without the Proposed Actions (the “No-Action” condition) and the future with the Proposed Actions (the “With-Action” condition) will be forecasted for an analysis year, or Build year, of 2028. The effects of the Proposed Actions, therefore, represent the incremental effects on conditions that would result from the net change in development between the No-Action and With-Action conditions (i.e., the “project increment”). **Table 1** below shows a summary of the No-Action conditions, With-Action conditions, and the project increment for the Project Area in 2028 under the RWCDs.

The Future Without the Proposed Actions (No-Action Condition)

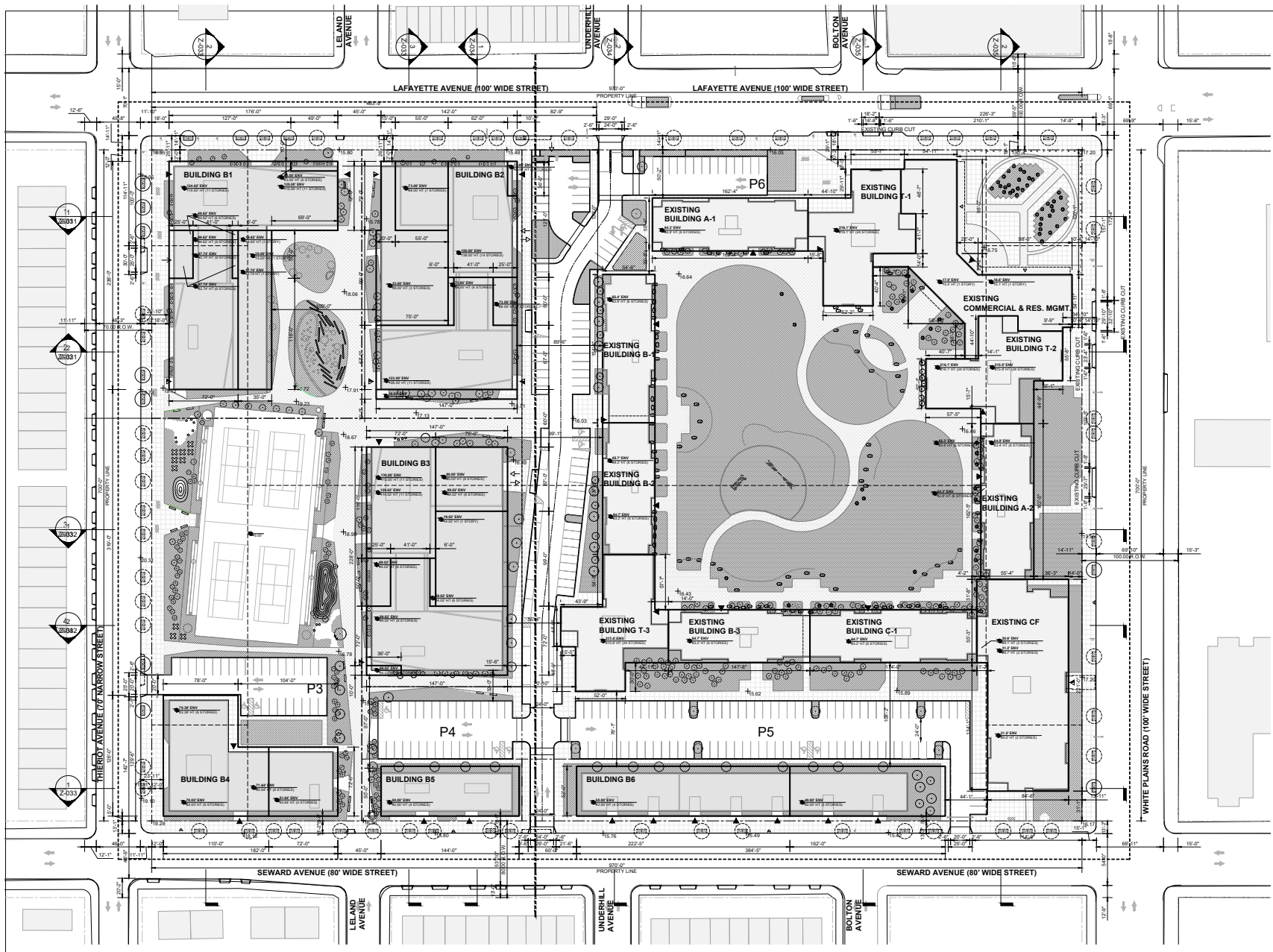
The No-Action scenario assumes that no new as-of-right development could occur on the Stevenson Commons site without modification of the existing LSRD special. As such, the Project Area would continue to be occupied by 948 DUs, 10,648 gsf of local retail uses, and 36,214 gsf of community facility uses (health center).

In the future without the Proposed Actions, as under existing conditions, The Stevenson Commons site (Block 3600) would be occupied by nine Mitchell-Lama buildings ranging in height from 6 to 24 stories. In total, the nine buildings comprise 990,050 gross square feet (gsf), including 943,188 gsf of residential floor area (948 affordable rental DUs), 10,648 gsf of local retail, and 36,214 gsf of community facility floor area currently occupied by the Stevenson Family Health Center. The nine buildings are all located on the eastern portion of the block and are oriented around a central private open space. The western portion of the block is occupied by 570 surface accessory parking spaces and tennis and handball courts.

The Future With the Proposed Actions (With-Action Condition)

By 2028 under the With-Action condition, the Stevenson Commons site would consist of six new predominantly residential buildings on Block 3600 (buildings B1 through B6 in **Figure 2**, which comprise the “Development Site”). Building B1 would have a maximum height of 125 feet (11 stories) and would comprise a total of 207,231 gsf, including 187,352 gsf of affordable residential floor area and 19,879 gsf of community facility floor area (daycare center). Building B2 would have a maximum building height of 138 feet (14 stories) and would comprise a total of 254,432 gsf, including 181,257 gsf of affordable residential floor area, 8,013 gsf of community facility floor area (recreation center), and 65,162 gsf of at-grade and above-grade parking. Building B3 would have a maximum building height of 115 feet (11 stories) and would comprise a total of 224,581 gsf, including 195,489 gsf of affordable residential floor area, 6,103 gsf of community facility floor area (recreation center), and 22,989 gsf of at-grade parking. Building B4 would rise to a maximum height of six-stories (approximately 65 feet). The building would be comprised of approximately 114 affordable rental DUs for seniors (approximately 74,327 gsf). Buildings B5 and B6 would each rise to a maximum height of four stories (approximately 45 feet) and would comprise a total of 20,828 gsf and 44,810 gsf, respectively.

In total, the Proposed Actions would introduce a net 735 affordable DUs (including 563 affordable rental units, 58 affordable co-op units, and 114 affordable senior units) and 33,995 gsf of community facility floor



*NOT TO SCALE

<p>Legend</p> <p>--- Large Scale General Boundary</p> <p>--- Zoning Lot Line</p> <p>--- Proposed Maximum Zoning Envelope</p> <p>--- Development Envelope Height, # of Stories</p> <p>--- Illustrative Building Line</p> <p>■ Proposed Building</p>	<p>▶ Residential Access Point</p> <p>▶ Commercial Access Point</p> <p>▶ Community Access Point</p> <p>+ Spot Elevation / Height (relative to NAVD83)</p> <p>□ Existing Building</p>	<p>→ Parking Access Point</p> <p>→ Loading Access (or loading berth)</p> <p>→ Traffic Direction</p> <p>--- Centerline of Driveway</p>	<p>⊕ Existing Fire Hydrant</p> <p>⊖ Proposed Curb Cut</p> <p>⊖ Existing Curb Cut (to be relocated)</p> <p>⊖ Existing Curb Cut (to be maintained)</p> <p>⊖ Existing Street Light</p>	<p>⊕ Existing Tree & Tree Pit</p> <p>⊕ Existing Site Tree</p> <p>⊕ Proposed Tree & Tree Pit</p> <p>⊕ Proposed Plants</p> <p>⊕ Street Sign</p>	<p>■ Planted Area</p> <p>■ Pavement</p> <p>■ Sidewalk</p> <p>■ Benches</p>
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- Notes
1. Elevations referenced to North American Vertical Datum of 1988 (NAVD83) which is 1.095 feet above National Geodetic Survey Datum at Sandy Hook, New Jersey.
 2. Building shown within zoning envelopes are for illustrative purposes only and are subject to change.
 3. Location of bulkheads illustrative and subject to change.
 4. Graphic scale applicable to all non-dimensional elements.
 5. The landscape design of open space, including rooftop terraces, street network, and parking lots depicted are shown for illustrative purposes only and are subject to change.
 6. Entrances to proposed buildings are illustrative.



Stevenson Commons

This Figure has been updated for the FEIS

Figure 2 Site Plan

area. A total of 466 accessory parking spaces would be provided (a net decrease of 104 spaces) as well as approximately 1.94 acres of publicly accessible open space.

Table 1: Project Increment Summary

Use	No-Action Scenario	With-Action Scenario	Increment
Affordable Housing (Rental)	948 DUs	1,511 DUs	+563 DUs
Affordable Housing (Co-op)	0 DUs	58 DUs	+58 DUs
Affordable Senior Housing	0 DUs	114 DUs	+114 DUs
Total Residential	948 DUs	1,683 DUs	+735 DUs
Health Center	36,214 gsf	36,214 gsf	No change
Daycare	0 gsf	19,879 gsf	+19,879 gsf
Recreation Center	0 gsf	14,116 gsf	+14,116 gsf
Total Community Facility	36,214 gsf	70,209 gsf	+33,995 gsf
Local Retail	10,648 gsf	10,648 gsf	No change
Parking Spaces	570 spaces	466 spaces	-104 spaces

PRELIMINARY TRANSPORTATION PLANNING ASSUMPTIONS

The transportation planning factors used to forecast travel demand for the RWCDs land uses are summarized in **Table 2** and discussed below. **Table 2** provides the daily trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies, and truck trip factors for the land uses discussed above. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Residential – Family Units

The forecast of travel demand for the affordable family residential units used a weekday trip generation rate of 8.075 person trips per DU, a Saturday trip generation rate of 9.6 person trips per DU, and temporal distributions of 10.0 percent, 5.0 percent, 11.0 percent, and 8.0 percent for the weekday AM, midday, and PM, and Saturday midday peak hours, respectively, as per the 2020 *City Environmental Quality Review (CEQR) Technical Manual*. The family units’ modal split estimated 40.7 percent, 0.7 percent, 31.3 percent, 19.3 percent, and 8.0 percent for private auto, taxi, bus-to-subway, bus-only, and walk-only modes, respectively, as per the 2014-2018 American Community Survey (ACS) Means of Transportation to Work Table for Bronx Census Tracts 16, 20, 38, 42, 74, and 98 for all family units. The auto occupancy rate of 1.06 persons per auto was also based on this source. Directional splits and the taxi occupancy rate of 1.40 persons per taxi were based on the 2017 *1965 Lafayette Avenue EAS*. Truck trip generation rates were based on the 2020 *CEQR Technical Manual*.

Residential – Senior Units

The forecast of travel demand for the affordable senior residential units also used a weekday trip generation rate of 8.075 person trips per DU, a Saturday trip generation rate of 9.6 person trips per DU, and temporal distributions of 10.0 percent, 5.0 percent, 11.0 percent, and 8.0 percent for the weekday AM, midday, and PM, and Saturday midday peak hours, respectively, as per the 2020 *CEQR Technical Manual*. The modal split assumptions used for the family units were similarly applied to the proposed affordable senior units. Directional splits and the taxi occupancy rate of 1.40 persons per taxi were based on the 2017 *1965 Lafayette Avenue EAS*, which similarly included affordable senior housing units and is located one block north of the Project Area. Truck trip generation rates were based on the 2020 *CEQR Technical Manual*.

Table 2: Transportation Planning Assumptions

Land Use:	Residential - Family		Residential - Senior		Community Facility - Daycare (Students)		Community Facility - Daycare (Parents)		Community Facility - Daycare (Staff)		Community Facility - Recreation Center			
	621 DU		114 DU		19,879 gsf		19,879 gsf		19,879 gsf		14,116 gsf			
Trip Generation:	(1)		(1)		(6)		(6)		(6)		(5)			
Weekday	8.075		8.075		22.0		44.0		6.0		44.7			
Saturday	9.6		9.6		0.0		0.0		0.0		26.6			
	per DU		per DU		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf			
Temporal Distribution:	(1)		(1)		(6)		(6)		(6)		(5)			
AM (8-9 AM)	10.0%		10.0%		25.0%		25.0%		25.0%		5.8%			
MD (1-2 PM)	5.0%		5.0%		0.0%		0.0%		2.5%		7.4%			
PM (5-6 PM)	11.0%		11.0%		25.0%		25.0%		25.0%		7.6%			
SatMD (1-2 PM)	8.0%		8.0%		0.0%		0.0%		0.0%		10.0%			
Modal Splits:	(2)		(2)		(2)		(2)		(7)		(5)			
All Periods	All Periods		All Periods		All Periods		All Periods		All Periods		All Periods			
Auto	40.7%		40.7%		40.7%		40.7%		50.5%		4.0%			
Taxi	0.7%		0.7%		0.7%		0.7%		0.0%		9.0%			
Bus-to-Subway	31.3%		31.3%		31.3%		31.3%		14.5%		12.0%			
Bus Only	19.3%		19.3%		19.3%		19.3%		22.3%		5.0%			
Walk/Other	8.0%		8.0%		8.0%		8.0%		12.7%		70.0%			
	100.0%		100.0%		100.0%		100.0%		100.0%		100.0%			
In/Out Splits:	(3)		(3)		(6)		(6)		(6)		(5)			
In	Out		In		Out		In		Out		In		Out	
AM	16.0% 84.0%		36.0% 64.0%		100% 0%		50% 50%		100% 0%		66% 34%			
MD	50.0% 50.0%		50.0% 50.0%		0% 0%		0% 0%		50% 50%		58% 42%			
PM	67.0% 33.0%		60.0% 40.0%		0% 100%		50% 50%		0% 100%		34% 66%			
Sat MD	53.0% 47.0%		53.0% 47.0%		0% 0%		0% 0%		0% 0%		58% 42%			
Vehicle Occupancy:	(2,3)		(2,3)		(6)		(6)		(6)		(5)			
All Periods	All Periods		All Periods		All Periods		All Periods		All Periods		All Periods			
Auto	1.06		1.06		1.00		1.00		1.00		1.40			
Taxi	1.40		1.40		1.00		1.00		1.00		1.40			
Truck Trip Generation:	(1)		(1)		(4)		(4)		(4)		(5)			
Weekday	0.06		0.06		0.07		0.07		0.07		0.04			
Saturday	0.02		0.02		0.00		0.00		0.00		0.01			
	per DU		per DU		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf			
	(1)		(1)		(4)		(4)		(4)		(5)			
AM	12.0%		12.0%		9.6%		9.6%		9.6%		7.7%			
MD	9.0%		9.0%		11.0%		11.0%		11.0%		11.0%			
PM	2.0%		2.0%		1.0%		1.0%		1.0%		2.0%			
Sat MD	9.0%		9.0%		0.0%		0.0%		0.0%		11.0%			
	In Out		In Out		In Out		In Out		In Out		In Out			
AM/MD/PM	50.0% 50.0%		50.0% 50.0%		50.0% 50.0%		50.0% 50.0%		50.0% 50.0%		50.0% 50.0%			
Notes :														
(1)	Based on 2014 City Environmental Quality Review (CEQR) Technical Manual.													
(2)	Based on 2014-2018 American Community Survey (ACS) Means of Transportation to Work Table for Bronx Census Tracts 16, 20, 38, 42, 74, and 98.													
(3)	1965 Lafayette Avenue EAS, 2017.													
(4)	La Central FEIS, 2016.													
(5)	West Harlem Rezoning FEIS, 2012.													
(6)	Based on data provided by NYCDOT.													
(7)	Based on 2012-2016 AASHTO CTPP Reverse Journey to Work data for Bronx Census Tracts 16, 20, 38, 42, 74, and 98.													

Community Facility - Daycare

The forecast of travel demand for the daycare use was primarily based on data provided by the New York City Department of Transportation (NYC DOT). Based on this data, the proposed project’s daycare use used a weekday trip generation rate of 22.0 person trips per 1,000 gsf, 44.0 person trips per 1,000 gsf and 6.0 person trips per 1,000 gsf for students, parents, and staff, respectively. The temporal distributions of 25.0 percent in the weekday AM and PM peak hours for students and parents, and the temporal distributions of 25.0 percent, 2.5 percent, and 25.0 percent in the weekday AM, midday, and PM peak hours, respectively, for staff are also based on data provided NYC DOT. The modal split assumptions for the residential uses were applied to students and parents for the proposed daycare use. The modal split assumptions for daycare staff were 50.5 percent by auto, 0.0 percent by taxi, 14.5 percent by bus-to-subway, 22.3 percent by bus only, and

12.7 percent by walk only as per the 2012-2016 American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey to work five-year data for Bronx Census Tracts 16, 20, 38, 42, 74, and 98. Directional distributions and vehicle occupancies were also based on data provided by NYCDOT, and truck trip generation rates were based on data from the 2016 *La Central FEIS*.

Community Facility – Recreation Center

The factors used (trip generation rates, temporal and directional distributions, modal splits, and vehicle occupancies) to forecast the travel demand for the proposed recreation center were based on data from the 2012 *West Harlem Rezoning FEIS*. As shown in **Table 2**, the travel demand forecast for the recreation center used weekday and Saturday trip generation rates of 44.7 and 26.6 trips per 1,000 gsf, respectively. Temporal distributions of 5.8 percent for the weekday AM, 7.4 percent for the weekday midday, 7.6 percent for the weekday PM, and 10.0 percent for the Saturday midday periods were used. The modal split assumptions used for the recreation center were 4.0 percent by auto, 9.0 percent by taxi, 12.0 percent by bus-to-subway, 5.0 percent by bus only, and 70.0 percent by walk only. Additionally, vehicle occupancies of 1.4 persons per vehicle were used for auto and taxi.

TRIP GENERATION

Table 3 provides an overall travel demand forecast for the Project Area for the weekday AM, midday, and PM, and Saturday midday peak hours. As shown in **Table 3**, the Proposed Actions would generate a net increase of approximately 994 person trips (in and out combined) in the weekday AM peak hour, 352 person trips in the weekday midday peak hour, 1,062 person trips in the weekday PM peak hour, and 604 person trips in the Saturday midday peak hour. The Proposed Actions would generate 353, 130, 377, and 229 (in and out combined) incremental vehicle trips (including auto, taxi, and truck trips) in the weekday AM, midday, and PM, and Saturday midday peak hours, respectively; 298, 99, 317, and 183 incremental subway trips (in and out combined) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively; 486, 159, 516, and 294 bus trips (in and out combined, including trips to and from the Parkchester subway station) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively; and 590, 219, 633, and 365 total pedestrian trips (in and out combined, including walk-only and trips to/from public transit) in the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

As shown in **Table 3**, the Proposed Actions would generate 50 or more vehicle trips, 200 or more bus trips, and more than 200 pedestrian trips in all four peak hours, and therefore a Level 2 screening analysis for traffic, bus, and pedestrians would be warranted. The following section further discusses the modal distribution and assignment patterns for the Proposed Actions.

Table 3: Travel Demand Forecast – Person Trips

Land Use:	<u>Residential - Family</u>		<u>Residential - Senior</u>		<u>Community Facility - Daycare (Students)</u>		<u>Community Facility - Daycare (Parents)</u>		<u>Community Facility - Daycare (Staff)</u>		<u>Community Facility - Recreation Center</u>		<u>Total</u>			
Size/Units:	621	DU	114	DU	19,879	gsf	19,879	gsf	19,879	gsf	14,116	gsf				
Peak Hour Person Trips:																
AM (8-9 AM)	502		94		110		220		30		38		994			
MD (1-2 PM)	252		48		0		0		4		48		352			
PM (5-6 PM)	552		102		110		220		30		48		1,062			
Sat MD (1-2 PM)	478		88		0		0		0		38		604			
Person Trips:																
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM	Auto	33	172	14	23	45	0	45	45	15	0	1	1	153	241	394
	Taxi	1	3	0	0	1	0	1	1	0	0	2	1	5	5	10
	Bus-to-Subway	25	132	11	19	34	0	34	34	4	0	3	2	111	187	298
	Bus Only	16	81	7	12	21	0	21	21	7	0	1	1	73	115	188
	Walk/Other	<u>6</u>	<u>33</u>	<u>3</u>	<u>5</u>	<u>9</u>	<u>0</u>	<u>9</u>	<u>9</u>	<u>4</u>	<u>0</u>	<u>17</u>	<u>9</u>	<u>48</u>	<u>56</u>	<u>104</u>
	Total	81	421	35	59	110	0	110	110	30	0	24	14	390	604	994
MD	Auto		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total	
	Auto	51	51	10	10	0	0	0	0	1	1	1	1	63	63	126
	Taxi	1	1	0	0	0	0	0	0	0	0	3	2	4	3	7
	Bus-to-Subway	39	39	7	7	0	0	0	0	1	1	3	2	50	49	99
	Bus Only	24	24	5	5	0	0	0	0	0	0	1	1	30	30	60
	Walk/Other	<u>11</u>	<u>11</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>20</u>	<u>14</u>	<u>33</u>	<u>27</u>	<u>60</u>
Total	126	126	24	24	0	0	0	0	2	2	28	20	180	172	352	
PM	Auto		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total	
	Auto	150	74	25	17	0	45	45	45	0	15	1	1	221	197	418
	Taxi	3	1	0	0	0	1	1	1	0	0	1	3	5	6	11
	Bus-to-Subway	116	57	19	13	0	34	34	34	0	4	2	4	171	146	317
	Bus Only	71	35	12	8	0	21	21	21	0	7	1	2	105	94	199
	Walk/Other	<u>30</u>	<u>15</u>	<u>5</u>	<u>3</u>	<u>0</u>	<u>9</u>	<u>9</u>	<u>9</u>	<u>0</u>	<u>4</u>	<u>11</u>	<u>22</u>	<u>55</u>	<u>62</u>	<u>117</u>
Total	370	182	61	41	0	110	110	110	0	30	16	32	557	505	1,062	
Sat MD	Auto		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total	
	Auto	103	91	19	17	0	0	0	0	0	0	1	1	123	109	232
	Taxi	2	2	0	0	0	0	0	0	0	0	2	1	4	3	7
	Bus-to-Subway	80	70	15	13	0	0	0	0	0	0	3	2	98	85	183
	Bus Only	49	43	9	8	0	0	0	0	0	0	1	1	59	52	111
	Walk/Other	<u>20</u>	<u>18</u>	<u>4</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>15</u>	<u>11</u>	<u>39</u>	<u>32</u>	<u>71</u>
Total	254	224	47	41	0	0	0	0	0	0	22	16	323	281	604	

Table 3: Travel Demand Forecast (cont.) – Vehicle Trips

Land Use:		Residential - Family		Residential - Senior		Community Facility - Daycare (Students)		Community Facility - Daycare (Parents)		Community Facility - Daycare (Staff)		Community Facility - Recreation Center		Total		
Vehicle Trips :																
AM	Auto (Total)	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
	Taxi	31	162	13	22	0	0	45	45	15	0	1	1	105	230	335
	Taxi Balanced	1	2	0	0	0	0	1	1	0	0	1	1	3	4	7
	Truck	3	3	0	0	0	0	2	2	0	0	2	2	7	7	14
	Total	2	2	0	0	0	0	0	0	0	0	0	0	2	2	4
MD	Auto (Total)	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
	Taxi	47	47	9	9	0	0	0	0	1	1	1	1	58	58	116
	Taxi Balanced	1	1	0	0	0	0	0	0	0	0	2	1	3	2	5
	Truck	2	2	0	0	0	0	0	0	0	0	3	3	5	5	10
	Total	2	2	0	0	0	0	0	0	0	0	0	0	2	2	4
PM	Auto (Total)	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
	Taxi	142	70	24	16	0	0	45	45	0	15	1	1	212	147	359
	Taxi Balanced	2	1	0	0	0	0	1	1	0	0	1	2	4	4	8
	Truck	3	3	0	0	0	0	2	2	0	0	3	3	8	8	16
	Total	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Sat MD	Auto (Total)	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
	Taxi	97	86	18	16	0	0	0	0	0	0	1	1	116	103	219
	Taxi Balanced	1	1	0	0	0	0	0	0	0	0	1	1	2	2	4
	Truck	2	2	0	0	0	0	0	0	0	0	2	2	4	4	8
	Total	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
		Incremental Vehicle Trips			Incremental Pedestrian Trips (Walk + Bus + Subway)			Incremental Subway Trips			Incremental Bus Trips (Bus + Subway)					
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total			
AM		114	239	353	232	358	590	111	187	298	184	302	486			
MD		65	65	130	113	106	219	50	49	99	80	79	159			
PM		221	156	377	331	302	633	171	146	317	276	240	516			
Sat MD		121	108	229	196	169	365	98	85	183	157	137	294			

LEVEL 1 SCREENING ASSESSMENT

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a “preliminary analysis” to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the numbers of person and vehicle trips attributable to the proposed action. According to the *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians and parking.

Traffic

Based on *CEQR Technical Manual* guidance, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicular trip ends in a peak hour at one or more intersections. As shown in **Table 3**, under the Proposed Actions, the net number of incremental vehicle trips – 353 in the weekday AM, 130 in the weekday midday, 377 in the weekday PM, and 229 in the Saturday midday periods – would exceed the 50-trip threshold in each period. As such, a Level 2 screening analysis is warranted to determine which intersections would require a quantified analysis for these periods.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.

As shown in **Table 3**, the Proposed Actions would generate approximately 298, 99, 317, and 183 (in and out combined) incremental subway trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Incremental transit bus trips would total approximately 486, 159, 516, and 294 (in and out combined, including trips to and from the Parkchester subway station) during these same periods, respectively. As these numbers would exceed 200 subway trips/hour and 200 bus trips/hour in one or more peak hour, Level 2 screening analyses are therefore warranted for the weekday AM and PM peak hours to determine which, if any, subway stations, subway lines, and bus routes would require quantified analysis. Although the total number of bus person-trips would exceed 200 in the Saturday midday peak hour, these trips would be off-peak when the transit systems typically have ample capacity. As such, off-peak periods are not analyzed and no subway or bus impacts are anticipated in these periods.

Pedestrians

According to *CEQR Technical Manual* guidance, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 3**, the Proposed Actions would generate an incremental demand of approximately 590 total pedestrian trips in the weekday AM peak hour, 219 total pedestrian trips in the weekday midday peak hour, 633 total pedestrian trips in the weekday PM peak hour, and 365 total pedestrian trips in the Saturday midday peak hour. These totals include walk-only trips and pedestrians en route to and from nearby subway stations and bus stops. As the numbers of trips in the weekday AM, midday and PM, and Saturday midday peak hours would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which, if any, pedestrian elements would require quantified analysis for these periods.

LEVEL 2 SCREENING ASSESSMENT

As discussed above, when Level 1 screening analysis thresholds are exceeded, detailed trip assignments (a Level 2 assessment) are performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that the Proposed Actions would generate 50 or more peak hour vehicle trips at an intersection, 50 or more peak hour bus trips in one direction along a bus route, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians and parking.

Traffic

Project Area Street Network

As discussed above, the Project Area comprises the 679,000 square foot (sf) superblock bounded by Lafayette Avenue to the north, White Plains Road to the east, Seward Avenue to the south, and Thieriot Avenue to the west. The Stevenson Commons site has approximately 970 feet of street frontage on Lafayette and Seward Avenues (to the north and south, respectively) and approximately 700 feet of street frontage on White Plains Road and Thieriot Avenue (to the east and west, respectively).

White Plains Road is a major two- to four-lane north-south corridor running from Bronx River Avenue in the Shorehaven area along the East River to the border with Westchester County at East 243rd Street, where it continues as West 1st Street in the city of Mount Vernon. It is a designated local truck route north of the Bruckner Expressway. The Bx39 bus route runs along its entire length north of Soundview Avenue, and the Bx36 runs along White Plains Road north of Lafayette Avenue. The Bx5 bus travels along White Plains Road in the vicinity of the Project Area between Story and Lafayette Avenues. Parking is permitted, with some restrictions, on both sides of White Plains Road adjacent to the Project Area. White Plains Road provides the most direct vehicular connection between the Project Area and the Bruckner Expressway.

Lafayette Avenue is an east-west corridor that runs in four sections. In the Soundview area of the Bronx, it runs from Soundview Park in the west to Zerega Avenue in the east with two lanes and a hatched median. In the vicinity of the Project Area, the Bx5 bus runs along Lafayette Avenue, intersecting with White Plains Road. There is a Class II bicycle lane on Lafayette Avenue between Metcalf and Zerega Avenues, and parking is permitted on both sides of the street adjacent to the Stevenson Commons site.

To the west of the Stevenson Commons site, **Thieriot Avenue** runs in the north-south direction between Bruckner Boulevard and O'Brien Avenue. Parking is permitted on both sides of the street in the vicinity of the Project Area.

Bordering the south of the Stevenson Commons site, **Seward Avenue** is an approximately 40-foot-wide arterial running in the east-west direction between Metcalf and Zerega Avenues. Parking is permitted on both sides of the street in the vicinity of the Project Area.

Additional predominant arterials in the vicinity of the Project Area include The **Bruckner Expressway**, a six- to eight-lane east-west limited access highway that carries Interstate 278 between the Triborough Bridge (with connections to Queens, Brooklyn, and Staten Island) and the Bruckner Interchange with the Cross Bronx Expressway and the Hutchison River Parkway; the **Bronx River Parkway**, a four- to six-lane north-south limited access parkway that runs from Story Avenue in the Bronx to NY State Route 22 in Westchester County;

and **Story Avenue**, a two-lane east-west corridor that provides the most direct vehicular connection between the Project Area and the Bronx River Parkway.

Traffic Assignment and Analyzed Intersections

As shown in **Table 3** and discussed above, the Proposed Actions are expected to result in new incremental increases of approximately 353, 130, 377, and 229 vehicle trips in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. As these traffic volumes exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared for each period to help identify individual intersections for analysis (a Level 2 screening assessment).

The assignment of auto and taxi trips to the street network in proximity to the Project Area are based on the anticipated origins and destinations of vehicle trips associated with the different land uses under the Proposed Actions. The origins/destinations of the residential trips used for the assignments are based upon 2014 – 2018 ACS journey-to-work data for Bronx Census Tracts 16, 20, 38, 42, 74, and 98 and the portal assignments used for the *1965 Lafayette Avenue EAS*, while the origins/destinations for the daycare parents and students and recreation facility trips that are mostly local in nature were based on population density in neighborhoods within a one-mile radius of the Project Area. In addition, the origins/destinations of the daycare staff trips used for the assignments are based on reverse-journey-to-work data for the aforementioned Bronx Census Tracts. **Tables 4** and **5** show the direction distributions of auto and taxi trips by land use based on the origin/destination data.

Table 4: Direction Distributions of Auto/Taxi Trips for Residential Uses

Portal	Residential %
Bronx River Pkwy	0.099
Bruckner Expy EB	0.186
Bruckner Expy WB	0.448
Castle Hill Ave	0.019
Cross Bronx Expy	0.143
Hutchinson River Pkwy	0.036
Lafayette Ave EB	0.031
Lafayette Ave WB	0.015
Rosedale Ave	0.001
Story Ave WB	0.005
White Plains Rd NB	0.010
White Plains Rd SB	0.007

Table 5: Direction Distributions of Auto/Taxi Trips for Community Facility Uses

Portal	Daycare Parents, Students and Recreation Center %	Daycare Staff %
Bronx River Pkwy	0	0.329
Bruckner Expy EB	0.125	0.192
Bruckner Expy WB	0.125	0.172
Castle Hill Ave	0.125	0.015
Cross Bronx Expy	0	0.068
Hutchinson River Pkwy	0	0.022
Lafayette Ave EB	0.25	0.115
Lafayette Ave WB	0.125	0.010
Rosedale Ave	0	0.005
Story Ave WB	0	0.015
White Plains Rd NB	0.125	0.053
White Plains Rd SB	0.125	0.004

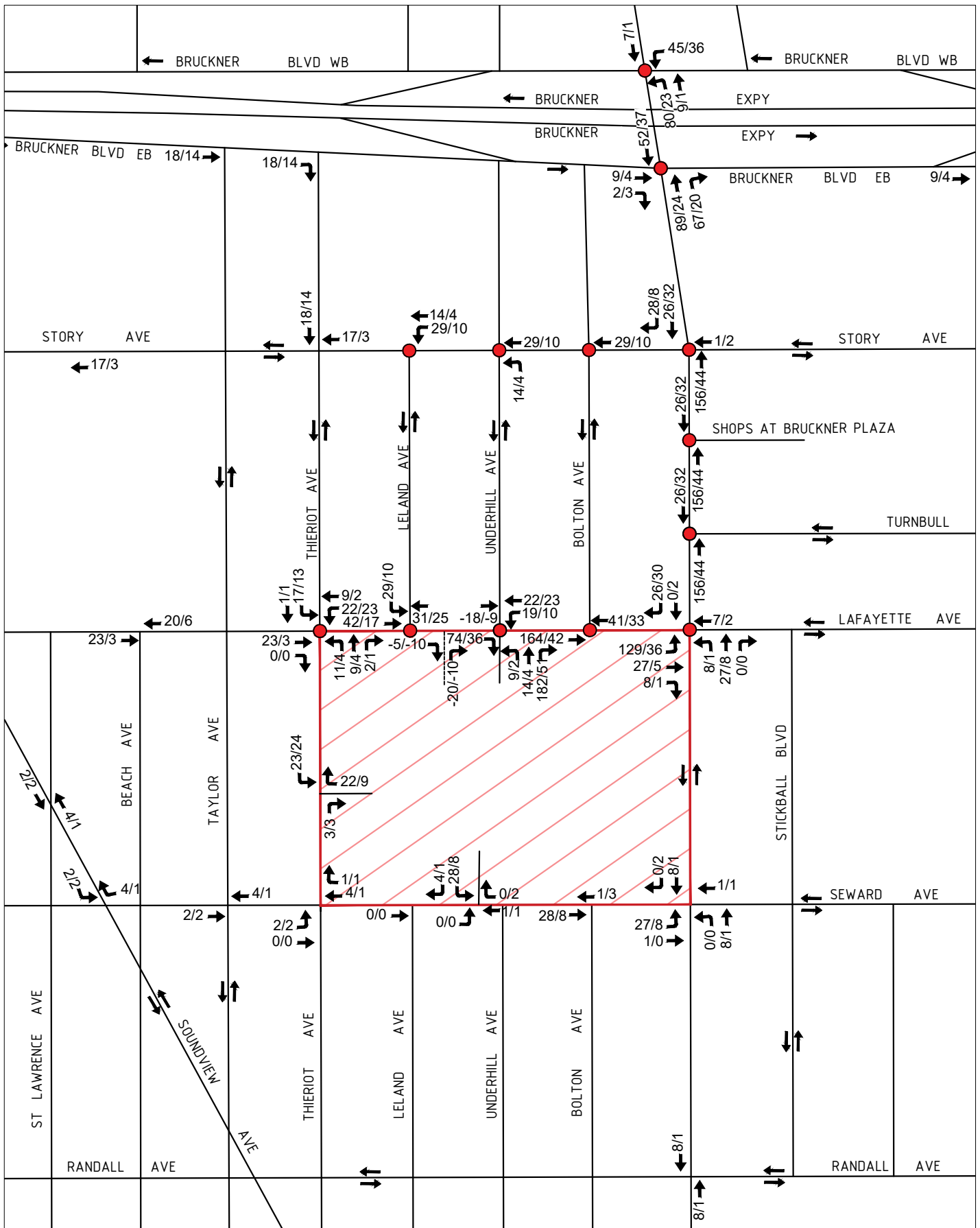
The peak hour vehicle assignment is shown in **Figure 3**. As shown in **Figure 3**, a total of 13 intersections (9 signalized and 4 unsignalized) would exceed the 2020 *CEQR Technical Manual* 50 vehicle trips per hour threshold, and therefore would require a detailed traffic analysis. The intersections selected for analysis are as follows:

- White Plains Road at Bruckner Boulevard Westbound (signalized);
- White Plains Road at Bruckner Boulevard Eastbound (signalized);
- White Plains Road at Story Avenue (signalized);
- White Plains Road at Bruckner Plaza (signalized);
- White Plains Road at Turnbull Avenue (signalized);
- White Plains Road at Lafayette Avenue (signalized);
- Bolton Avenue at Story Avenue (signalized);
- Bolton Avenue at Lafayette Avenue (signalized);
- Underhill Avenue at Story Avenue (signalized);
- Underhill Avenue at Lafayette Avenue (unsignalized);
- Leland Avenue at Story Avenue (unsignalized);
- Leland Avenue at Lafayette Avenue (unsignalized);
- Thieriot Avenue at Lafayette Avenue (unsignalized)

Traffic Analysis Peak Hours

As noted above, incremental demand from the Proposed Actions would exceed the 50-trip *CEQR Technical Manual* analysis threshold at 13 intersections during one or more of the weekday AM, midday, and PM and Saturday midday peak hours. The traffic impact analysis will therefore focus on these four periods. Based on data collected in June 2019, the weekday peak hours selected for analysis are 7:45-8:45 AM, 12:30-1:30 PM, and 4:30-5:30 PM, and the Saturday peak hour is 2:00-3:00 PM.

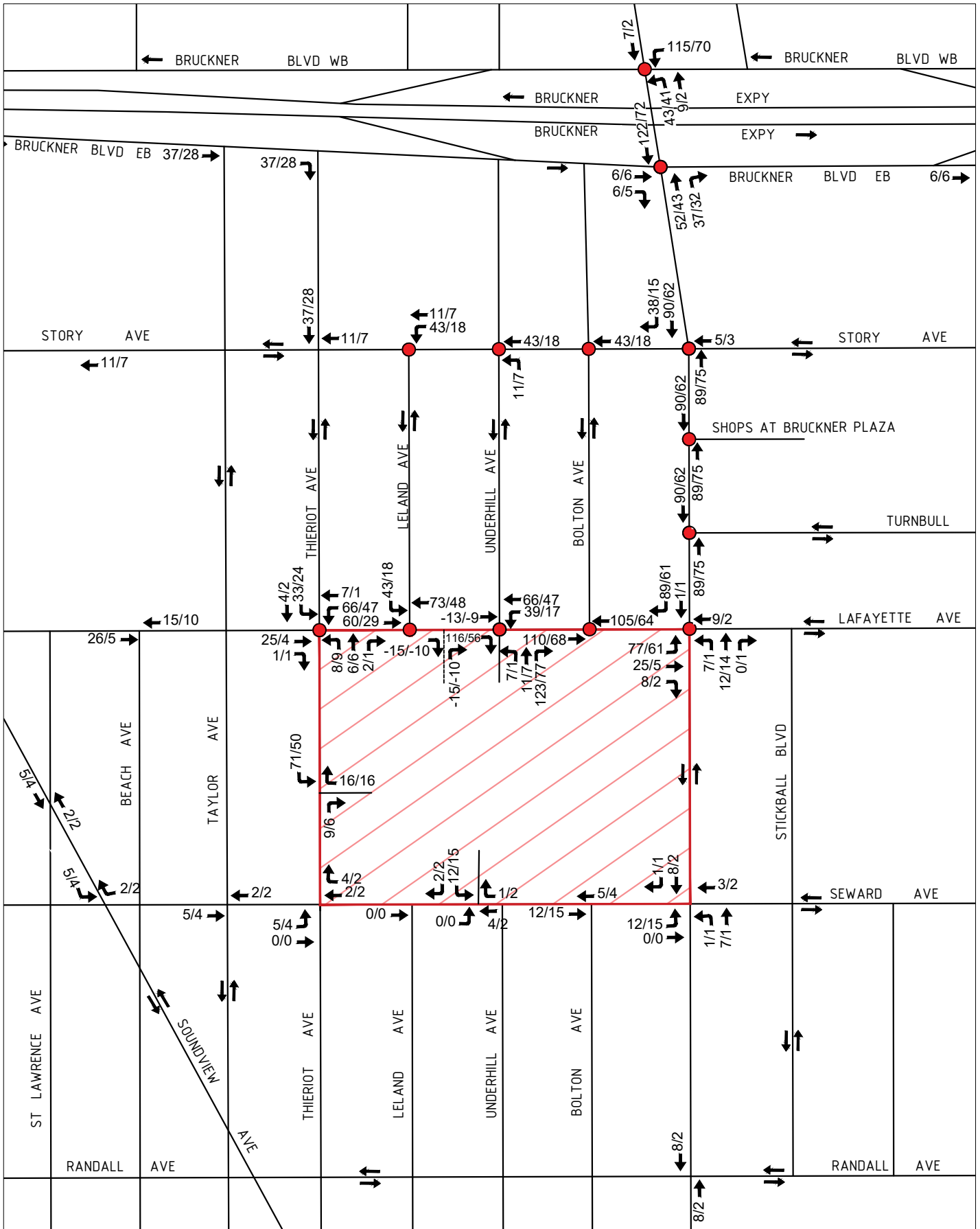
Incremental Vehicle Volumes - AM & MD



14/4 - Weekday AM/MD Vehicular Volumes
This Figure has been updated for the FEIS

 Project Area  Analysis Intersection

Incremental Vehicle Volumes - PM & SAT



14/4 - Weekday PM/SAT Vehicular Volumes

Project Area

Analysis Intersection

This Figure has been updated for the FEIS

Transit

As discussed previously, according to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, if a proposed action would result in 50 or more bus passengers being assigned to a single bus route (in one direction), a detailed bus analysis would be warranted.

Subway Service

As shown in **Figure 4**, one New York City Transit (NYCT) subway station located in proximity to the Project Area is expected to be used by project-generated demand. The Parkchester station, served by the No. 6 train operating on the Lexington Avenue Local Line, is located an approximately 0.9-mile walk to the northeast corner of the Project Area at the Hugh J. Grant traffic circle.

As shown in **Table 3**, the Proposed Actions would generate a net increment of approximately 298 subway trips in the weekday AM peak hour and 317 subway trips in the PM. All trips were assigned to the Parkchester subway station, as it is the only station serving the Project Area. As incremental peak hour demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold at this station during the AM and PM peak hours, it has been selected for detailed analysis. The analysis will focus on key circulation elements (e.g., stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions.

Subway Line Haul

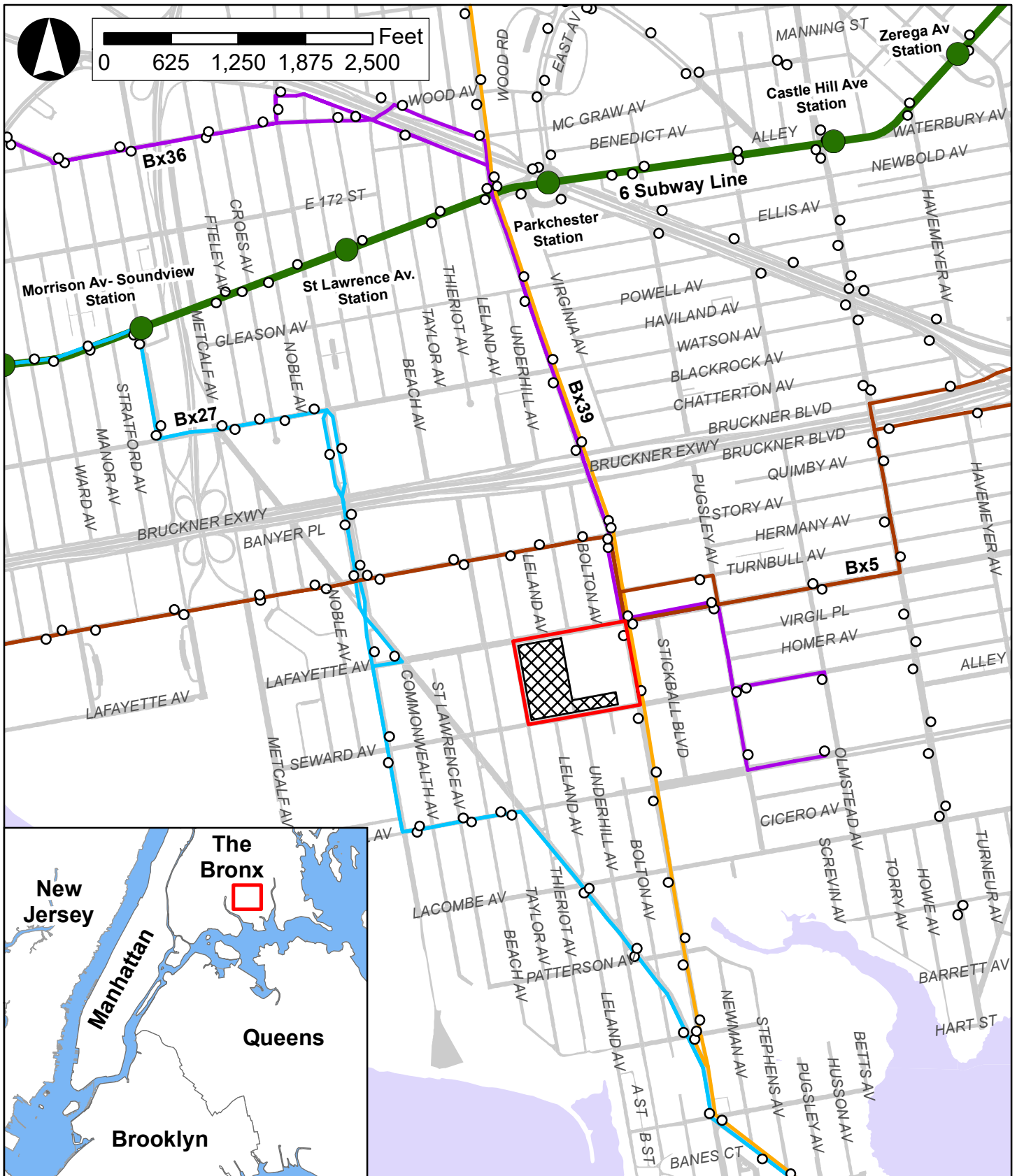
As discussed above, the vicinity of the Project Area is served by one NYCT subway route – the No. 6 train. The peak direction of travel along the No. 6 route is typically Manhattan-bound (southbound) in the AM and Bronx-bound (northbound) in the PM. **Table 6** provides the assignment of project-generated subway trips for the weekday AM and PM peak hours, by direction. As shown below in **Table 6**, the Proposed Actions would generate approximately 184 Manhattan-bound trips along the No.6 subway route during the weekday AM peak hour, and approximately 170 Bronx-bound trips during the weekday PM peak hour. As the Proposed Actions would not generate the *CEQR Technical Manual* threshold of 200 or more new peak hour subway trips in any one direction of the analyzed No. 6 train, an analysis of subway line haul conditions is not warranted as impacts are not expected.

Table 6: Subway Assignments by Direction - No. 6 Train

Direction	AM			PM		
	In	Out	Total	In	Out	Total
Manhattan-Bound	3	181	184	5	142	147
Bronx-Bound	108	6	114	166	4	170
Total	111	187	298	171	146	317

Bus Service

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 3** and discussed above, the approximate hourly public bus trips generated by the Proposed Actions would be 486 and 516 trips in the weekday AM and PM peak hours, respectively. This includes trips that would use the bus to access the



Legend

Project Area

Stevenson Commons Site

Subway Station

Bus Stops

Bus Routes

6 Subway Line

Bx27

Bx36

Bx39

Bx5

subway, as well as bus-only trips. As such, preliminary assignments of project-generated weekday AM and PM peak hour bus person trips were prepared.

As shown in **Figure 4**, a total of four local bus routes – the Bx5, Bx27, Bx36, and Bx39 routes – operated by NYCT provide service within one quarter-mile of the Project Area. Bus trips were assigned to bus stops based on the anticipated ridership of each bus route. Specifically, project-generated bus trips were distributed as follows:

- Seventeen percent of bus-only trips would be expected to use the Bx5 local bus. Eastbound trips would board or alight on the south side of Lafayette Avenue between White Plains Road and Pugsley Avenue, and westbound trips would board or alight on the east side of White Plains Road between Lafayette and Turnbull Avenues. Given the Project Area’s location along the Bx5 route, it was assumed that trips would be split evenly by direction.
- Eleven percent of bus-only trips would be expected to use the Bx27 local bus. Northbound trips would board or alight on the east side of Rosedale Avenue between Lafayette Avenue and Seward Avenue, and southbound trips would board or alight on the west side of Rosedale Avenue between Seward Avenue and Randall Avenue. Given the Project Area’s location along the Bx27 route, it was assumed 90 percent of bus-only trips would travel to or from points north.
- Forty-seven percent of bus-only trips and 65 percent of bus-to-subway trips would be expected to use the Bx36 local bus to or from points north. Inbound (southbound) trips would alight on the south side of Lafayette Avenue between White Plains Road and Pugsley Avenue, and outbound (northbound) trips would board on the east side of White Plains Road between Lafayette and Turnbull Avenues.
- Twenty-five percent of bus-only trips and 35 percent of bus-to-subway would be expected to use the Bx39 local bus. Southbound trips would board or alight on the west side of White Plains Road between Lafayette Avenue and Seward Avenue. Northbound trips would board or alight on the east side of White Plains Road between Lafayette and Turnbull Avenues. Given the Project Area’s location along the Bx39 route, it was assumed that 90 percent of bus-only trips and all bus-to-subway trips would travel to or from points north.

Table 7 provides the bus route assignment of project-generated bus person-trips for the weekday AM and PM peak hours. As shown in **Table 7**, based on the bus route distribution outlined above, the Bx36 bus would experience an increase of 177 northbound and 105 southbound trips in the weekday AM peak hour and 140 northbound and 161 southbound trips in the weekday PM peak hour. The Bx39 bus would experience an increase of 107 northbound and 44 southbound trips in the weekday AM peak hour and 96 northbound trips and 66 southbound trips in the weekday PM peak hour. Therefore, detailed bus analyses of the Bx36 and Bx39 routes are warranted for both peak hours.

Table 7: Bus Route Assignments

Route	Inbound				Outbound			
	AM	MD	PM	SAT	AM	MD	PM	SAT
	184	80	276	157	302	79	240	137
Bx5 EB (btwn White Plains & Pugsly)	7	3	9	5	10	3	8	5
Bx5 WB (btwn Lafayette & Turnbull)	7	3	9	5	10	3	8	5
Bx27 NB (btwn Lafayette & Seward)	7	3	9	5	10	3	8	5
Bx27 SB (btwn Seward & Randall)	1	0	1	1	1	0	1	1
Bx36 NB (to subway) (btwn Lafayette & Turnbull)	0	0	0	0	177	45	140	78
Bx36 SB (from subway) (btwn White Plains & Pugsly)	105	45	161	92	0	0	0	0
Bx39 NB (to subway) (btwn Lafayette & Turnbull)	16	7	24	13	91	24	72	41
Bx39 SB (from subway) (btwn Lafayette & Seward)	41	19	63	36	3	1	3	2
Total	184	80	276	157	302	79	240	137

Pedestrians

Based on *CEQR Technical Manual* guidance, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner area, or crosswalk. As shown in **Table 3**, the Proposed Actions would generate approximately 590, 219, 633, and 365 pedestrian trips (bus only, bus-to-subway, and walk-only; in and out combined) in the weekday AM, midday, and PM and Saturday midday peak hours, respectively. Bus only, bus-to-subway, and walk-only trips would each have a different assignment pattern. Subway and bus trips would be assigned as described above. Walk-only trips were assigned evenly through the local street network, with residential and community facility “walk-only” trips originating/ending at their respective entrance/exit locations based on the proposed site plan (refer to **Figure 2** above). In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to the Development Site and along corridors connecting the site to nearby bus stops. In the midday and Saturday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for dining, shopping and/or running errands.

A preliminary assignment of weekday AM, midday, and PM and Saturday midday pedestrian trips is shown in **Figure 5**. As shown in **Figure 5**, a total of six pedestrian elements (two sidewalks, three corner areas, and one crosswalk) will exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or more peak hours, thereby warranting detailed analyses. These pedestrian elements, discussed below, are primarily located along White Plains Road and the intersection at Lafayette Avenue.

SIDEWALKS

- East sidewalk along White Plains Road between Lafayette Avenue and Turnbull Avenue
- South sidewalk along Lafayette Avenue between Thieriot Avenue and White Plains Road

CORNER AREAS

- Northeast corner at the intersection of Lafayette Avenue at White Plains Road
- Southeast corner at the intersection of Lafayette Avenue at White Plains Road
- Southwest corner at the intersection of Lafayette Avenue at White Plains Road

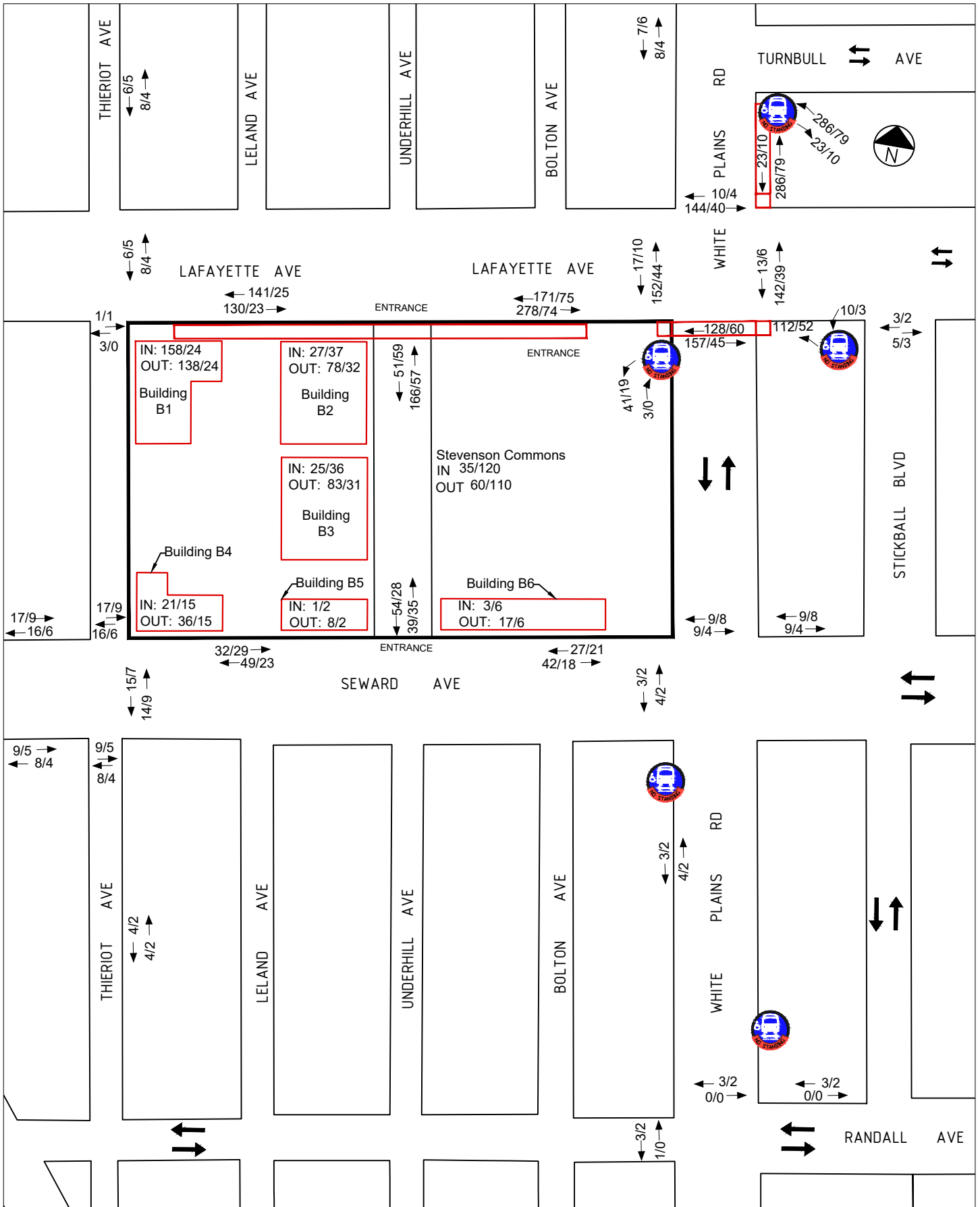
CROSSWALKS

- South crosswalk at the intersection of Lafayette Avenue at White Plains Road



MTA Bus Stop Analysis Location

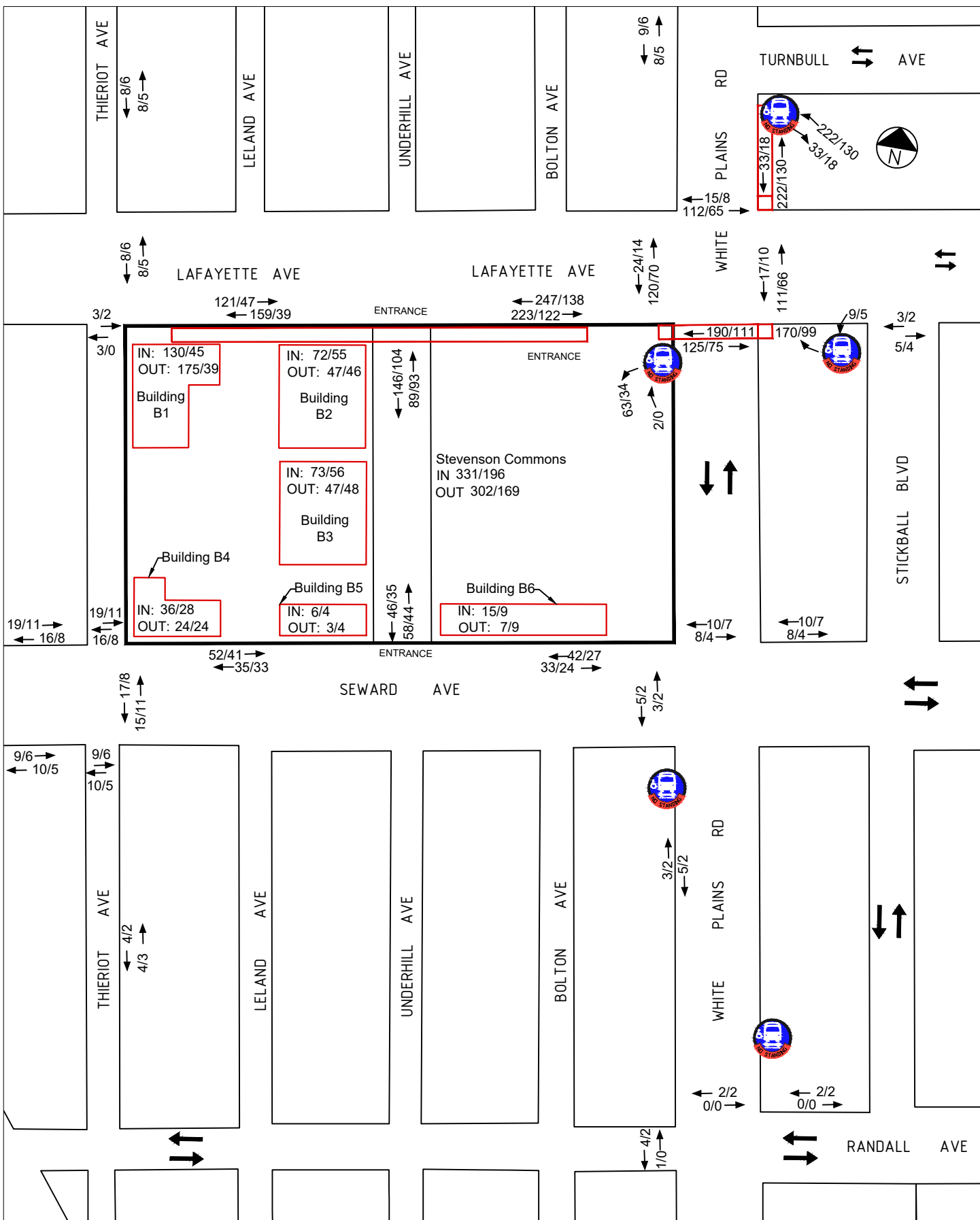
Incremental Pedestrian Volumes - AM & MD



14/4 - Weekday AM/MD Pedestrian Volumes



MTA Bus Stop Analysis Location



14/4 - Weekday PM/SAT Pedestrian Volumes

Pedestrian Analysis Peak Hours

The pedestrian analysis will focus on the weekday AM, midday, and PM and Saturday midday peak periods which are the periods when the greatest amount of new pedestrian demand would be generated by the Proposed Actions.

Vehicular and Pedestrian Safety

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the traffic and pedestrian study areas that have been identified as high crash locations. These are defined as locations with 48 or more total reportable and non-reportable crashes or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. For these locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

Parking

As the Proposed Project is predominantly residential, it is anticipated that parking demand would peak in the overnight period. As the existing development is also predominately residential, weekday overnight parking surveys were conducted within the Project Area in August 2020. Per the surveys conducted, the existing 948 affordable rental family units generate an overnight parking demand of 178 occupied spaces.

The 2014-2018 ACS Vehicles Available data for renter-occupied households in Bronx Census Tracts 16, 20, 38, 42, 74, and 98 indicated an auto ownership rate of 0.450 autos per household, which is more than double the auto ownership rate of 0.188 autos per affordable renter-occupied household indicated by the overnight parking surveys conducted within the Project Area. To account for the lower auto-ownership rate exhibited by affordable and senior affordable housing units, auto ownership data from the New York City Department of City Planning's *Zoning for Quality and Affordability FEIS* was utilized. This data indicated that, for units located more than a half-mile from transit, affordable housing units typically have an auto ownership rate equivalent to less than three-quarters of that of all housing units and senior affordable housing units typically have auto ownership rates equivalent to less than one-third of that of all housing units. Accordingly, an auto ownership rate of 0.338 autos per household was utilized for the 563 proposed affordable rental units, and an auto ownership rate of 0.150 autos per household was utilized for the 114 proposed affordable senior units.

For the proposed incremental 58 owner-occupied (co-op) units, 2014-2018 ACS Vehicles Available data for households in Bronx Census Tracts 16, 20, 38, 42, 74, and 98 was utilized, which indicated an auto ownership rate of 1.35 autos per owner-occupied household. Therefore, the Proposed Project would generate a total overnight demand of approximately 463 vehicles.

Table 8, below, shows the hourly parking accumulations for the Project Area for a typical weekday based on the hourly temporal distributions from the *1965 Lafayette Avenue EAS*, the *2018 Inwood Rezoning Proposal*, and the *2016 La Central FEIS*. As shown in **Table 8**, during the weekday midday, the parking demand within the Project Area would drop to 77 vehicles. The greatest incremental accumulation of approximate 463 spaces would occur during the weekday overnight period, which would be fully accommodated within the Project Area. Although the Proposed Project would provide 466 accessory parking spaces, the Proposed Actions would result in a net decrease of 104 spaces as compared to No-Action conditions. As such, a detailed

parking analysis would be required within the Project Area during the overnight period.

CONCLUSIONS

A transportation forecast and assignment has been prepared for the Proposed Action, which would result in an incremental (net) increase of 735 affordable dwelling units (DUs) (including 563 affordable rental units, 58 affordable co-op units, and 114 affordable senior units) and 33,995 gross square feet (gsf) of community facility floor area. According to the 2020 *CEQR Technical Manual* guidelines, if a proposed development is expected to result in fewer than 200 peak hour pedestrian, subway, and bus trips, and fewer than 50 peak hour vehicle trips, further quantified analyses are not warranted.

As shown in **Table 3**, the proposed project would generate 353, 130, 377, and 229 incremental vehicle trips and 590, 219, 633, and 365 incremental pedestrian trips (in and out combined, including transit trips) during the weekday AM, midday, PM, and Saturday midday peak hour periods, respectively. The proposed development would also generate 298, 99, 317, and 183 incremental subway (in and out combined) trips and 486, 1595, 516, and 294 incremental bus trips during the weekday AM, midday, and PM and Saturday peak hours (refer to **Table 3**). As the Proposed Actions would generate more than 200 subway trips during the weekday PM period, more than 200 bus trips during the weekday AM and PM periods, more than 200 pedestrian trips during all peak hours, and more than 50 incremental vehicle trips during all periods, preliminary subway, bus, pedestrian, and traffic analyses were conducted.

Based on the preliminary traffic assignment, it was determined that 13 intersections would exceed the 50-trip *CEQR Technical Manual* analysis threshold during one or more of the weekday AM, midday, and PM and Saturday midday peak hours. Based on the preliminary pedestrian assignment, it was determined that a total of six pedestrian elements would have an increase of 200 or more pedestrians during one or more of the analyzed peak periods and, as such, have been selected for further analysis in the EAS. It was also determined that a parking analysis would be required within the Project Area during the overnight period. As the Parkchester subway station would have an increase of 200 or more person trips during the weekday AM and PM peak hours, a detailed analysis of key subway station circulation elements is warranted. Additionally, as the Bx36 and Bx39 bus routes would exceed the CEQR threshold, detailed bus analyses of the Bx36 and Bx39 routes are warranted for both the weekday AM and PM peak hours.

Table 8: Weekday Parking Accumulation

Time	Existing Uses									Existing Accumulation	Proposed Uses															Total Accumulation	Total Spaces Available
	Residential - Family Rental			Local Retail			Existing Health Center				Residential - Family Rental			Residential - Family Owner			Residential - Senior Rental			Daycare (Staff)			Recreation Center				
	948	DUs	Accum. ⁽¹⁾	10,648	gsf	Accum.	36,214	gsf	Accum.		563	DUs	Accum. ⁽²⁾	58	DUs	Accum. ⁽³⁾	114	DUs	Accum. ⁽⁴⁾	19,879	gsf	Accum.	14,116	gsf	Accum.		
12-1 AM	3	3	178	0	0	0	0	0	0	178	3	3	190	0	0	78	1	1	17	0	0	0	0	0	0	463	3
1-2	3	3	178	0	0	0	0	0	0	178	3	3	190	0	0	78	1	1	17	0	0	0	0	0	0	463	3
2-3	3	3	178	0	0	0	0	0	0	178	3	3	190	0	0	78	1	1	17	0	0	0	0	0	0	463	3
3-4	3	3	178	0	0	0	0	0	0	178	3	3	190	0	0	78	1	1	17	0	0	0	0	0	0	463	3
4-5	3	3	178	0	0	0	0	0	0	178	3	3	190	0	0	78	1	1	17	0	0	0	0	0	0	463	3
5-6	7	20	165	0	0	0	0	0	0	165	9	13	186	1	2	77	1	2	16	0	0	0	0	0	0	444	22
6-7	17	38	144	0	0	0	0	0	0	144	20	38	168	2	5	74	2	7	11	1	1	0	0	0	0	397	69
7-8	35	40	139	0	0	0	1	0	1	140	24	39	153	2	5	71	6	7	10	5	5	0	0	0	0	374	92
8-9	41	163	17	1	1	0	2	1	2	19	29	153	29	4	19	56	14	23	1	15	0	15	1	1	0	120	346
9-10	40	43	14	1	1	0	2	3	1	15	33	42	20	3	5	54	10	8	3	3	2	16	1	1	0	108	358
10-11	45	51	8	1	1	0	2	2	1	9	33	44	9	3	5	52	9	10	2	1	1	16	1	1	0	88	378
11-12	42	45	5	2	2	0	2	2	1	6	37	46	0	3	5	50	7	8	1	1	1	16	1	1	0	73	393
12-1 PM	49	45	9	5	5	0	2	2	1	10	45	45	0	5	5	50	9	10	0	1	1	16	1	1	0	76	390
1-2	49	49	9	5	5	0	2	1	2	11	45	45	0	6	6	50	10	10	0	1	1	16	1	1	0	77	389
2-3	52	49	12	2	2	0	2	2	2	14	47	44	3	5	5	50	10	10	0	1	1	16	1	1	0	83	383
3-4	74	65	21	3	2	1	2	2	2	24	60	40	23	7	4	53	10	9	1	2	3	15	1	1	0	116	350
4-5	106	83	44	3	3	1	2	3	1	46	104	65	62	12	7	58	16	15	2	3	4	14	1	1	0	182	284
5-6	143	80	107	3	3	1	1	2	0	108	134	65	131	16	9	65	25	17	10	1	15	0	1	1	0	314	152
6-7	98	70	135	1	2	0	2	2	0	135	84	55	160	10	5	70	13	10	13	1	1	0	0	0	0	378	88
7-8	88	58	165	1	1	0	1	1	0	165	64	44	180	8	3	75	10	7	16	0	0	0	0	0	0	436	30
8-9	51	41	175	0	0	0	1	1	0	175	36	28	188	5	2	78	6	5	17	0	0	0	0	0	0	458	8
9-10	18	18	175	0	0	0	0	0	0	175	16	16	188	2	2	78	3	3	17	0	0	0	0	0	0	458	8
10-11	13	13	175	0	0	0	0	0	0	175	12	12	188	1	1	78	2	2	17	0	0	0	0	0	0	458	8
11-12	12	9	178	0	0	0	0	0	0	178	10	8	190	1	1	78	1	1	17	0	0	0	0	0	0	463	3
Total	995	995		28	28		24	24			857	857		96	96		169	169		36	36		10	10			

Notes:

- (1) Existing overnight parking is based on August 2020 surveys conducted within the Project Area.
- (2) Assumes 0.338 autos / DU for affordable family rental units based on BX Census Tracts 16, 20, 38, 42, 74, and 98.
- (3) Assumes 1.35 autos / DU for family owner units based on BX Census Tracts 16, 20, 38, 42, 74, and 98.
- (4) Assumes 0.150 autos / DU for affordable senior rental units based on BX Census Tracts 16, 20, 38, 42, 74, and 98.