3.3 TRANSPORTATION

INTRODUCTION

This chapter presents the traffic and parking analyses conducted in accordance with the *CEQR Technical Manual*. Other technical areas constituent to the analysis of potential impacts to transportation were completed as part of the *Webster Avenue Rezoning Environmental Impact Assessment* (*EAS)*. It was determined through the EAS that the proposed Webster Avenue Rezoning would not exceed screening thresholds for requiring detailed analysis of subway or rail facilities and services or bus service, nor result in significant adverse impacts to sidewalks and crosswalks. Pedestrian, bicycle and vehicular safety assessments were also conducted as part of the EAS and resulted in the determination that the proposed Webster Avenue Rezoning would not result in significant adverse impacts with regard to pedestrian and bicycle safety. Likewise, construction phase conditions were considered for all transportation technical areas as part of the EAS, and no significant adverse construction phase impacts are expected. Therefore, the transportation analyses that have been carried forward in this Environmental Impact Statement (EIS) focus on the potential effects related to traffic operating conditions and parking.

The screening analysis that was conducted and presented in the EAS for the proposed action determined that a detailed traffic and parking study is required due to both the cumulative scale of the projected development within the Webster Avenue rezoning area as defined in the reasonable worst-case development scenario (RWCDS), and also from the resulting level of incremental vehicle trips projected in the screening analysis in comparison to No-Action conditions. Seven intersections were identified for detailed analysis based upon project-generated incremental trip assignments.

The objective of the traffic and parking analyses is to determine whether a proposed action could be expected to have a significant impact on street and roadway operations and parking conditions in the study area. The proposed action includes zoning map and zoning text amendments proposed by the New York City Department of City Planning (NYCDCP). The rezoning area is located in the Bedford Park and Norwood neighborhoods in the Bronx. Typically, CEQR assessments of large area-wide zoning proposals not associated with specific development projects assume a 10-year build-out period. This is the time frame that could be reasonably predicted into the foreseeable future without engaging in highly speculative projections. Thus, with a base year of 2010, the traffic and parking analyses presented in this document address a development program that could reasonably be constructed by 2020 as described in the RWCDS.

This chapter describes existing traffic and parking characteristics of the study area and provides an assessment of future conditions at the seven study intersections selected for analysis, first without the proposed action and then following implementation of the

proposed action, including determination of the likelihood of any associated significant impacts. The traffic and parking analyses considered auto, taxi and truck trips, as well as parking demand and changes in parking supply related to "projected" development sites.

It was determined that significant traffic impacts could result at two intersections under the With-Action conditions in comparison to conditions in the future without the proposed action during the weekday AM, midday, PM and Saturday peak hours. The parking analysis indicated that a projected parking supply shortfall in the parking study area under No-Action conditions would worsen under the proposed action, but that no significant parking impacts would occur.

3.3.1 METHODOLOGY

The intersection operations analyses performed in this study were based on the methodology presented in the *Highway Capacity Manual (HCM)* using *HCS+* software, incorporating the latest updates.

The HCM methodology expresses quality of flow in terms of level of service (LOS), which is based for intersection analysis on the amount of delay that a driver typically experiences in traveling through an intersection. LOS measures for signalized intersections are reported using letter designations and range from LOS A, with minimal delay (10 seconds or less per vehicle), to LOS F, which represents long delays (80 seconds or greater per vehicle). The HCM methodology also provides a volume-to-capacity (v/c) ratio for each signalized intersection approach or lane group. The v/c ratio represents the ratio of the traffic volume on an approach/lane group to its traffic capacity. At a v/c ratio of between 0.95 and 1.0, near-capacity conditions are reached and delays could become substantial. Ratios of greater than 1.05 indicate oversaturated conditions. For unsignalized intersections (e.g., controlled by stop signs on the minor street), the HCM methodology generally assumes that major street traffic is not affected by minor street flows. Left turns from the major street are assumed to be affected by the opposing, or oncoming, major street flow. Minor street traffic is obviously affected by all conflicting movements. Similar to signalized intersections, the HCM methodology expresses the quality of flow at unsignalized intersections in terms of LOS measures based on the amount of delay that a driver experiences. This relationship differs somewhat from the criteria used for signalized intersections, primarily because drivers expect different levels of delay at the two different types of intersections. For unsignalized intersections, these measures range from LOS A (10 seconds or less of delay per vehicle) to LOS F (50 seconds or more of delay per vehicle).

Table 3.3-1 indicates the LOS/delay relationship for signalized and unsignalized intersections using the HCM methodology. Levels of service A, B, and C generally represent extremely favorable to fair levels of traffic flow; at LOS D, the influence of congestion becomes noticeable; LOS E is considered to be the limit of acceptable delay; and LOS F is considered to be unacceptable to most drivers.

Table 3.3-1: Intersection Level of Service (LOS) Criteria

Level of Service	Average Delay per Vehicle (seconds)	
	Signalized Intersections	**Unsignalized Intersections**
A	less than 10.1	less than 10.1
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	greater than 80.0	greater than 50.0

Source: Transportation Research Board, 2000 Highway Capacity Manual

For this traffic analysis, each intersection was evaluated by overall intersection delay, approach delay and, where appropriate, by lane group or movement delay (e.g., through, left turn, right turn, and de facto turn, if a lane is not exclusively designated for turns but becomes an exclusive turn lane based upon its operational characteristics).

3.3.2 EXISTING CONDITIONS

The seven study intersections indicated on Figure 3.3-1 were analyzed for weekday 8:00–9:00 AM, 12:00–1:00 PM midday, and 5:00–6:00 PM peak hours, as well as 2:00 to 3:00 PM Saturday peak hour conditions, the periods when the combination of demand generated by projected development sites and background traffic levels would be heaviest.

Street Network

The street network in the study area includes local streets and arterials plus an adjacent limited access state parkway. Webster Avenue is the focus of the traffic study network in that all projected development sites are located along this arterial and the limited number of intersecting arterials along this corridor generally funnel traffic north-south along Webster Avenue. The key roadways traversing the study area are described below.

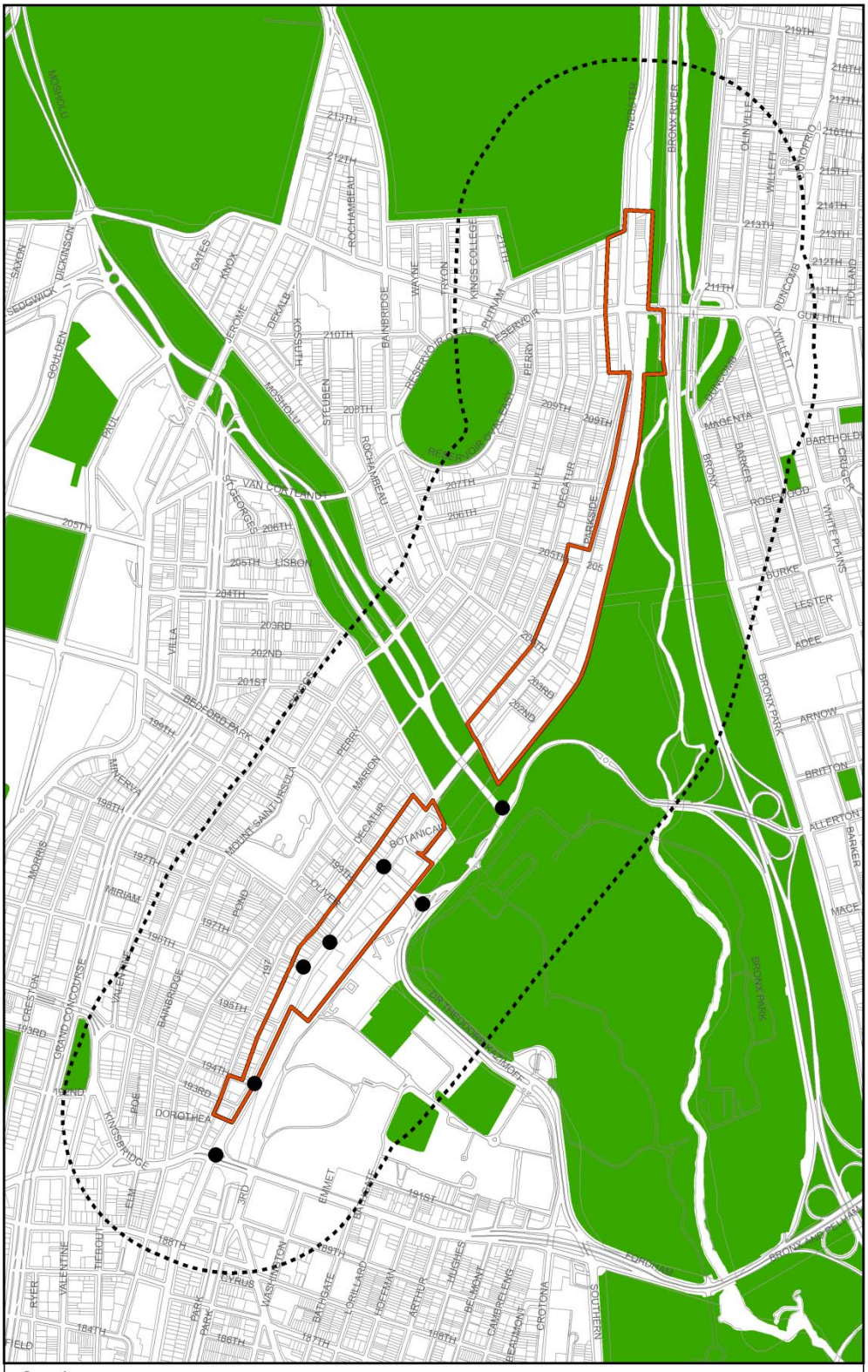
- Webster Avenue is a north-south arterial extending throughout most of the Bronx from the Westchester County border to the north to East 161st Street in the south. Within the study area, Webster Avenue provides two traffic lanes in both directions, except in the vicinity of Mosholu Parkway where angle parking is provided, and also provides exclusive left turn lanes at certain intersections. Webster Avenue borders on Bronx Park to the east, basically limiting travel to and from the east to East Gun Hill Road, Mosholu Parkway (which overpasses Webster Avenue), Bedford Park Boulevard and East Fordham Road.

- Bedford Park Boulevard is an east-west arterial that bisects the study area, extending approximately one mile west to Goulden Avenue and connecting east to Dr. Kazimiroff Boulevard in Bronx Park. It varies along its length from one to two lanes in each direction.

- Dr. Kazimiroff Boulevard intersects with Bedford Park Boulevard east of Webster Avenue, extending east to its interchange with the Bronx River Parkway and Allerton Avenue and looping the western perimeter of Bronx Park and transitioning into Southern Boulevard. It varies along its length from one to two lanes in each direction.

- East Fordham Road, a major Bronx east-west four-lane arterial and commercial corridor, is located on the southern border of the study area. It extends west to the Major Deegan Expressway (I-87), connecting beyond to Manhattan across the 207th Street Bridge and east to Pelham Parkway. East Fordham Road has exclusive bus lanes in-place along much of its length operating weekdays 7:00 AM to 7:00 PM.

- East Gun Hill Road, a four-lane east-west arterial, is located on the northern border of the study area. It extends west approximately one mile to Mosholu Parkway and east approximately 2.5 miles to the New England Thruway (I-95).


Legend
Approximate 1/4-Mile Radius
Webster Avenue Study Area
Traffic Analysis Locations
400 0 400 800 1,200 Feet
N
Source: NYC Department of City Planning MapPLUTO 2006, STV Inc.
Figure 3.3-1
Traffic Analysis Locations
Webster Avenue Rezoning
NYC Department of City Planning

- An interchange with Bronx River Parkway is located just east of Webster Avenue.

- Mosholu Parkway begins at Dr. Kazimiroff Boulevard and extends north approximately three miles to the Saw Mill River and Henry Hudson Parkways, passing over Webster Avenue. Generally, Mosholu Parkway provides two or more travel lanes in each direction.

Other roadways that intersect with Webster Avenue and provide connection to and from the west and northwest include Mosholu Parkway North and Mosholu Parkway South, which parallel Mosholu Parkway, East 194th Street, East 198th Street and East 204th Street. All are two-way two-lane roadways, except for Mosholu Parkway North and Mosholu Parkway South, which are one-way roadways providing one travel lane in each direction.

Bicycle Facilities

A Class 1 bicycle path is in place running parallel to Mosholu Parkway and Dr. Kazimiroff Boulevard within Bronx Park.

Data Collection

Manual turning movement counts, vehicle classification counts, ATR (automatic traffic recorder) counts, travel time and delay surveys, and intersection physical inventories were conducted in the study area during October and November, 2009. Traffic signal timing plans were obtained from the New York City Department of Transportation (NYCDOT). On-street parking regulations were obtained from the NYCDOT parking regulations STATUS database and field verified. On-street and off-street parking utilization surveys were conducted in March and April, 2010.

Traffic Volumes

The traffic data compiled for this project were summarized, adjusted to average typical weekday (Tuesday through Thursday) and Saturday levels and balanced on a network-wide basis for the weekday AM, midday, PM and Saturday peak hours. Figures 3.3-2 through 3.3-5 illustrate the balanced existing traffic volumes for the seven analyzed intersections. Traffic levels in the study area are generally highest overall during the PM peak hour, followed by the AM peak hour, and the Saturday peak hour.

Two-way PM peak-hour traffic volumes on Webster Avenue range from approximately 1,200 vehicles per hour (vph) north of Bedford Park Boulevard to 1,640 vph north of East 198th Street. Directional traffic volumes are generally higher southbound during the AM peak hour but more directionally balanced during the other analysis hours. Peak directional traffic volumes along Webster Avenue of between 800 vph and 850 vph occur during the PM peak hour. Two-way traffic volumes on Bedford Park Boulevard at its intersection with Webster Avenue are also highest during the PM peak hour at over 1,600 vph east of Webster Avenue.

Figure 3.3-2

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

Existing Traffic Volumes
Weekday AM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

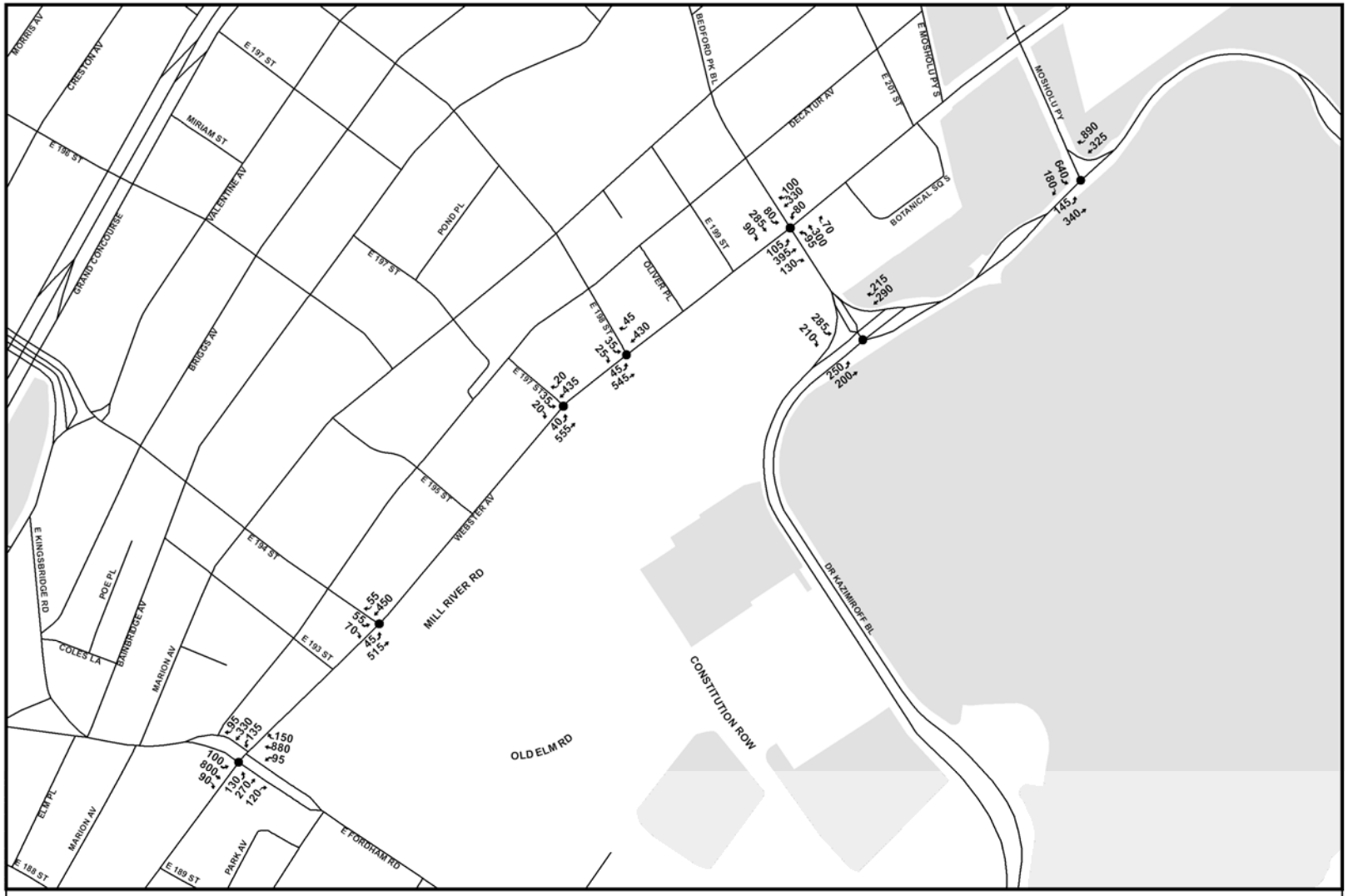


Figure 3.3-3

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

Existing Traffic Volumes
Weekday MD Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

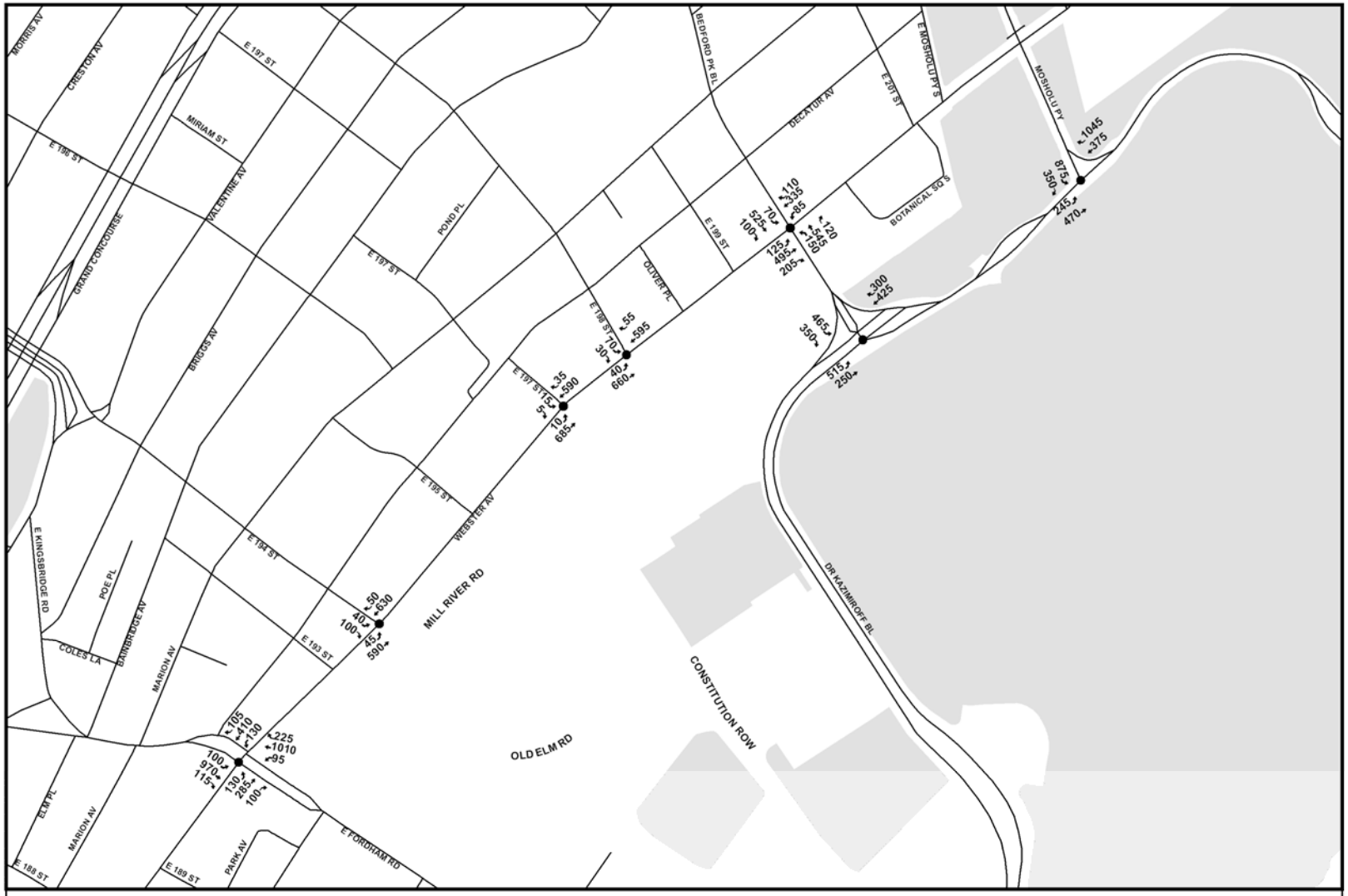


Figure 3.3-4

Existing Traffic Volumes
Weekday PM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

350 0 350 700 1,050 1,400 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

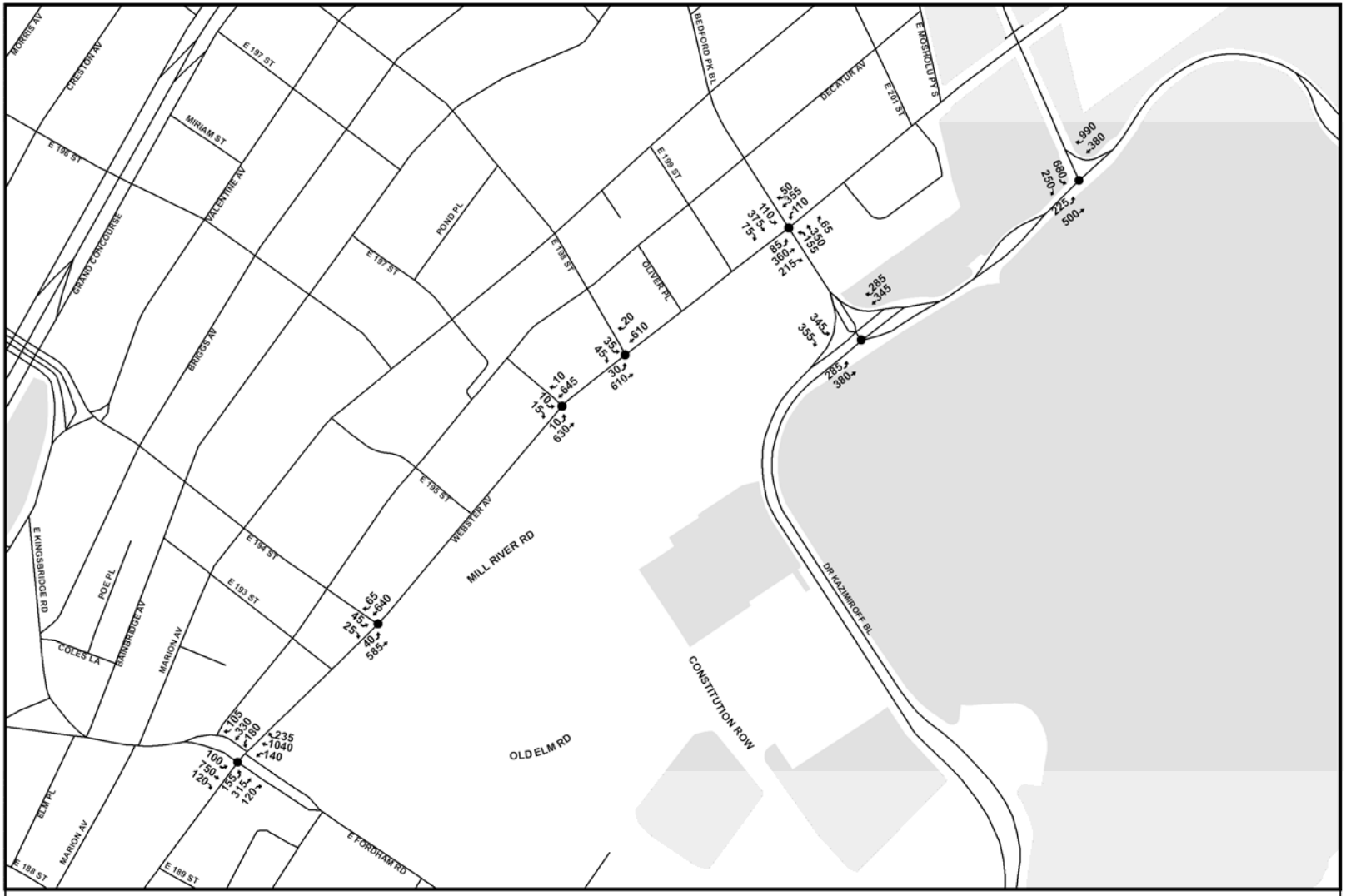


Figure 3.3-5

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

Existing Traffic Volumes
Saturday Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

Two-way traffic volumes on East Fordham Road at Webster Avenue are high and range between approximately 2,000 vph and 2,500 vph during the four peak analysis hours with a maximum of 2,575 vph east of Webster Avenue during the AM peak hour. Traffic levels are also significant on Dr. Kazimiroff Boulevard and Mosholu Parkway. Two-way traffic volumes on Mosholu Parkway range from approximately 1,850 vph to 2,660 vph and the highest overall two-way traffic volumes on the traffic study network of 3,040 vph occur on Dr. Kazimiroff Boulevard north of Mosholu Parkway. In contrast, traffic volumes on other study area roadways are significantly lower. Peak two-way traffic volumes of 270 vph occur on East 194th Street during the PM peak hour and two-way traffic volumes on East 198th Street and East 197th Street are approximately 200 vph or less during all analysis hours.

Levels of Service

Table 3.3-2 indicates the results of the capacity analysis at the seven study area intersections for the three peak hours analyzed for weekday conditions and for Saturday existing conditions. The table highlights those intersection movements that operate at LOS E or F and/or have a high v/c ratio (above 0.90). Conditions at those intersections where poor levels of service and/or high v/c ratios were identified for each specific analysis period are described below.

AM Peak Hour

- Mosholu Parkway/Dr. Kazimiroff Boulevard: The northbound Dr. Kazimiroff Boulevard left turn lane operates at LOS E with 69.2 average seconds of delay and a v/c ratio of 0.91.

- Dr. Kazimiroff Boulevard/Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane operates at LOS E with 63.1 average seconds of delay and a v/c ratio of 1.00.

- Webster Avenue/East Fordham Road: The northbound Webster Avenue left turn lane operates at LOS F with 108.8 average seconds of delay and a v/c ratio of 0.95. The southbound Webster Avenue left turn lane operates at LOS E with 56.4 average seconds of delay. The southbound Webster Avenue through and right turn lane group operates at LOS F with 97.6 average seconds of delay and a v/c ratio of 1.04.

PM Peak Hour

- Dr. Kazimiroff Boulevard/Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane operates at LOS E with 63.0 average seconds of delay and a v/c ratio of 1.03.

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach operates at a v/c ratio of 0.90 and the westbound Bedford Park Boulevard approach operates at a v/c ratio of 0.94.

Table 3.3-2: Existing Conditions Level of Service Analysis

Signalized Intersection	Approach[1]	AM Peak Hour				MD Peak Hour				PM Peak Hour				SAT Peak Hour			
		Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS
Mosholu Parkway (E-W) @ Dr. Kazimiroff Boulevard (N-S)	EB	L	0.62	30.4	C	L	0.49	27.6	C	L	0.66	31.1	C	L	0.53	28.4	C
		R	0.75	38.3	D	R	0.33	25.6	C	R	0.58	31.3	C	R	0.49	28.8	C
	NB	L	0.91	69.2	E	L	0.46	22.6	C	L	0.81	49.3	D	L	0.74	42.7	D
		T	0.78	30.8	C	T	0.37	19.0	B	T	0.61	24.0	C	T	0.66	25.6	C
	SB	T	0.74	37.4	D	T	0.58	31.4	C	T	0.56	31.0	C	T	0.56	30.9	C
	Intersection			36.9	D			26.1	C			31.5	C			29.8	C
Bedford Park Boulevard (E-W) @ Dr. Kazimiroff Boulevard (N-S)	EB	L	0.44	17.6	B	L	0.30	16.2	B	L	0.45	17.7	B	L	0.37	16.9	B
	NB	DefL	1.00	63.1	E	DefL	0.53	13.7	B	DefL	1.03	63.0	E	DefL	0.69	18.9	B
		T	0.33	9.3	A	T	0.19	8.2	A	T	0.23	8.5	A	T	0.42	10.1	B
	SB	T	0.39	9.5	A	T	0.18	8.0	A	T	0.29	8.6	A	T	0.22	8.2	A
	Intersection			21.6	C			11.7	B			27.3	C			13.2	B
Bedford Park Boulevard (E-W) @ Webster Avenue (N-S)	EB	LTR	0.81	38.8	D	LTR	0.84	38.9	D	LTR	0.90	47.1	D	LTR	0.96	56.5	E
	WB	LTR	0.81	37.0	D	LTR	0.70	29.7	C	LTR	0.94	51.4	D	LTR	0.83	36.8	D
	NB	L	0.56	31.3	C	L	0.41	16.0	B	L	0.48	26.2	C	L	0.28	13.4	B
		TR	0.48	22.2	C	TR	0.37	12.9	B	TR	0.58	24.2	C	TR	0.42	13.5	B
	SB	L	0.73	40.9	D	L	0.35	14.9	B	L	0.46	28.2	C	L	0.38	15.6	B
		TR	0.50	22.4	C	TR	0.37	12.9	B	TR	0.41	21.0	C	TR	0.32	12.4	B
	Intersection			31.0	C			22.8	C			36.7	D			29.3	C
East 198th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.33	31.5	C	LR	0.24	25.3	C	LR	0.34	31.7	C	LR	0.26	25.6	C
	NB	L	0.24	14.6	B	L	0.14	9.0	A	L	0.15	12.8	B	L	0.10	8.7	A
		T	0.34	14.1	B	T	0.35	10.2	B	T	0.40	14.8	B	T	0.42	10.9	B
	SB	TR	0.51	16.4	B	TR	0.33	10.0	A	TR	0.42	15.2	B	TR	0.44	11.1	B
	Intersection			16.8	B			11.1	B			16.4	B			11.8	B
East 197th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.08	27.2	C	LR	0.21	24.6	C	LR	0.07	26.9	C	LR	0.13	23.8	C
	NB	L	0.10	12.4	B	L	0.16	9.3	A	L	0.04	11.4	B	L	0.05	8.1	A
		T	0.36	14.3	B	T	0.36	10.2	B	T	0.44	15.2	B	T	0.43	11.0	B
	SB	TR	0.51	16.4	B	TR	0.31	9.8	A	TR	0.40	14.8	B	TR	0.40	10.6	B
	Intersection			15.7	B			11.0	B			15.3	B			11.2	B
East 194th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.36	32.1	C	LR	0.48	30.1	C	LR	0.41	33.3	C	LR	0.19	28.7	C
	NB	L	0.29	15.8	B	L	0.16	9.2	A	L	0.18	13.3	B	L	0.17	13.2	B
		T	0.34	14.0	B	T	0.32	9.9	A	T	0.37	14.4	B	T	0.42	15.0	B
	SB	TR	0.57	17.7	B	TR	0.36	10.3	B	TR	0.48	16.0	B	TR	0.53	16.8	B
	Intersection			17.7	B			12.6	B			17.1	B			16.6	B
East Fordham Road (E-W) @ Webster Avenue (N-S)	EB	L	0.50	24.5	C	L	0.53	22.8	C	L	0.57	26.2	C	L	0.52	23.9	C
		TR	0.88	36.2	D	TR	0.87	34.2	C	TR	0.90	38.5	D	TR	0.73	28.3	C
	WB	L	0.41	21.5	C	L	0.54	22.7	C	L	0.51	25.2	C	L	0.64	26.5	C
		T	0.82	31.7	C	T	0.84	31.0	C	T	0.78	29.9	C	T	0.76	29.2	C
	NB	L	0.95	108.8	F	L	0.69	43.2	D	L	0.73	53.8	D	L	0.78	63.2	E
		TR	0.76	54.7	D	TR	0.79	44.7	D	TR	0.71	51.8	D	TR	0.83	58.6	E
	SB	L	0.69	56.4	E	L	0.65	35.7	D	L	0.61	43.1	D	L	0.90	84.4	F
		TR	1.04	97.6	F	TR	0.86	50.4	D	TR	1.01	88.6	F	TR	0.83	58.6	E
	Intersection			49.4	D			36.5	D			44.6	D			40.7	D

Source: Parsons Brinckerhoff 2010

Notes:

1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T- Through, R - Right, DefL - De Facto Left Turn

Congested intersections are designated by shading.

- Webster Avenue/East Fordham Road: The eastbound through and right-turn lane group operates at a v/c ratio of 0.90. The southbound Webster Avenue through and right turn lane group operates at LOS F with 88.6 average seconds of delay and a v/c ratio of 1.01.

Saturday Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach operates at LOS E with 56.5 average seconds of delay and a v/c ratio of 0.96.

- Webster Avenue/East Fordham Road: The northbound Webster Avenue left turn lane operates at LOS E with 63.2 average seconds of delay and the northbound Webster Avenue through and right turn lane group operates at LOS E with 58.6 average seconds of delay. The southbound Webster Avenue left turn lane operates at LOS F with 84.4 average seconds of delay and a v/c ratio of 0.90. The southbound Webster Avenue through and right turn lane group operates at LOS E with 58.6 average seconds of delay.

Parking

A parking study area was delineated within a ¼-mile radius of the 24 projected development sites identified in the RWCDS, and is illustrated on Figure 3.3-6A. Within this parking study area, existing on-street parking regulations and parking supply were inventoried. Public off-street parking facilities were also inventoried within the parking study area and their locations are also indicated on Figure 3.3-6A. On-street parking regulations within the parking study area are illustrated on Figures 3.3-6B and 3.3-6C and the parking regulations legend is provided on Figure 3.3-6D.

Indicated in Table 3.3-3 is the address, license number (where available), licensed capacity, weekday midday and overnight demand, utilization rate and available capacities for the seven off-street parking facilities within the parking study area, with the corresponding facility number indicated on Figure 3.3-6A. There are approximately 460 off-street parking spaces in the area, of which approximately 80 spaces (Facilities No. 5 through 7) are reserved for monthly parking. At midday, the smaller facilities are fully utilized, and overall, 86 percent of the study area off-street parking supply is utilized with 65 spaces available, all available to daily parkers. Overnight, overall off-street parking utilization is similar to midday.

Table 3.3-3: Existing Off-Street Parking Supply and Utilization

				Weekday Midday			Weekday Overnight		
No.	Address	License Number	Licensed Capacity	Utilization Rate	Demand	Available Capacity	Utilization Rate	Demand	Available Capacity
1	2740 Webster Avenue	1188922	118	83%	98	20	90%	106	12
2	2768 Webster Avenue	897188	140	82%	115	25	90%	126	14
3	2846 Webster Avenue	992413	94	79%	74	20	90%	85	9
4	3071 Webster Avenue	N/A	27	100%	27	0	90%	24	3
5	3095 Webster Avenue	973925	20	100%	20	0	85%	17	3
6	3118 Webster Avenue	40740677	20	100%	20	0	100%	20	0
7	3124 Webster Avenue	973926	40	100%	40	0	53%	21	19
		Total	**459**	**86%**	**394**	**65**	**87%**	**399**	**60**

Source: Parsons Brinckerhoff, 2010

Within the parking study area, there is a total of approximately 3,840 legal on-street parking spaces at midday, which was derived through an assumption of 20 linear feet of legal parking curb length per space with adjustments made for fire hydrants and driveways, and of which 345 spaces are metered. Parking regulations for street cleaning reduce the number of spaces available for short periods on specific blocks on all weekdays except Wednesday. Overnight, the on-street parking supply increases slightly to approximately 3,930 spaces as certain daytime parking prohibitions are not in effect, although parking is prohibited overnight on portions of several blocks in the study area.

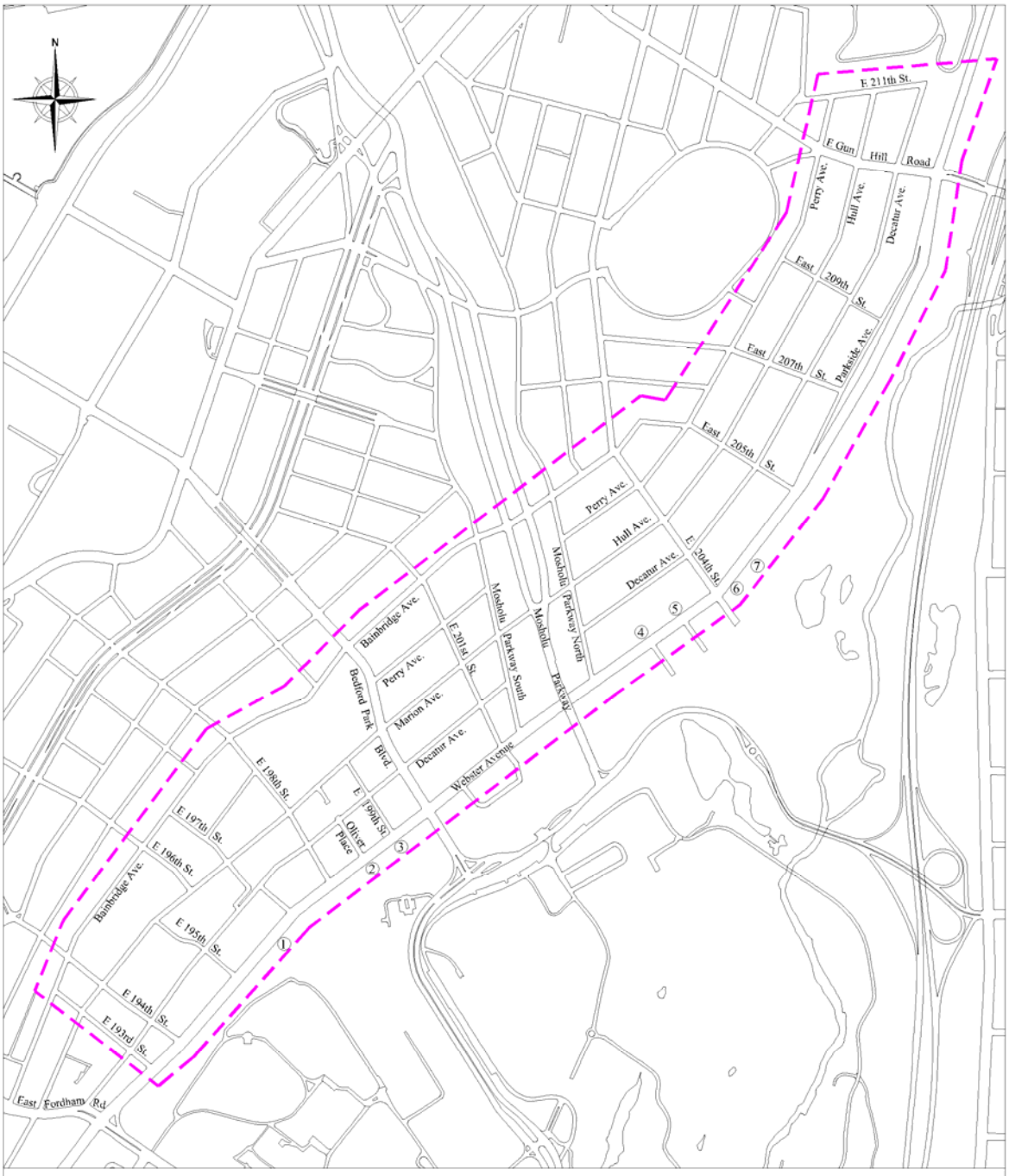


Figure 3.3-6A

Parking Study Area and Off-Street Parking Facilities

Legend

Parking Area Study Boundary

7 Off-Street Parking Facility

Webster Avenue Rezoning

NYC Department of City Planning

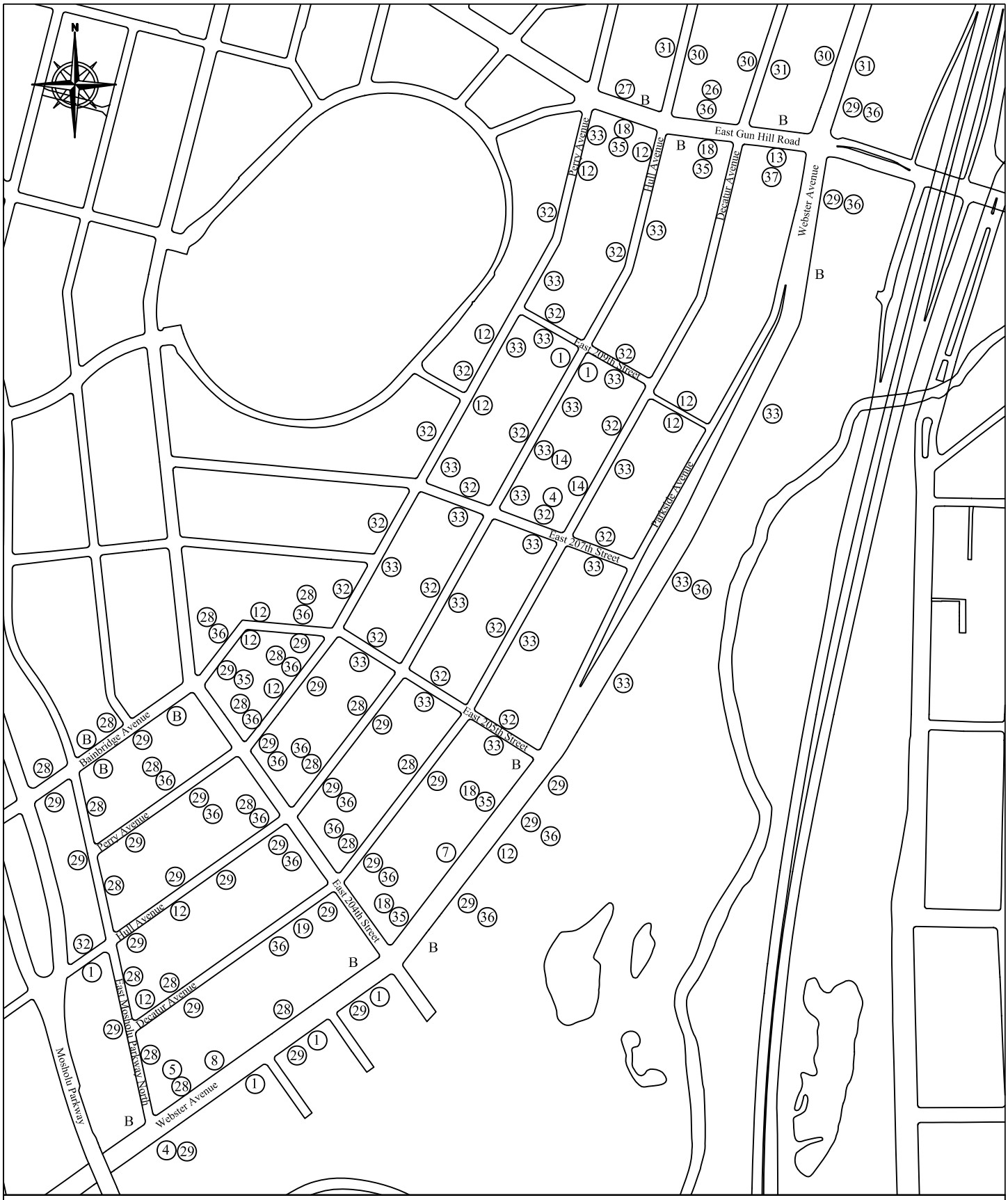


Figure 3.3-6B

Parking Regulations - North of Mosholu Parkway

Legend

(7) Parking Regulation

Webster Avenue Rezoning

NYC Department of City Planning

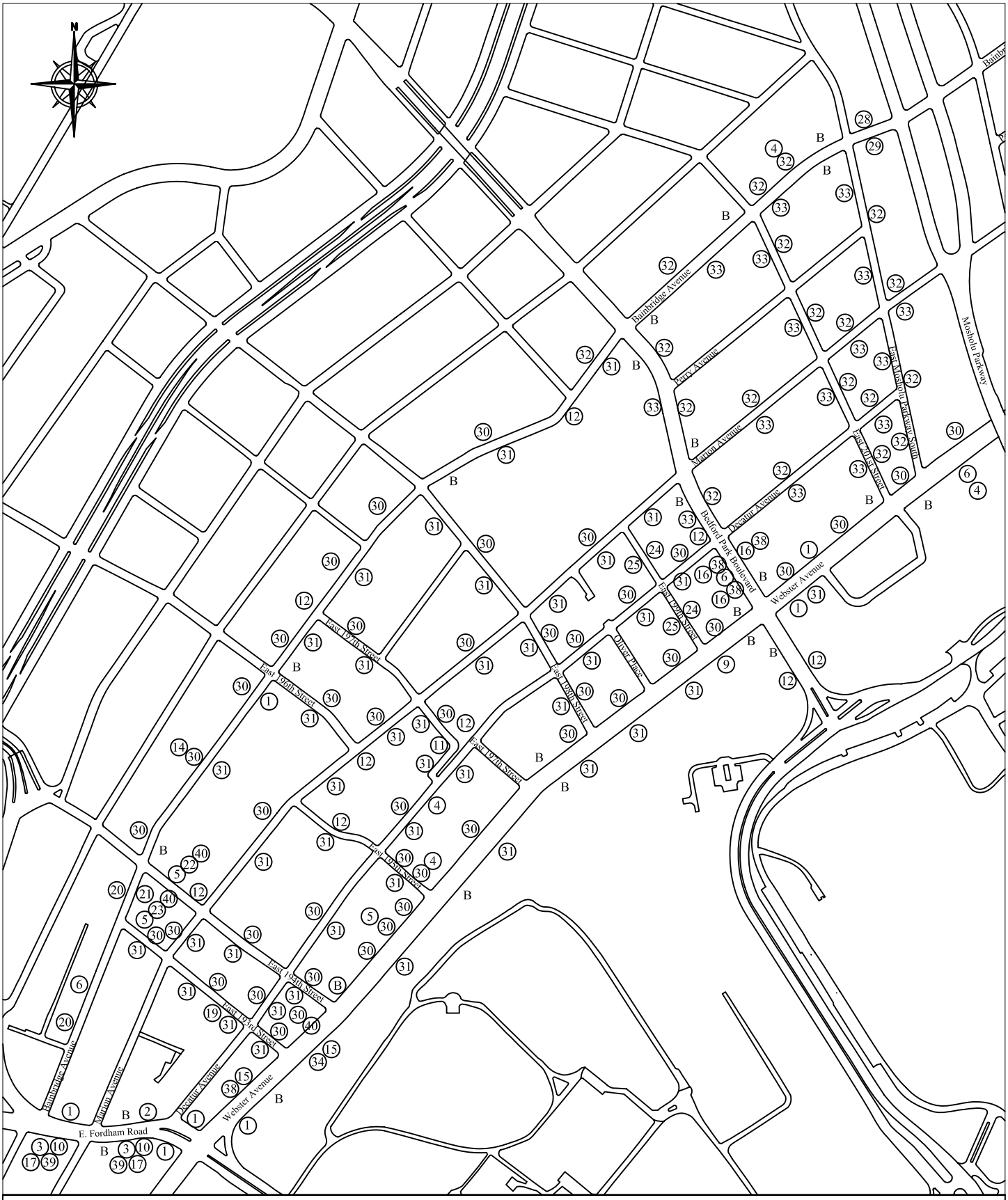


Figure 3.3-6C

Parking Regulations - South of Mosholu Parkway

Legend

(7) Parking Regulation

Webster Avenue Rezoning

NYC Department of City Planning

B	No Standing Bus Stop
1	No Standing Anytime
2	No Standing 7 AM - 7 PM Including Sun
3	No Standing 7 AM - 10 AM Noon - 7 PM Mon - Fri
4	No Standing 7 AM - 4 PM School Days
5	No Standing 10 PM - 5 AM Including Sunday
6	No Standing Anytime Except Authorized Vehicles
7	No Standing Except Authorized Vehicles
8	No Standing Except Trucks Loading & Unloading 7 AM - 7 PM Mon - Fri
9	No Standing Except Trucks Loading & Unloading 8 AM - 3 PM Mon - Fri
10	No Standing Except Trucks Loading & Unloading 10 AM - Noon Mon - Fri
11	No Standing Anytime (Hard Hat Symbol) Temporary Construction Regulation
12	No Parking Anytime
13	No Parking 7 - 9 AM 4 - 7 PM Except Sun
14	No Parking 7 AM - 4 PM School Days
15	No Parking 7:30 - 8 AM Except Sun
16	No Parking 7:30 - 8 AM Mon Thur Fri
17	No Parking 7:30 - 8 AM Sat
18	No Parking 8 - 8:30 AM Except Sun
19	No Parking 8 AM - 6 PM Mon - Fri
20	No Parking 8 - 8:30 AM Mon & Thur
21	No Parking 8 - 8:30 AM Tue & Fri
22	No Parking 8 - 9 AM Mon & Thur
23	No Parking 8 - 9 AM Tue & Fri
24	No Parking 8 AM - 6 PM Mon Wed Fri
25	No Parking 8 AM - 6 PM Tue Thur Sat
26	No Parking 8:30 - 9 AM Except Sun
27	No Parking 8:30 - 9 AM Mon & Thur
28	No Parking 8:30 - 10 AM Mon & Thur
29	No Parking 8:30 - 10 AM Tue & Fri
30	No Parking 9:30 - 11 AM Mon & Thur
31	No Parking 9:30 - 11 AM Tue & Fri
32	No Parking 11:30 AM - 1 PM Mon & Thur
33	No Parking 11:30 AM - 1 PM Tue & Fri
34	Two Hour Parking 8 AM - 7 PM Except Sun (Muni-meter)
35	Two Hour Parking 8:30 AM - 7 PM Except Sun
36	Two Hour Parking 9 AM - 7 PM Except Sun
37	Two Hour Parking 9 AM - 4 PM Except Sun
38	One Hour Parking 8 AM - 7 PM Except Sun
39	One Hour Parking 8 AM - 7 PM Sat (Muni-meter)
40	One Hour Parking 9 AM - 7 PM Except Sunday (Muni-meter)

Figure 3.3-6D On-Street Parking Regulations Legend

Webster Avenue Rezoning

NYC Department of City Planning

Table 3-3.4 provides the on-street parking utilization for the weekday midday and overnight periods. Both the non-metered and metered spaces are heavily utilized during the midday with 93 per cent and 90 percent utilization, respectively, with a total of 287 on-street spaces available. Overnight, the on-street parking utilization increases to 97 percent with 125 spaces available when the on-street parking demand generated by the primarily residential character of the study area is highest.

Table 3.3-4: Existing On-Street Parking Supply and Utilization

Analysis Period	Capacity	Demand	Utilization Rate	Available Capacity
Weekday Midday	3,492 Free	3,240	93%	251
	345 Metered	309	90%	36
Weekday Overnight	3,927	3,802	97%	125

Source: Parsons Brinckerhoff, 2010

3.3.3 FUTURE WITHOUT THE PROPOSED ACTION

Traffic and parking conditions in the future without the proposed action are assessed to establish the No-Action condition, against which to evaluate With-Action conditions and identify potential project impacts. The No-Action analysis presented in this section focuses on conditions in 2020, the year by which the 24 projected development sites that comprise the RWCDS are assumed to be fully developed.

Future Development

Within the rezoning study area, it is expected that the current land use trends and general development patterns would continue without implementation of the proposed action. It is projected that such development on projected development sites would result in an increase of approximately 212,225 gross square feet (gsf) of residential space consisting of 209 dwelling units, 116,140 gsf of office space, 64,827 gsf of local retail, 9,683 gsf of supermarket space, 9,941 gsf of restaurant space, 37,164 gsf of community facilities, 13,483 gsf of mini-warehouse space, 3,316 gsf of auto repair facilities, a 55 room hotel and 3 public parking spaces. Additionally, both within the rezoning area and outside the rezoning area, but within a ½-mile radius, several projects are under construction or projected to be completed by 2020 encompassing 1,570 residential dwelling units, a 612-seat primary/intermediate school and a 48 room hotel. Lastly, another rezoning is proposed by NYCDCP south of the study area, as described below.

Traffic Volumes

Future 2020 traffic levels on study area roadways absent the proposed action are expected to increase due to the future development both within and outside the study area, as noted above, as well as due to overall growth. The development of No-Action traffic volumes in the study area involved several steps as described below.

First, a background growth of 0.50 percent per year (as recommended by the *CEQR Technical Manual*) was applied to existing traffic volumes. Next, traffic projected to be generated by the changes in land use expected to be in-place on projected development sites was derived and assigned to the study area street network. Likewise, traffic expected to be generated by other new development within the rezoning area was assigned to the traffic network. Also, traffic expected to be generated by other development within a ½-mile of the rezoning area that would use study area roadways was also assigned to the study area network. Lastly, NYCDCP is proposing enacting zoning map amendments south of the study area, designated as the East Tremont/Third Avenue Rezoning. It was assumed that the rezoning action would be enacted and the incremental traffic estimated to be generated by the 24 projected development sites considered for the proposed action has been included in the No-Action traffic volumes for this study.

Trip generation estimates for No-Action developments were based upon information provided in approved studies, standard references, such as the *CEQR Technical Manual*, and the 2010 U.S. Census, as described in the *Transportation Planning Factors Memorandum* for the Webster Avenue Rezoning and in Section 3.3.4. The resulting 2020

No-Action traffic volume networks for the weekday AM, midday, PM and Saturday peak hours are provided on Figures 3.3-7 through 3.3-10.

Roadway Modifications

Information regarding proposed physical roadway modifications or changes in operations was requested from the NYCDOT. The information provided and modifications applied in future year traffic analysis, if appropriate, are described below.

- As part of NYCDOT's School Safety Engineering Project, a safety study was completed for Our Lady of Mercy School located at 2512 Marion Avenue south of East Fordham Road. The study recommended eliminating the channelized westbound right turn lane on East Fordham Road to Webster Avenue northbound. This proposed modification was incorporated in all future year analyses for the intersection of Webster Avenue and East Fordham Road.

- Within NYCDOT's bicycle program, future bicycle routes are proposed on East Fordham Road, and Dr. Kazimiroff Boulevard. Final configurations have not been determined and no changes to existing conditions were assumed along these corridors.

- NYCDOT has completed a traffic study of roadway improvements on Mosholu Parkway from West Gun Hill Road to Webster Avenue. Most study recommendations lie outside the Webster Avenue Rezoning EIS study area. Within the study area, it was recommended to eliminate a southbound lane on Mosholu Parkway from north of the study area to Bainbridge Avenue by widening the median mall. This improvement will not have any effect upon traffic patterns in the study area nor affect study analysis locations.

- NYCDOT and New York City Transit (NYCT) identified over 40 potential future Bus Rapid Transit (BRT) corridors in New York City, including the Webster Avenue/Third Avenue corridor. In June 2010, NYCDOT and NYCT selected 16 of the 40 corridors as potential Phase II implementation corridors and the Webster Avenue/Third Avenue corridor was identified on the short list of three candidates for the next BRT planning effort in the City. Based upon this updated assessment, it is likely that BRT will be implemented on the Webster Avenue/Third Avenue corridor within the 10 year Webster Avenue study horizon. However, the limits of the corridor have not as yet been determined nor has the specific BRT elements that would be implemented. Therefore, no changes to existing conditions were assumed along the Webster Avenue study area corridor.

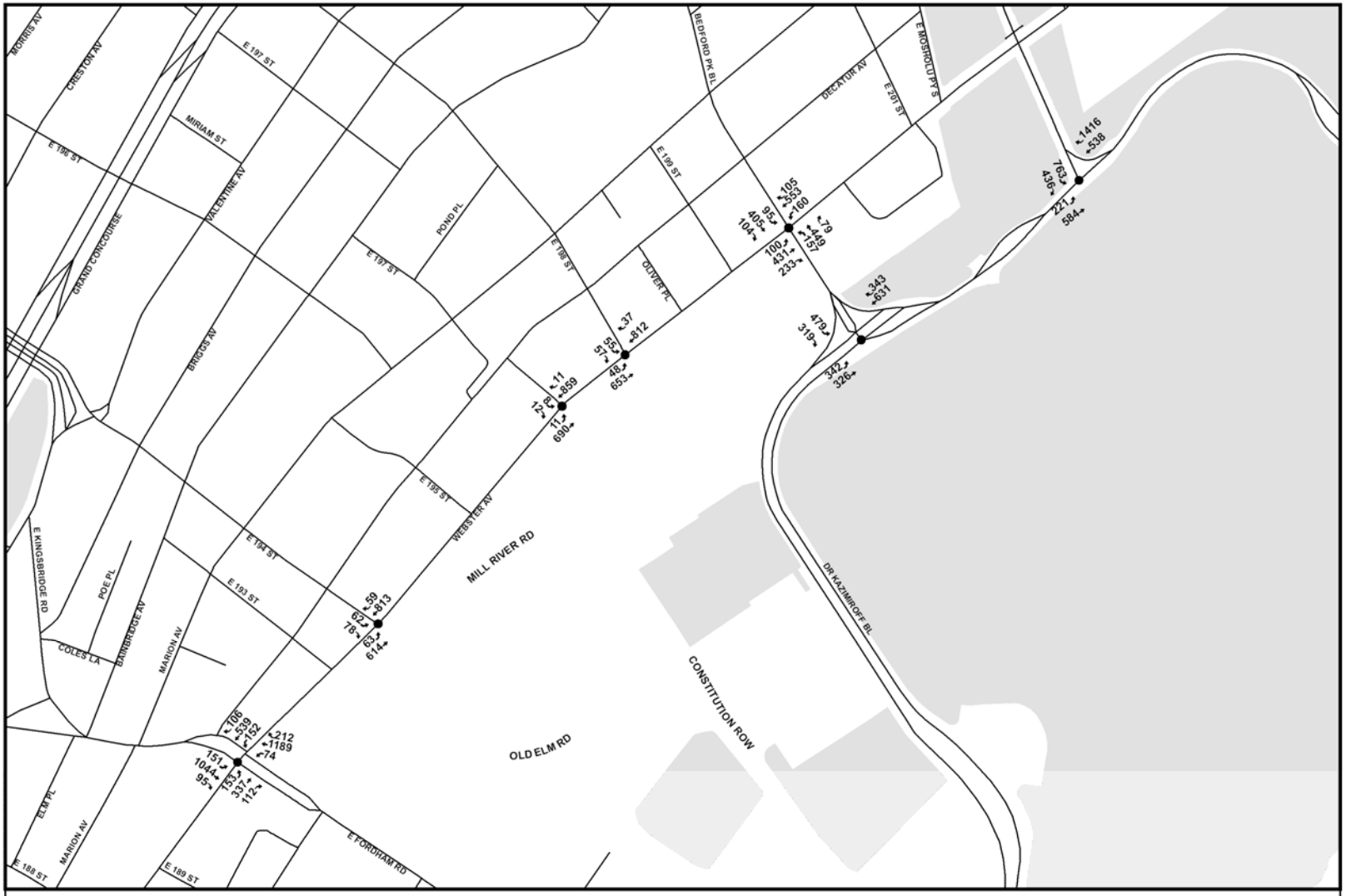


Figure 3.3-7

2020 No-Action Traffic Volumes
Weekday AM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

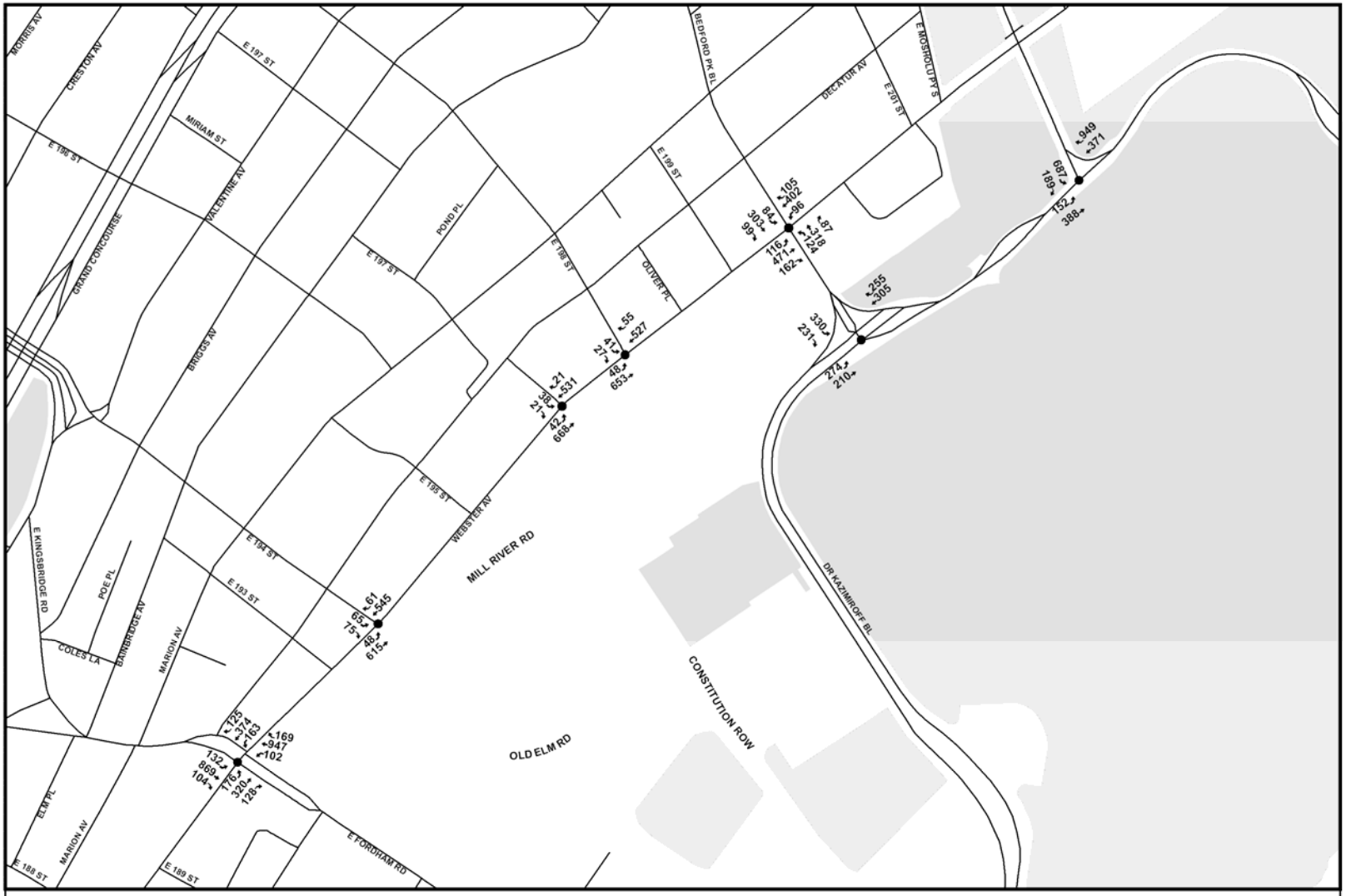


Figure 3.3-8

320 0 320 640 960 1,280 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 No-Action Traffic Volumes
Weekday MD Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

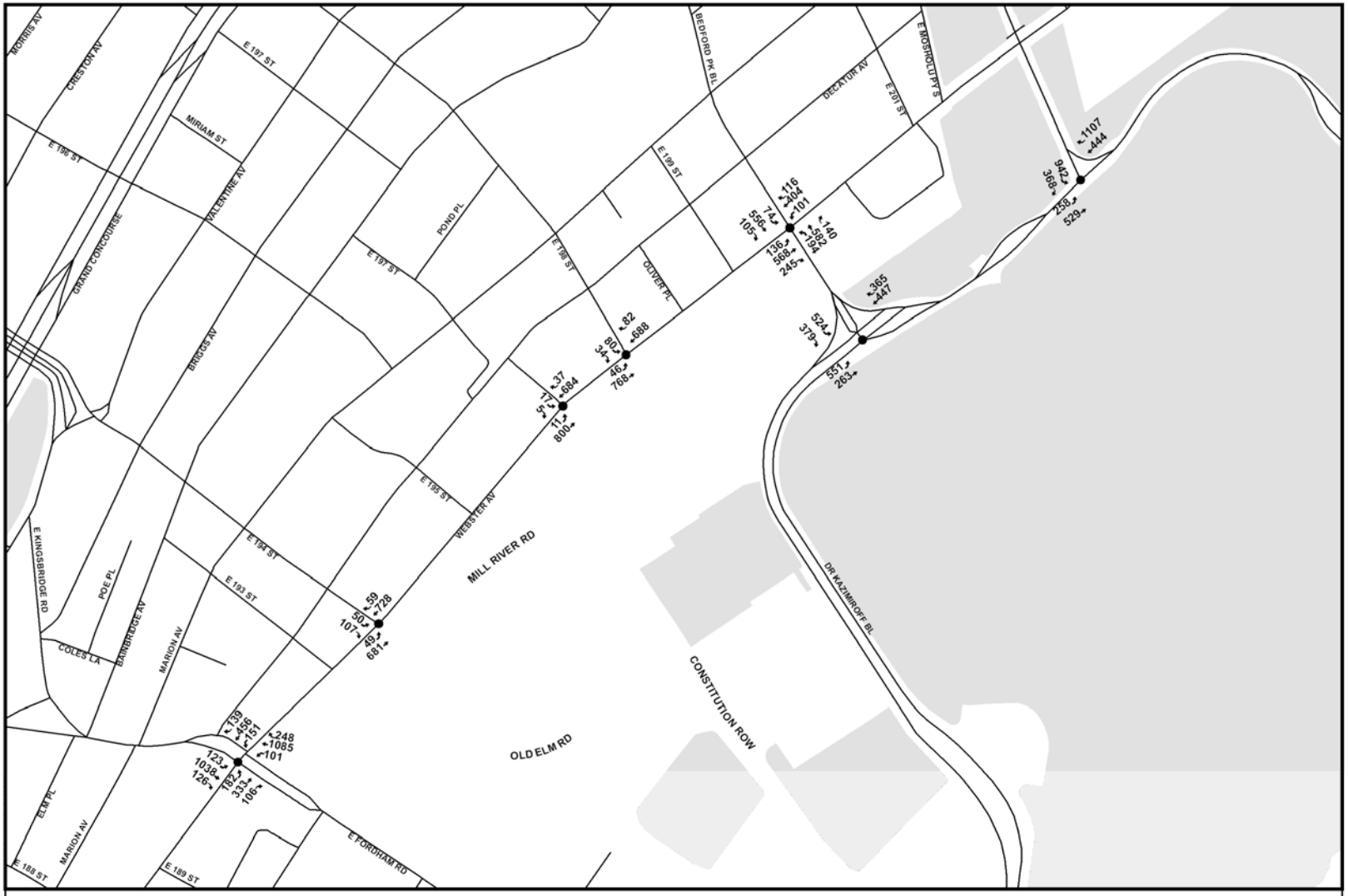


Figure 3.3-9

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 No-Action Traffic Volumes
Weekday PM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

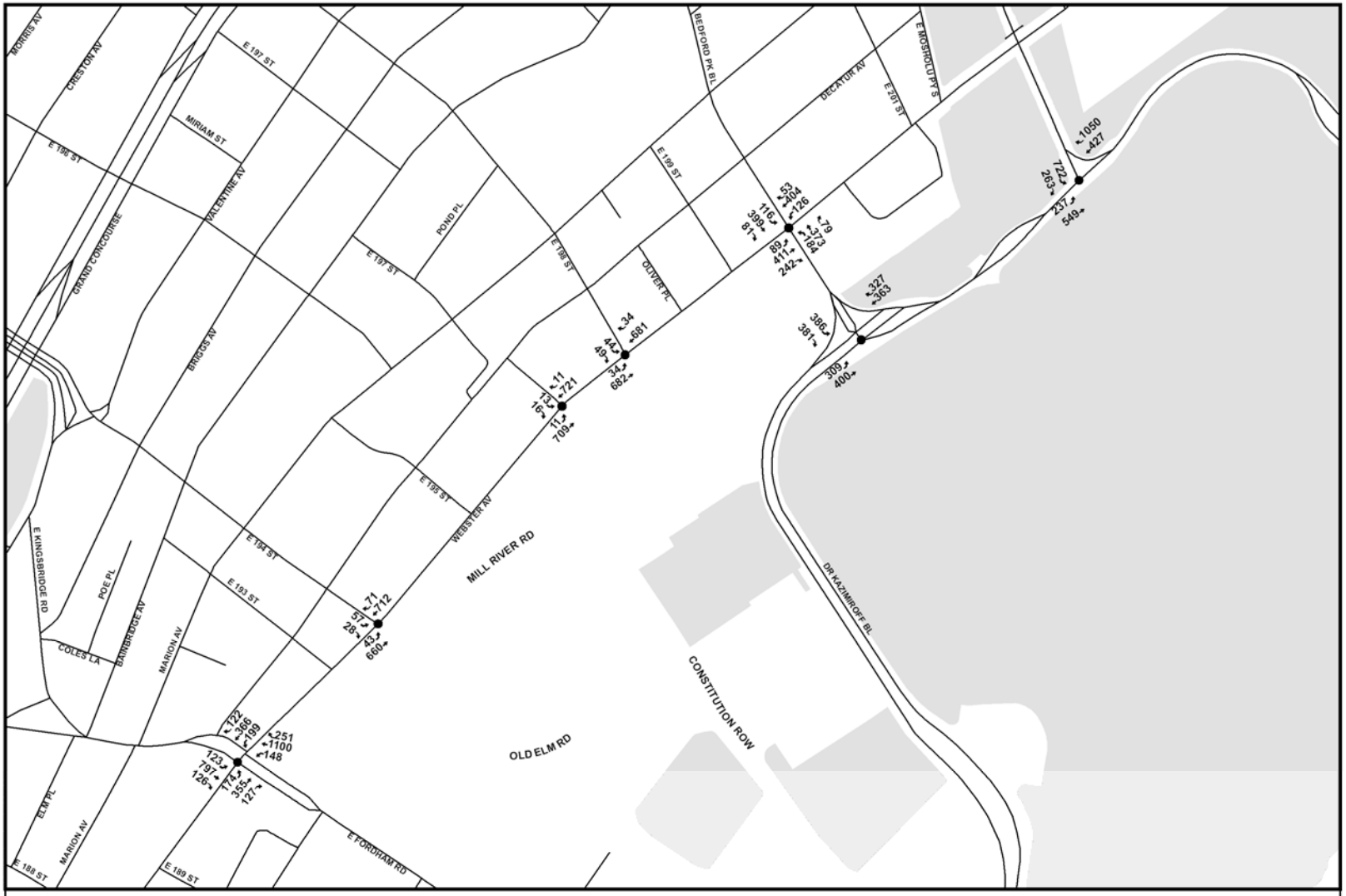


Figure 3.3-10

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 No-Action Traffic Volumes
Saturday Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

- A conceptual design study has been developed by the Mayor's Office for Fordham Plaza, the plaza and bus terminal bounded by East Fordham Road, Third Avenue and East 189th Street just south of the study area. Besides reconfiguring the plaza public space and bus loading/unloading areas, the concept would limit use of Third Avenue between East 189th Street and East Fordham Road to buses only. This modification would potentially alter traffic patterns at the study intersection of Webster Avenue and East Fordham Road. NYCDOT has completed a preliminary traffic analysis of this concept.

  Based upon a review of potential traffic pattern changes at this project study intersection, it is not anticipated that such changes would significantly alter the findings of this study with respect to traffic movements at this intersection which may be affected by the proposed action. NYCDOT will be performing preliminary design for Fordham Plaza in the fall of 2010. NYCDOT anticipates monitoring traffic conditions at this intersection after construction and implementing modifications determined to be necessary.

Levels of Service

Table 3.3-5 presents a comparison of the existing and No-Action LOS for the study area intersections under weekday and Saturday peak hour conditions. Notable deteriorations in LOS, compared to existing conditions, are discussed below.

AM Peak Hour

- Mosholu Parkway/Dr. Kazimiroff Boulevard: The northbound Dr. Kazimiroff Boulevard left turn lane would deteriorate to LOS F with 98.3 average seconds of delay and a v/c ratio of 1.02.

- Dr. Kazimiroff Boulevard/Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane would deteriorate to LOS F with 120.4 average seconds of delay and a v/c ratio of 1.17.

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would operate at a v/c ratio of 0.94. The westbound Bedford Park Boulevard approach would operate at a v/c ratio of 0.95. The southbound left turn lane would deteriorate to LOS F with 132.3 average seconds of delay and a v/c ratio of 1.13.

Table 3.3-5: 2020 No-Action Conditions Level of Service Analysis

Signalized Intersection	Approach[1]	AM Peak Hour							MD Peak Hour							PM Peak Hour							SAT Peak Hour						
			EXISTING			NO BUILD				EXISTING			NO BUILD				EXISTING			NO BUILD				EXISTING			NO BUILD		
		Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
Mosholu Parkway (E-W) @		L	0.62	30.4	C	0.66	31.4	C	L	0.49	27.6	C	0.53	28.3	C	L	0.66	31.1	C	0.71	32.5	C	L	0.53	28.4	C	0.57	29.1	C
Dr. Kazimiroff Boulevard (N-S)	EB	R	0.75	38.3	D	0.79	40.7	D	R	0.33	25.6	C	0.34	25.9	C	R	0.58	31.3	C	0.61	32.3	C	R	0.49	28.8	C	0.51	29.5	C
		L	0.91	69.2	E	1.02	98.3	F	L	0.46	22.6	C	0.52	25.0	C	L	0.81	49.3	D	0.94	74.7	E	L	0.74	42.7	D	0.83	54.0	D
	NB	T	0.78	30.8	C	0.89	40.0	D	T	0.37	19.0	B	0.43	19.9	B	T	0.61	24.0	C	0.69	26.4	C	T	0.66	25.6	C	0.72	28.0	C
	SB	T	0.74	37.4	D	0.80	41.1	D	T	0.58	31.4	C	0.66	34.0	C	T	0.56	31.0	C	0.66	34.1	C	T	0.56	30.9	C	0.62	32.9	C
	Intersection			36.9	D		43.2	D			26.1	C		27.4	C			31.5	C		35.8	D			29.8	C		32.3	C
Bedford Park Boulevard (E-W) @	EB	L	0.44	17.6	B	0.51	18.5	B	L	0.30	16.2	B	0.34	16.6	B	L	0.45	17.7	B	0.51	18.4	B	L	0.37	16.9	B	0.42	17.4	B
Dr. Kazimiroff Boulevard (N-S)	NB	DefL	1.00	63.1	E	1.17	120.4	F	DefL	0.53	13.7	B	0.59	15.2	B	DefL	1.03	63.0	E	1.11	86.1	F	DefL	0.69	18.9	B	0.76	22.8	C
		T	0.33	9.3	A	0.35	9.5	A	T	0.19	8.2	A	0.20	8.2	A	T	0.23	8.5	A	0.25	8.6	A	T	0.42	10.1	B	0.44	10.4	B
	SB	T	0.39	9.5	A	0.41	9.6	A	T	0.18	8.0	A	0.19	8.0	A	T	0.29	8.6	A	0.30	8.7	A	T	0.22	8.2	A	0.23	8.3	A
	Intersection			21.6	C		33.3	C			11.7	B		12.4	B			27.3	C		34.4	C			13.2	B		14.4	B
Bedford Park Boulevard (E-W) @	EB	LTR	0.81	38.8	D	0.94	54.5	D	LTR	0.84	38.9	D	0.99	62.6	E	LTR	0.90	47.1	D	1.03	76.2	E	LTR	0.96	56.5	E	0.92	47.1	D
Webster Avenue (N-S)	WB	LTR	0.81	37.0	D	0.95	53.1	D	LTR	0.70	29.7	C	0.88	41.2	D	LTR	0.94	51.4	D	1.12	105.1	F	LTR	0.83	36.8	D			
		DefL							DefL							DefL							DefL				1.08	116.3	F
		TR							TR							TR							TR				0.75	33.4	C
	NB	L	0.56	31.3	C	0.68	40.5	D	L	0.41	16.0	B	0.53	20.0	B	L	0.48	26.2	C	0.61	32.7	C	L	0.28	13.4	B	0.32	14.3	B
		TR	0.48	22.2	C	0.62	25.2	C	TR	0.37	12.9	B	0.46	13.9	B	TR	0.58	24.2	C	0.68	26.7	C	TR	0.42	13.5	B	0.48	14.3	B
	SB	L	0.73	40.9	D	1.13	132.3	F	L	0.35	14.9	B	0.49	19.5	B	L	0.46	28.2	C	0.69	46.0	D	L	0.38	15.6	B	0.49	19.0	B
		TR	0.50	22.4	C	0.56	23.7	C	TR	0.37	12.9	B	0.44	13.8	B	TR	0.41	21.0	C	0.48	22.3	C	TR	0.32	12.4	B	0.36	12.8	B
	Intersection			31.0	C		44.9	D			22.8	C		30.7	C			36.7	D		59.2	E			29.3	C		32.5	C
East 198th Street (E-W) @	EB	LR	0.33	31.5	C	0.40	33.1	C	LR	0.24	25.3	C	0.27	25.8	C	LR	0.34	31.7	C	0.39	32.8	C	LR	0.26	25.6	C	0.30	26.3	C
Webster Avenue (N-S)	NB	L	0.24	14.6	B	0.30	16.3	B	L	0.14	9.0	A	0.18	9.6	A	L	0.15	12.8	B	0.20	13.9	B	L	0.10	8.7	A	0.13	9.2	A
		T	0.34	14.1	B	0.43	15.3	B	T	0.35	10.2	B	0.42	10.9	B	T	0.40	14.8	B	0.47	15.7	B	T	0.42	10.9	B	0.47	11.5	B
	SB	TR	0.51	16.4	B	0.57	17.6	B	TR	0.33	10.0	A	0.41	10.8	B	TR	0.42	15.2	B	0.51	16.4	B	TR	0.44	11.1	B	0.50	11.9	B
	Intersection			16.8	B		18.1	B			11.1	B		11.8	B			16.4	B		17.5	B			11.8	B		12.5	B
East 197th Street (E-W) @	EB	LR	0.08	27.2	C	0.12	27.7	C	LR	0.21	24.6	C	0.23	24.9	C	LR	0.07	26.9	C	0.07	27.0	C	LR	0.13	23.8	C	0.16	24.1	C
Webster Avenue (N-S)	NB	L	0.10	12.4	B	0.13	13.1	B	L	0.16	9.3	A	0.19	9.8	A	L	0.04	11.4	B	0.06	11.6	B	L	0.06	8.2	A	0.06	8.3	A
		T	0.36	14.3	B	0.45	15.4	B	T	0.36	10.2	B	0.43	11.0	B	T	0.44	15.2	B	0.51	16.4	B	T	0.43	11.0	B	0.49	11.7	B
	SB	TR	0.51	16.4	B	0.57	17.5	B	TR	0.31	9.8	A	0.37	10.4	B	TR	0.40	14.8	B	0.46	15.7	B	TR	0.46	11.3	B	0.44	11.1	B
	Intersection			15.7	B		16.8	B			11.0	B		11.5	B		0	15.3	B		16.2	B			11.5	B		11.8	B
East 194th Street (E-W) @	EB	LR	0.36	32.1	C	0.44	34.1	C	LR	0.48	30.1	C	0.54	31.9	C	LR	0.41	33.3	C	0.46	34.6	C	LR	0.19	28.7	C	0.23	29.4	C
Webster Avenue (N-S)	NB	L	0.29	15.8	B	0.35	18.0	B	L	0.16	9.2	A	0.19	9.8	A	L	0.18	13.3	B	0.23	14.4	B	L	0.17	13.2	B	0.21	14.2	B
		T	0.34	14.0	B	0.42	15.1	B	T	0.32	9.9	A	0.38	10.5	B	T	0.37	14.4	B	0.43	15.2	B	T	0.42	15.0	B	0.47	15.8	B
	SB	TR	0.57	17.7	B	0.64	19.1	B	TR	0.36	10.3	B	0.43	11.1	B	TR	0.48	16.0	B	0.55	17.3	B	TR	0.53	16.8	B	0.59	18.0	B
	Intersection			17.7	B		19.0	B			12.6	B		13.3	B			17.1	B		18.2	B			16.6	B		17.6	B
East Fordham Road (E-W) @	EB	L	0.50	24.5	C	0.93	73.7	E	L	0.53	22.8	C	0.76	39.3	D	L	0.57	26.2	C	0.77	43.1	D	L	0.52	23.9	C	0.69	34.5	C
Webster Avenue (N-S)		TR	0.88	36.2	D	0.96	47.2	D	TR	0.87	34.2	C	0.96	44.9	D	TR	0.90	38.5	D	0.96	47.8	D	TR	0.73	28.3	C	0.77	30.1	C
	WB	L	0.41	21.5	C	0.49	26.2	C	L	0.54	22.7	C	0.64	29.6	C	L	0.51	25.2	C	0.60	31.8	C	L	0.64	26.5	C	0.73	33.1	C
		T	0.82	31.7	C	0.89	36.1	D	T	0.84	31.0	C	0.90	36.0	D	T	0.78	29.9	C	0.83	32.8	C	T	0.76	29.2	C	0.80	31.1	C
		R				0.48	23.7	C	R				0.47	23.4	C	R				0.58	27.5	C	R				0.58	27.3	C
	NB	L	0.95	108.8	F	1.08	143.2	F	L	0.69	43.2	D	1.04	108.5	F	L	0.73	53.8	D	1.13	156.8	F	L	0.78	63.2	E	0.96	100.7	F
		TR	0.76	54.7	D	0.86	62.2	E	TR	0.79	44.7	D	0.90	54.4	D	TR	0.71	51.8	D	0.81	57.0	E	TR	0.83	58.6	E	0.91	67.5	E
	SB	L	0.69	56.4	E	0.90	88.7	F	L	0.65	35.7	D	0.87	67.6	E	L	0.61	43.1	D	0.79	66.7	E	L	0.90	84.4	F	1.09	136.1	F
		TR	1.04	97.6	F	1.22	161.4	F	TR	0.86	50.4	D	0.98	70.0	E	TR	1.01	88.6	F	1.19	150.2	F	TR	0.83	58.6	E	0.94	71.8	E
	Intersection			49.4	D		67.3	E			36.5	D		49.6	D			44.6	D		62.8	E			40.7	D		48.7	D

Source: Parsons Brinckerhoff, 2010

Notes:

1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T- Through, R - Right, DefL - De Facto Left Turn

Congested intersections are designated by shading.

- Webster Avenue/East Fordham Road: The eastbound left turn lane would deteriorate to LOS E with 73.7 average seconds of delay and a v/c ratio of 0.93. The eastbound through and right turn lane group would operate at a v/c ratio of 0.96. The northbound Webster Avenue left turn lane would deteriorate in LOS F with 143.2 average seconds of delay and a v/c ratio of 1.08. The northbound Webster Avenue through and right turn lane group would deteriorate to LOS E with 62.2 average seconds of delay. The southbound Webster Avenue left turn lane would deteriorate to LOS F with 88.7 average seconds of delay and a v/c ratio of 0.90. The southbound Webster Avenue through and right turn lane group would deteriorate in LOS F with 161.4 average seconds of delay and a v/c ratio of 1.22.

Midday Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate to LOS E with 62.6 average seconds of delay and a v/c ratio of 0.99.

- Webster Avenue/East Fordham Road: The eastbound through and right turn lane group would operate at a v/c ratio of 0.96. The westbound through lane group would operate at a v/c ratio of 0.90. The northbound Webster Avenue left turn lane would deteriorate to LOS F with 108.5 average seconds of delay and a v/c ratio of 1.04. The northbound Webster Avenue through and right turn lane group would operate at a v/c ratio of 0.90. The southbound Webster Avenue left turn lane would deteriorate to LOS E with 67.6 average seconds of delay. The southbound Webster Avenue through and right turn lane group would deteriorate to LOS E with 70.0 average seconds of delay and a v/c ratio of 0.98.

PM Peak Hour

- Mosholu Parkway/Dr. Kazimiroff Boulevard: The northbound Dr. Kazimiroff Boulevard left turn lane would deteriorate to LOS E with 74.7 average seconds of delay and a v/c ratio of 0.94.

- Dr. Kazimiroff Boulevard/Bedford Park Boulevard: The northbound Dr. Kazimiroff Boulevard de facto left turn lane would deteriorate to LOS F with 86.1 average seconds of delay and a v/c ratio of 1.11.

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate to LOS E with 76.2 average seconds of delay and a v/c ratio of 1.03. The westbound Bedford Park Boulevard approach would deteriorate to LOS F with 105.1 average second of delay and a v/c ratio of 1.12.

- Webster Avenue/East Fordham Road: The eastbound through and right turn lane group would operate at a v/c ratio of 0.96. The northbound Webster Avenue left turn lane would deteriorate to LOS F with 156.8 average seconds of delay and a v/c ratio of 1.13. The northbound Webster Avenue through and

right turn lane group would deteriorate to LOS E with 57.0 average seconds of delay. The southbound Webster Avenue left turn lane would deteriorate to LOS E with 66.7 average seconds of delay. The southbound Webster Avenue through and right turn lane group would deteriorate in LOS F with 150.2 average seconds of delay and a v/c ratio of 1.19.

Saturday Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would operate at a v/c ratio of 0.92. The westbound Bedford Park Boulevard de facto left turn lane would operate at LOS F with 116.3 average seconds of delay and a v/c ratio of 1.08.

- Webster Avenue/East Fordham Road: The northbound Webster Avenue left turn lane would deteriorate to LOS F with 100.7 average seconds of delay and a v/c ratio of 0.96. The northbound Webster Avenue through and right turn lane group would deteriorate in LOS E with 67.5 average seconds of delay and a v/c ratio of 0.91. The southbound Webster Avenue left turn lane would deteriorate in LOS F with 136.1 average seconds of delay and a v/c ratio of 1.09. The southbound Webster Avenue through and right turn lane group would deteriorate in LOS E with 71.8 average seconds of delay and a v/c ratio of 0.94.

Parking

In the future without the proposed action, the utilization of both off- and on-street parking facilities in the study area would increase due to the area's background growth. Additionally, the as-of-right residential, retail and office related development projected to occur on the projected development sites that comprise the RWCDS, as well as other development expected to occur in and adjacent to the study area, would further increase parking demand. It is projected that a net increase relative to existing conditions of 547 parking spaces would be implemented under existing zoning on the 24 projected development sites, of which nearly all would be accessory spaces.

Table 3.3-6 provides the projected 2020 parking demand and available capacity for combined on-street spaces and off-street public parking facilities in the study area under No-Action conditions. A net increase of three off-street public parking spaces is anticipated in the study area by 2020 and an increase in midday public parking demand of 353 spaces and overnight public parking demand of 411 spaces is projected, which includes overflow from some of the 24 projected development sites both with and without available accessory parking, parking demand generated by other development in and adjacent to the study area and background growth. As shown, the parking demand analysis indicates that available on- and off-street parking in the parking study area will be effectively fully utilized during the midday by 2020 and a shortfall of approximately 220 spaces would occur overnight under No-Action conditions.

Table 3.3-6: No-Action Parking Conditions

Time Period	Existing Parking Supply	Existing Utilization	2020 No-Action Parking Supply Change	2020 No-Action Demand Increment	2020 No-Action Available Capacity
Midday	4,296	3,944	3	353	2
Overnight	4,386	4,201	3	411	-223

Source: Parsons Brinckerhoff, 2010

3.3.4 PROBABLE IMPACTS OF THE PROPOSED ACTION

The assessment of potential adverse impacts associated with the proposed action begins with and is based upon the future No-Action conditions described in the preceding section. As with the future No-Action evaluation, 2020 is used as the analysis year for assessing project impacts, which is the year when all projected developments defined in the RWCDS are assumed to be completed.

Projected Development

If the proposed action is implemented, it is projected that 24 development sites within the rezoning area would be redeveloped. The assessment of the potential impacts of the proposed action is measured in relation to the No-Action development level expected to occur on these 24 development sites. Compared to the No-Action condition, by 2020 the proposed action is expected to generate a net change in development of approximately 738 residential dwelling units, 35,119 gsf of local retail uses, 16,573 gsf of office uses, 10,625 gsf of FRESH market space, 24,169 gsf of restaurant uses, 1,725 gsf of supermarket space, 5,680 gsf of medical offices and 2,102 gsf of community facilities. It is also estimated that the proposed rezoning would result in a net decrease of 58,985 gsf of mini-warehouse space, 13,372 gsf of auto repair uses, 55 hotel rooms and 19 public parking spaces.

Trip Generation

The projection of future trips was developed based on trip generation and travel characteristics of the existing land uses that would be displaced within the rezoning area and those projected to be developed under No-Action and With-Action conditions. The trip generation rates, temporal distributions and mode splits applied were based on accepted *CEQR Technical Manual* criteria, standard professional references, and studies that have been performed for similar uses in the Bronx and other outer New York City boroughs with similar levels of transit access, supplemented by 2000 U.S. Census journey-to-work and reverse journey-to-work data for census tracts in the study area, as detailed in the *Transportation Planning Factors Memorandum* for the Webster Avenue Rezoning and illustrated below in Table 3.3-7.

Table 3.3-7: Transportation Planning Factors

Land Use:	Residential		Local Retail		Office		Community Facility (Medical Office) Staff		Community Facility (Medical Office) Visitors		Auto Repair	
Trip Generation:	(1)		(1)		(1)		(4)	(5)	(4)	(5)	(1)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	8.075	7.678	82.56	82.56	18.0	1.6	10.0	4.3	33.6	14.5	19.42	19.42
Net Daily Person Trips	8.075	7.678	82.56	82.56	18.0	1.6	10.0	4.3	33.6	14.5	19.42	19.42
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1)		(1)		(1)		(4,5)		(4,5)		(1)	
AM	9.1%		3.1%		11.8%		24.0%		6.0%		13.2%	
MD	4.7%		19.0%		15.0%		17.0%		9.0%		11.0%	
PM	10.7%		9.6%		13.7%		24.0%		5.0%		14.2%	
SAT MD	8.2%		9.5%		15.0%		17.0%		9.0%		11.0%	
In/Out Splits:	(1)		(1)		(1)		(4,5)		(4,5)		(1)	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	15%	85%	50%	50%	96%	4%	100%	0%	92%	8%	65%	35%
MD	50%	50%	50%	50%	39%	61%	50%	50%	50%	50%	50%	50%
PM	70%	30%	50%	50%	5%	95%	0%	100%	31%	69%	50%	50%
SAT MD	50%	50%	50%	50%	60%	40%	50%	50%	50%	50%	50%	50%
Modal Splits:												
	(2)		(1)		(3)		(4)	(4)	(4)		(1)	
	ALL		**ALL**		**ALL**		**AM/PM**	**MD**	**ALL**		**ALL**	
Auto	28.8%		3%		47.5%		65.2%	2%	25%		85%	
Taxi	0.7%		2%		2.0%		0.9%	1%	15%		5%	
Bus	13.3%		10%		15.1%		16.8%	7%	19%		1%	
Subway	40.9%		5%		15.2%		8.8%	7%	21%		1%	
Railroad	3.6%		0%		1.8%		0.4%	0%	0%		0%	
Walk	12.6%		80%		18.5%		7.9%	83%	20%		8%	
Other	0.0%		0%		0.0%		0.0%	0%	0%		0%	
	100.0%		100%		100.0%		100.0%	100%	100%		100%	
Vehicle Occupancy:	(1,2)		(1)		(1,3)		(4)		(4)		(1)	
Auto	1.55		1.60		1.37		1.00		1.65		1.30	
Taxi	1.40		1.20		1.40		1.40		1.20		1.30	
Truck Trip Generation:	(1)		(1)	(6)	(1)	(6)	(4)	(6)			(1)	(5)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**			**Weekday**	**Saturday**
	0.07	0.01	0.45	0.02	0.15	0.01	0.45	0.02			0.89	0.05
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf				per 1,000 gsf	
	(13,7)		(1)		(1,7)		(4,7)				(1,7)	
AM	12.2%		9.7%		9.6%		9.7%				14.0%	
MD	8.7%		7.8%		11.0%		7.8%				9.0%	
PM	1.0%		5.1%		1.0%		5.1%				1.0%	
SAT MD	8.7%		11.0%		11.0%		7.8%				9.0%	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**			**In**	**Out**
	50%	50%	50%	50%	50%	50%	50%	50%			50%	50%

Sources:
1 Lower Concourse Rezoning FEIS, 2009.
2 2000 US Census Journey-to-Work "Residence of Worker" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
3 2000 US Census Journey-to-Work "Place of Work" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
4 Melrose Commons Urban Renewal Amendments DEIS, 2007.
5 Jamaica Plan FEIS, 2007.
6 Assumes 5% of weekday trip generation rate.
7 Assumes weekday MD pattern for SAT MD.
8 2001 CEQR Technical Manual, Restaurant Land Use
9 Net trips assumes 25% linked trips as per CEQR Technical Manual , 3O-23
10 Saturday rates, distributions and in/out splits based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008.
11 Brooklyn Bridge Park FEIS, 2005
12 Hunts Point Rezoning EAS, 2007.
13 FHWA, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981
14 2001 CEQR Technical Manual, 25% linked trips was applied to Neighborhood Grocery Store person trip rate
15 The Food Retail Expansion to Support Health Program CEQR 09DCP078Y, August 2009
16 Taxi Travel Survey

Source: Parsons Brinckerhoff, 2010

Table 3.3-7: Transportation Planning Factors (Con't)

Land Use:	Hotel		FRESH		Mini-Warehouse		Restaurant		Supermarket		Community Center	
Trip Generation:	(1)		(14)	(14)	(1)		(8,9)	(9,10)	(1)		(5)	(5)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	5.82	8.61	205	205	4.0	3.8	173	181	97.5	98.25	48.0	19.0
Net Daily Person Trips	5.82	8.61	154	154	4.0	3.8	130	136	97.5	98.25	48.0	19.0
	per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1)		(15)		(1)		(8,10)		(1)		(5)	
AM	6.6%		3.1%		10.7%		1.0%		3.7%		7.1%	
MD	8.3%		12.0%		11.0%		17.2%		6.4%		10.0%	
PM	7.7%		9.6%		11.2%		7.7%		6.8%		7.2%	
SAT MD	8.5%		9.8%		11.4%		11.5%		9.8%		14.2%	
In/Out Splits:	(1)		(15)		(1)		(8,11)		(1)		(5)	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	41%	59%	45%	55%	59%	41%	94%	6%	50%	50%	61%	39%
MD	68%	32%	46%	54%	50%	50%	65%	35%	50%	50%	55%	45%
PM	59%	41%	47%	53%	51%	49%	65%	35%	50%	50%	29%	71%
SAT MD	56%	44%	50%	50%	50%	50%	59%	41%	50%	50%	49%	51%
Modal Splits:												
	(1)		(15)		(1)		(12)		(1)		(5)	
	ALL		**ALL**		**ALL**		**ALL**		**ALL**		**ALL**	
Auto	70%		4%		95%		40%		70%		5.0%	
Taxi	15%		3%		0%		5%		2%		1.0%	
Bus	5%		5%		0%		5%		4%		6.0%	
Subway	5%		5%		0%		5%		1%		3.0%	
Railroad	0%		0%		0%		0%		0%		0.0%	
Walk	5%		83%		5%		45%		23%		85.0%	
Other	0%		0%		0%		0%		0%		0%	
	100%		100%		100%		100%		100%		100.0%	
Vehicle Occupancy:	(1)		(15,16)		(1)		(11)		(1)		(5)	
Auto	1.60		1.65		1.55		2.20		1.30		1.65	
Taxi	1.40		1.40		n/a		2.30		1.40		1.40	
Truck Trip Generation:	(1)	(6)	(13)	(6)	(1)		(11)	(6)	(1)	(6)	(13)	(6)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
	0.10	0.01	0.35	0.02	n/a		3.6	0.18	0.52	0.03	0.29	0.01
	per room		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
	(1)		(7,13)		(1)		(7,11)		(1,7)		(13,7)	
AM	14.0%		9.7%		n/a		6.0%		14.0%		9.6%	
MD	8.6%		7.8%		n/a		6.0%		8.6%		11.0%	
PM	1.0%		5.1%		n/a		1.0%		1.0%		1.0%	
SAT MD	9.0%		7.8%		n/a		6.0%		8.6%		11.0%	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	50%	50%	50%	50%	n/a	n/a	50%	50%	50%	50%	50%	50%

Sources:
1 Lower Concourse Rezoning FEIS, 2009.
2 2000 US Census Journey-to-Work "Residence of Worker" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
3 2000 US Census Journey-to-Work "Place of Work" data for Census Tracts 397, 405, 407.02, 415, 425, 429.01, and 431
4 Melrose Commons Urban Renewal Amendments DEIS, 2007.
5 Jamaica Plan FEIS, 2007.
6 Assumes 5% of weekday trip generation rate.
7 Assumes weekday MD pattern for SAT MD.
8 2001 CEQR Technical Manual, Restaurant Land Use
9 Net trips assumes 25% linked trips as per CEQR Technical Manual , 3O-23
10 Saturday rates, distributions and in/out splits based on Saturday data for Land Use Code 931: Quality Restaurant in ITE Trip Generation, 8th Edition, 2008.
11 Brooklyn Bridge Park FEIS, 2005
12 Hunts Point Rezoning EAS, 2007.
13 FHWA, "Curbside Pickup and Delivery and Arterial Traffic Impacts", 1981
14 2001 CEQR Technical Manual, 25% linked trips was applied to Neighborhood Grocery Store person trip rate
15 The Food Retail Expansion to Support Health Program CEQR 09DCP078Y, August 2009
16 Taxi Travel Survey

Source: Parsons Brinckerhoff, 2010

The incremental difference in person trips by mode and vehicle trips expected to result from the proposed action by the 2020 study year was derived. Table 3.3-8 provides the estimated incremental net change in peak hour person and vehicle trips (versus the No-Action condition) that would occur in 2020 with the implementation of the proposed action. This forecast represents the net difference of the trips generated on each of the 24 projected development sites less the trips generated by the land use displaced on each site. In total, the number of additional peak hour person trips that would be generated in 2020 by the proposed action ranges from a minimum of approximately 700 during the AM peak hour to nearly 1,600 during the midday peak hour. The maximum increment of approximately 190 vehicle trips would occur during the midday peak hour.

Table 3.3-8: 2020 With-Action Trip Generation Increment

Peak Hour Person Trips															
Analysis Time Period	Auto		Taxi		Bus		Subway		Railroad		Walk		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM Peak Hour	25	108	5	2	26	65	45	191	4	17	89	118	194	501	695
Midday Peak Hour	170	116	25	19	74	67	98	91	5	5	483	425	855	723	1,578
PM Peak Hour	164	91	13	9	85	55	202	100	16	8	300	253	780	516	1,296
Saturday Peak Hour	131	105	15	12	60	57	117	114	8	8	314	284	645	580	1,225

Peak Hour Vehicle Trips									
Analysis Time Period	Auto		Taxi		Truck/Bus		Total		
	In	Out	In	Out	In	Out	In	Out	Total
AM Peak Hour	17	70	4	4	6	6	27	80	107
Midday Peak Hour	82	59	18	18	5	5	105	82	187
PM Peak Hour	94	56	10	10	0	0	104	66	170
Saturday Peak Hour	68	55	12	12	0	0	80	67	147

Source: Parsons Brinckerhoff, 2010

Trip Distribution and Assignment

Specific vehicle trip distributions were derived for residential, office and local retail uses, representing the primary existing and projected land uses on the projected development sites. The residential auto trip distribution was derived from 2000 U.S. Census journey-to-work patterns for residential land uses in the study area and the office auto trip distribution was derived from the 2000 U.S. Census reverse journey-to-work patterns for trips into the study area. The retail distribution was based upon the relative distribution of households in the Bronx in proximity to the study area.

Assignments of the incremental net change in vehicle trips were developed for the weekday AM, midday, PM and Saturday peak hours based upon the projected net change in vehicle trips generated by the development sites relative to the No-Action condition, the vehicle trip distributions derived for the study area, the characteristics of the roadway network and the location and type of land use of each development site, and are illustrated on Figure 3.3-11 through Figure 3.3-14.

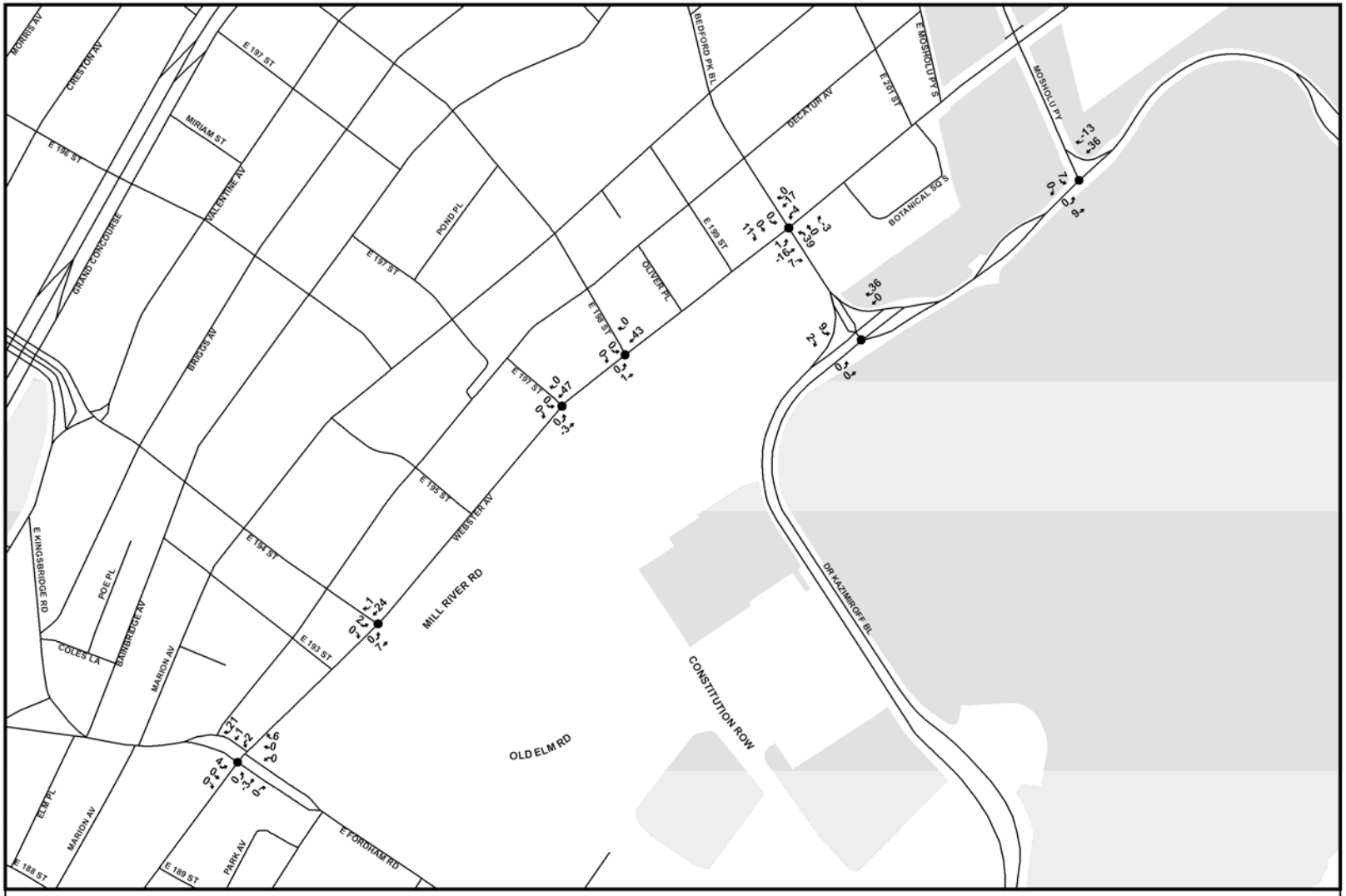


Figure 3.3-11

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Increment Traffic Volumes
Weekday AM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

Figure 3.3-12

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Increment Traffic Volumes
Weekday MD Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

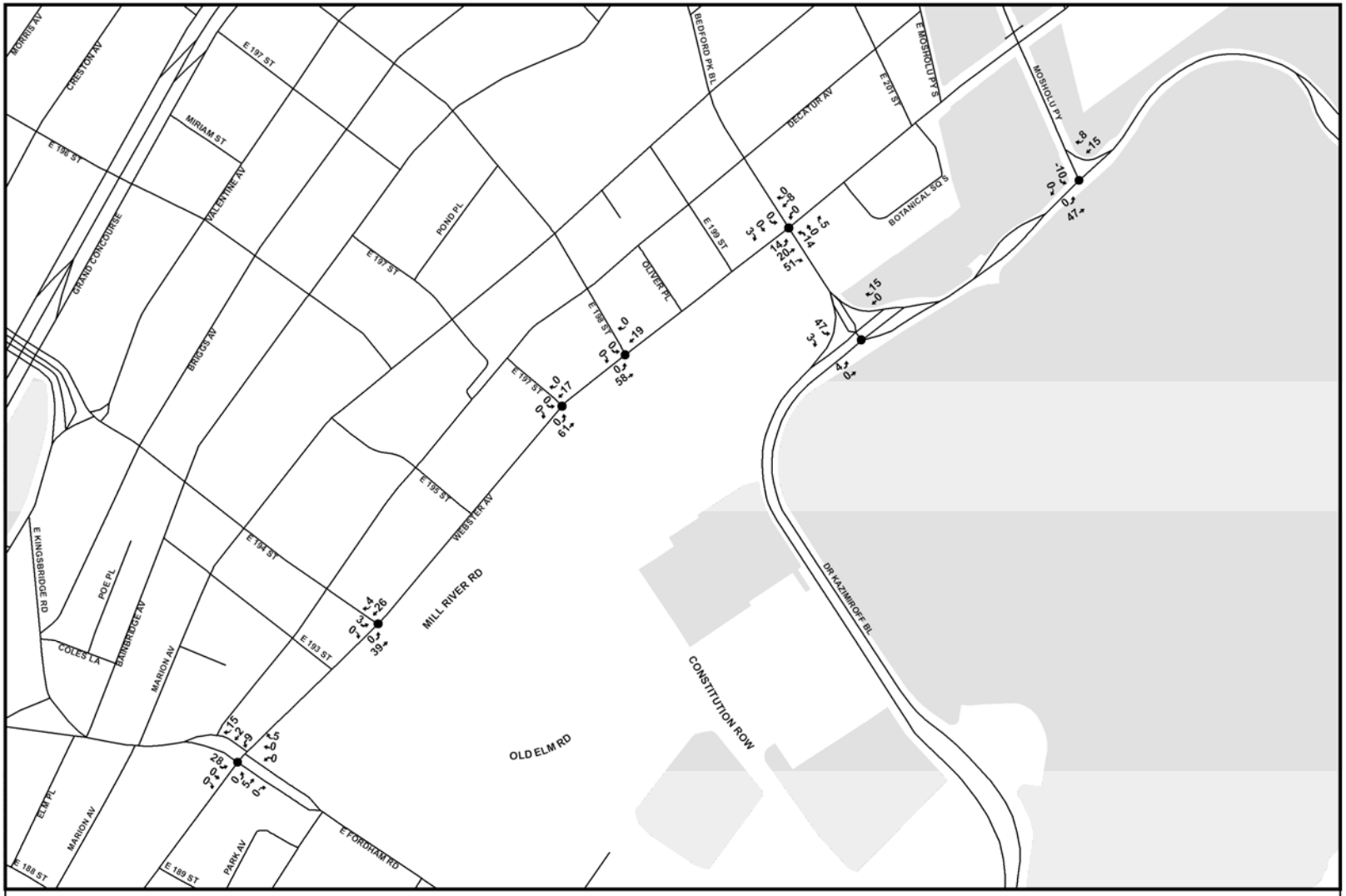


Figure 3.3-13

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Increment Traffic Volumes
Weekday PM Peak Hour

Webster Ave Rezoning
NYC Department of City Planning

Figure 3.3-14

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Increment Traffic Volumes
Saturday Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

Generally, the vehicle trip assignments reflect the roadway network characteristics in the area, particularly related to corridors leading to and from the Bronx River Parkway and Major Deegan Expressway, the linear distribution of projected development sites along Webster Avenue and the predominate pattern of vehicle trips to and from south of the rezoning area. The greatest net changes in vehicle trips are projected to occur on Webster Avenue south of Mosholu Parkway and along Dr. Theodore Kazimiroff Boulevard.

Traffic Volumes

The 2020 With-Action condition traffic volumes for weekday and Saturday peak hours were derived by applying the project increment traffic assignments illustrated above to the No-Action traffic volumes described in Section 3.3-3. The 2020 With-Action condition weekday AM, midday, PM and Saturday traffic volumes are illustrated on Figure 3.3-15 through Figure 3.3-18.

Levels of Service

Capacity and level of service analyses were performed for the study area intersections using the future With-Action condition peak hour traffic volumes. Table 3.3-9 compares the No-Action and With-Action service levels for these intersections under weekday peak hour conditions. Roadway modifications assumed for No-Action conditions analyses were also assumed for With-Action conditions analysis.

Significant Impacts

According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require mitigation if they result in an increase of five or more seconds of delay in a lane group over No-Action levels beyond mid-LOS D. For No-Action LOS E, a four-second increase in delay is considered significant. For No-Action LOS F, a three-second increase in delay is considered significant. In addition, impacts are considered significant if the LOS for a movement deteriorates from acceptable LOS A, B, or C in the No-Action condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of the LOS D range of delay), or unacceptable LOS E or F in the future With-Action condition.

Based on the above CEQR criteria, significant impacts were identified at two intersections with five significantly impacted lane groups impacted in the AM, midday, PM and Saturday peak hours. Significant impacts are identified in Table 3.3-9 and are described below by analysis hour with increases in average delay per vehicle shown in parentheses.

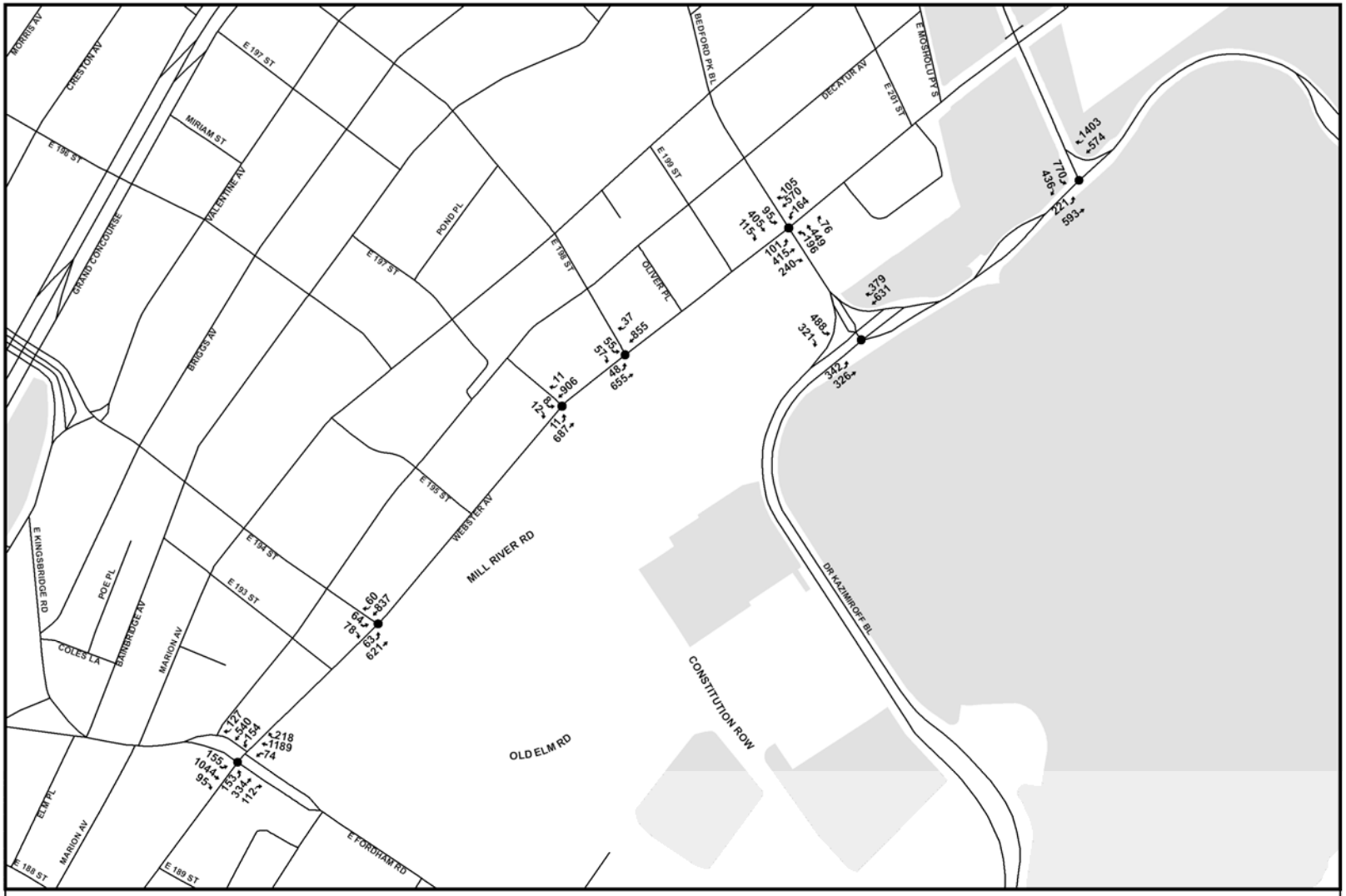


Figure 3.3-15

2020 With-Action Traffic Volumes
Weekday AM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

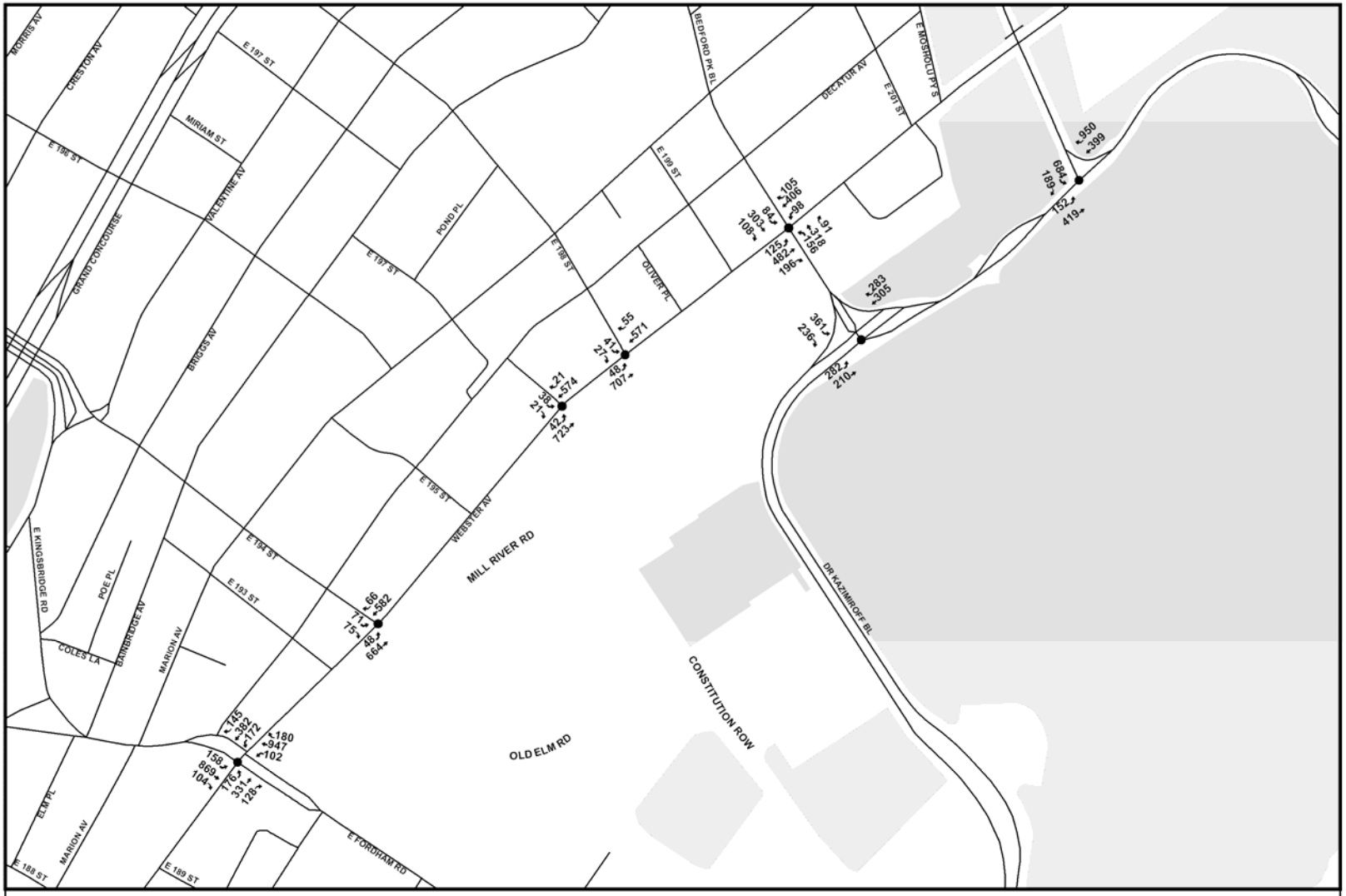


Figure 3.3-16

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Traffic Volumes
Weekday MD Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

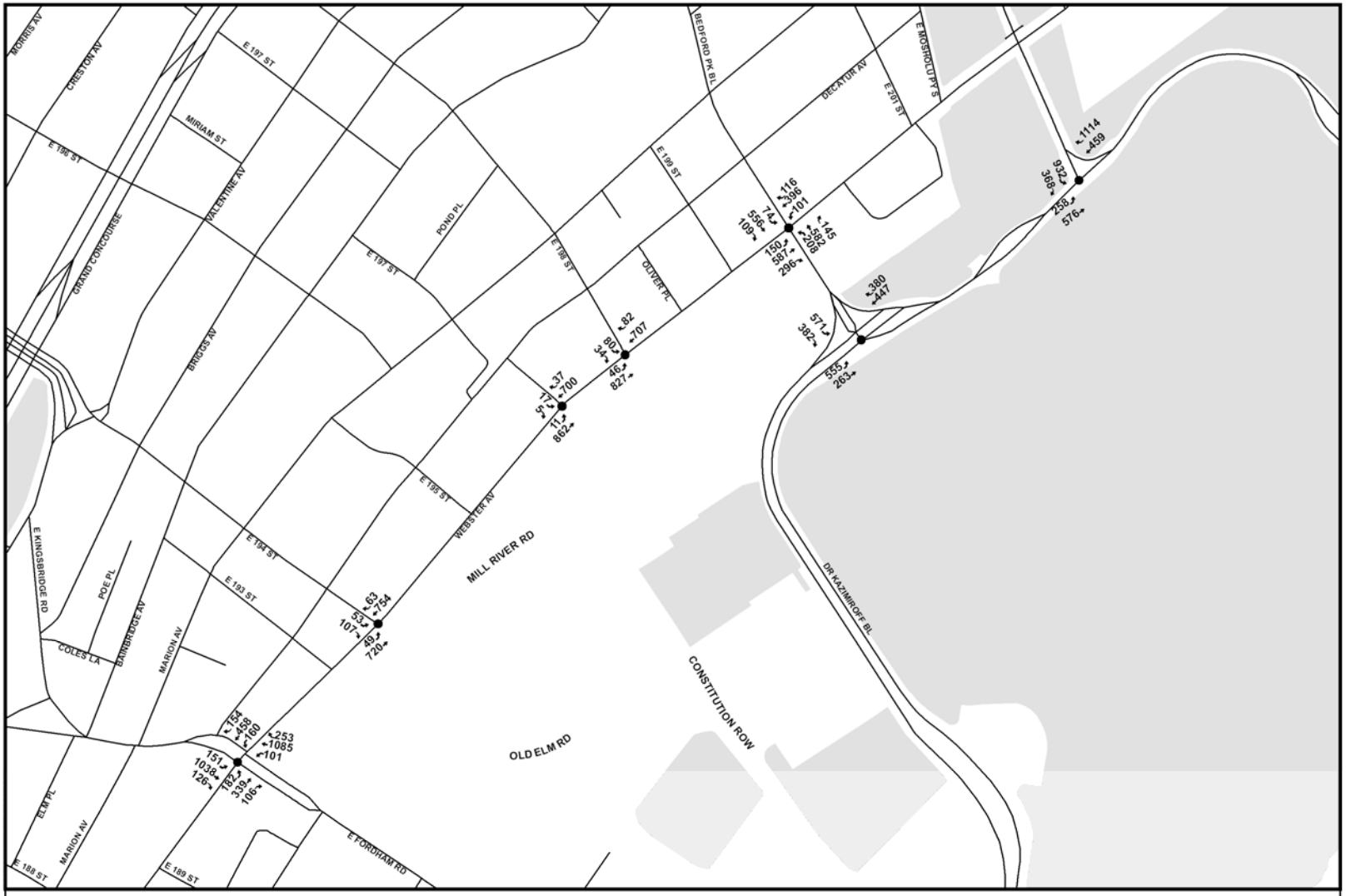


Figure 3.3-17

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Traffic Volumes
Weekday PM Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

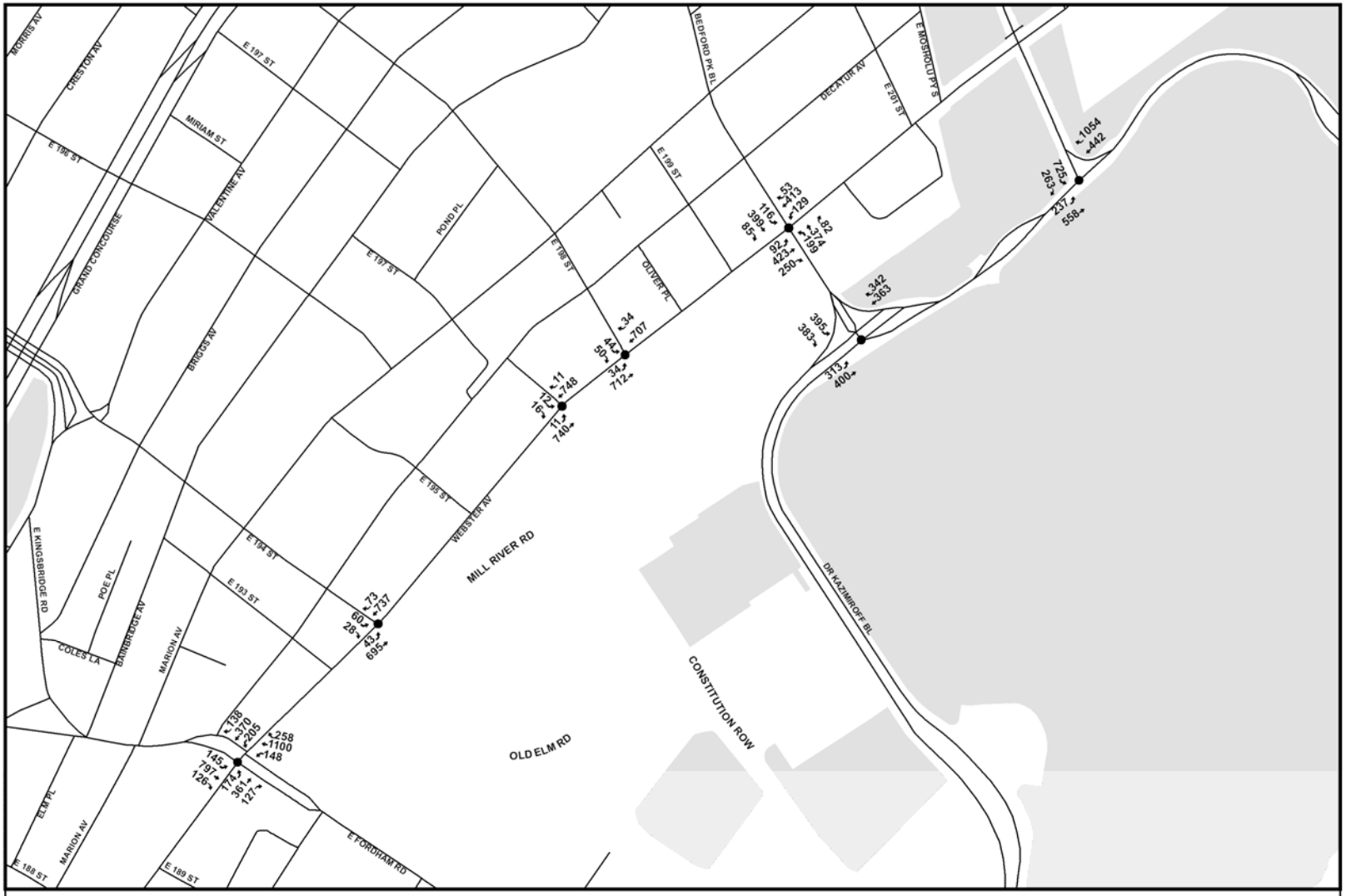


Figure 3.3-18

300 0 300 600 900 1,200 Feet

Source: NYC Department of City Planning BYTES of the BIG APPLE 2009

2020 With-Action Traffic Volumes
Saturday Peak Hour

Webster Avenue Rezoning
NYC Department of City Planning

Table 3.3-9: 2020 With-Action Conditions Level of Service Analysis

Signalized Intersection	Approach[1]	AM Peak Hour								MD Peak Hour								PM Peak Hour								SAT Peak Hour							
			NO BUILD			BUILD					NO BUILD			BUILD					NO BUILD			BUILD					NO BUILD			BUILD			
		Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS		Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS		Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS		Lane Group[2]	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	
Mosholu Parkway (E-W) @ Dr. Kazimiroff Boulevard (N-S)	EB	L	0.66	31.4	C	0.67	31.6	C		L	0.53	28.3	C	0.53	28.2	C		L	0.71	32.5	C	0.70	32.3	C		L	0.57	29.1	C	0.57	29.2	C	
		R	0.79	40.7	D	0.79	40.7	D		R	0.34	25.9	C	0.34	25.9	C		R	0.61	32.3	C	0.61	32.3	C		R	0.51	29.5	C	0.51	29.5	C	
	NB	L	1.02	98.3	F	1.07	115.9	F	‡	L	0.52	25.0	C	0.55	26.4	C		L	0.94	74.7	E	0.97	81.2	F	‡	L	0.83	54.0	D	0.85	57.5	E	
		T	0.89	40.0	D	0.91	41.6	D		T	0.43	19.9	B	0.46	20.5	C		T	0.69	26.4	C	0.75	28.9	C		T	0.72	28.0	C	0.73	28.4	C	
	SB	T	0.80	41.1	D	0.86	45.5	D		T	0.66	34.0	C	0.71	36.0	D		T	0.66	34.1	C	0.69	35.1	D		T	0.62	32.9	C	0.65	33.6	C	
	Intersection			43.2	D		46.1	D				27.4	C		28.1	C				35.8	D		37.0	D				32.3	C		32.9	C	
Bedford Park Boulevard (E-W) @ Dr. Kazimiroff Boulevard (N-S)	EB	L	0.51	18.5	B	0.52	18.6	B		L	0.34	16.6	B	0.38	16.9	B		L	0.51	18.4	B	0.56	19.0	B		L	0.42	17.4	B	0.43	17.5	B	
	NB	DefL	1.17	120.4	F	1.17	120.4	F		DefL	0.59	15.2	B	0.61	15.8	B		DefL	1.11	86.1	F	1.11	88.9	F		DefL	0.76	22.8	C	0.77	23.5	C	
		T	0.35	9.5	A	0.35	9.5	A		T	0.20	8.2	A	0.20	8.2	A		T	0.25	8.6	A	0.25	8.6	A		T	0.44	10.4	B	0.44	10.4	B	
	SB	T	0.41	9.6	A	0.41	9.6	A		T	0.19	8.0	A	0.19	8.0	A		T	0.30	8.7	A	0.30	8.7	A		T	0.23	8.3	A	0.23	8.3	A	
	Intersection			33.3	C		33.3	C				12.4	B		12.7	B				34.4	C		35.1	D				14.4	B		14.6	B	
Bedford Park Boulevard (E-W) @ Webster Avenue (N-S)	EB	LTR	0.94	54.5	D	0.99	66.2	E	&	LTR	0.99	62.6	E	1.08	91.0	F	&	LTR	1.03	76.2	E	1.07	86.2	F	&	LTR	0.92	47.1	D	0.95	52.5	D	&
	WB	LTR	0.95	53.1	D	1.04	74.4	E	&	LTR	0.88	41.2	D	0.99	61.4	E	&	LTR	1.12	105.1	F	1.18	127.1	F	&	LTR							
		DefL								DefL								DefL								DefL	1.08	116.3	F	1.22	166.0	F	&
		TR								TR								TR								TR	0.75	33.4	C	0.77	34.3	C	
	NB	L	0.68	40.5	D	0.72	44.4	D		L	0.53	20.0	B	0.59	22.8	C		L	0.61	32.7	C	0.68	37.8	D		L	0.32	14.3	B	0.33	14.7	B	
		TR	0.62	25.2	C	0.62	25.2	C		TR	0.46	13.9	B	0.51	14.6	B		TR	0.68	26.7	C	0.76	29.5	C		TR	0.48	14.3	B	0.49	14.5	B	
	SB	L	1.13	132.3	F	1.14	138.3	F	&	L	0.49	19.5	B	0.56	22.7	C		L	0.69	46.0	D	0.80	63.8	E	‡	L	0.49	19.0	B	0.51	20.1	C	
		TR	0.56	23.7	C	0.58	24.1	C		TR	0.44	13.8	B	0.45	13.9	B		TR	0.48	22.3	C	0.49	22.4	C		TR	0.36	12.8	B	0.37	12.9	B	
	Intersection			44.9	D		53.4	D				30.7	C		41.6	D				59.2	E		68.5	E				32.5	C		38.2	D	
East 198th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.40	33.1	C	0.41	33.5	C		LR	0.27	25.8	C	0.27	25.8	C		LR	0.39	32.8	C	0.39	32.8	C		LR	0.30	26.3	C	0.30	26.4	C	
	NB	L	0.30	16.3	B	0.33	17.1	B		L	0.18	9.6	A	0.19	9.8	A		L	0.20	13.9	B	0.20	14.0	B		L	0.13	9.2	A	0.14	9.3	A	
		T	0.43	15.3	B	0.43	15.3	B		T	0.42	10.9	B	0.46	11.3	B		T	0.47	15.7	B	0.50	16.3	B		T	0.47	11.5	B	0.49	11.7	B	
	SB	TR	0.57	17.6	B	0.60	18.2	B		TR	0.41	10.8	B	0.44	11.1	B		TR	0.51	16.4	B	0.52	16.6	B		TR	0.50	11.9	B	0.52	12.1	B	
	Intersection			18.1	B		18.4	B				11.8	B		12.0	B				17.5	B		17.8	B				12.5	B		12.7	B	
East 197th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.12	27.7	C	0.12	27.7	C		LR	0.23	24.9	C	0.23	24.9	C		LR	0.07	27.0	C	0.07	27.0	C		LR	0.16	24.1	C	0.15	24.0	C	
	NB	L	0.13	13.1	B	0.14	13.4	B		L	0.19	9.8	A	0.20	10.1	B		L	0.06	11.6	B	0.06	11.6	B		L	0.06	8.3	A	0.06	8.3	A	
		T	0.45	15.4	B	0.44	15.4	B		T	0.43	11.0	B	0.47	11.4	B		T	0.51	16.4	B	0.55	17.1	B		T	0.49	11.7	B	0.51	11.9	B	
	SB	TR	0.57	17.5	B	0.60	18.1	B		TR	0.37	10.4	B	0.40	10.7	B		TR	0.46	15.7	B	0.47	15.8	B		TR	0.44	11.1	B	0.46	11.3	B	
	Intersection			16.8	B		17.2	B				11.5	B		11.8	B				16.2	B		16.7	B				11.8	B		12.0	B	
East 194th Street (E-W) @ Webster Avenue (N-S)	EB	LR	0.44	34.1	C	0.46	34.6	C		LR	0.54	31.9	C	0.56	32.6	C		LR	0.46	34.6	C	0.47	34.9	C		LR	0.23	29.4	C	0.23	29.5	C	
	NB	L	0.35	18.0	B	0.37	18.8	B		L	0.19	9.8	A	0.20	10.0	A		L	0.23	14.4	B	0.24	14.7	B		L	0.21	14.2	B	0.22	14.5	B	
		T	0.42	15.1	B	0.43	15.2	B		T	0.38	10.5	B	0.41	10.8	B		T	0.43	15.2	B	0.45	15.5	B		T	0.47	15.8	B	0.50	16.2	B	
	SB	TR	0.64	19.1	B	0.66	19.6	B		TR	0.43	11.1	B	0.46	11.4	B		TR	0.55	17.3	B	0.57	17.7	B		TR	0.59	18.0	B	0.61	18.4	B	
	Intersection			19.0	B		19.4	B				13.3	B		13.6	B				18.2	B		18.5	B				17.6	B		18.0	B	
East Fordham Road (E-W) @ Webster Avenue (N-S)	EB	L	0.93	73.7	E	0.96	81.1	F	&	L	0.76	39.3	D	0.91	61.4	E	&	L	0.77	43.1	D	0.95	72.2	E	&	L	0.69	34.5	C	0.82	46.8	D	&
		TR	0.96	47.2	D	0.96	47.2	D		TR	0.96	44.9	D	0.96	44.9	D		TR	0.96	47.8	D	0.96	47.8	D		TR	0.77	30.1	C	0.77	30.1	C	
	WB	L	0.49	26.2	C	0.49	26.2	C		L	0.64	29.6	C	0.64	29.6	C		L	0.60	31.8	C	0.60	31.8	C		L	0.73	33.1	C	0.73	33.1	C	
		T	0.89	36.1	D	0.89	36.1	D		T	0.90	36.0	D	0.90	36.0	D		T	0.83	32.8	C	0.83	32.8	C		T	0.80	31.1	C	0.80	31.1	C	
		R	0.48	23.7	C	0.49	24.0	C		R	0.47	23.4	C	0.51	24.2	C		R	0.58	27.5	C	0.59	27.9	C		R	0.58	27.3	C	0.60	27.9	C	
	NB	L	1.08	143.2	F	1.08	141.4	F		L	1.04	108.5	F	1.10	127.8	F	‡	L	1.13	156.8	F	1.13	153.1	F		L	0.96	100.7	F	0.99	108.7	F	‡
		TR	0.86	62.2	E	0.86	61.8	E		TR	0.90	54.4	D	0.91	56.7	E		TR	0.81	57.0	E	0.82	57.7	E		TR	0.91	67.5	E	0.92	68.8	E	
	SB	L	0.90	88.7	F	0.91	91.0	F		L	0.87	67.6	E	0.94	82.1	F	&	L	0.79	66.7	E	0.85	76.1	E	&	L	1.09	136.1	F	1.14	152.5	F	&
		TR	1.22	161.4	F	1.28	186.8	F	&	TR	0.98	70.0	E	1.10	105.3	F	&	TR	1.19	150.2	F	1.24	170.3	F	&	TR	0.94	71.8	E	0.99	82.7	F	&
	Intersection			67.3	E		72.0	E				49.6	D		57.7	E				62.8	E		67.3	E				48.7	D		52.2	D	

Source: Parsons Brinckerhoff, 2010

Notes:

1. EB - Eastbound, WB - Westbound, NB - Northbound, SB - Southbound
2. L - Left, T- Through, R - Right, DefL - De Facto Left Turn

Congested intersections are designated by shading.

& - Significant impact

‡ - Not a significant impact (no project-generated vehicles in lane group)

AM Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate from LOS D to LOS E and increase in average delay from 54.5 seconds per vehicle to 66.2 seconds per vehicle (11.7). The westbound Bedford Park Boulevard approach would deteriorate from LOS D to LOS E and increase in average delay from 53.1 seconds per vehicle to 74.4 seconds per vehicle (21.3). The southbound left turn lane would deteriorate within LOS F and increase in average delay from 132.3 seconds per vehicle to 138.3 seconds per vehicle (6.0).

- Webster Avenue/East Fordham Road: The eastbound left turn lane would deteriorate from LOS E to LOS F and increase in average delay from 73.7 seconds per vehicle to 81.1 seconds per vehicle (7.4). The southbound Webster Avenue through and right turn lane group would deteriorate in LOS F and increase in average delay from 161.4 seconds per vehicle to 186.8 seconds per vehicle (25.4).

Midday Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate from LOS E to LOS F and increase in average delay from 62.6 seconds per vehicle to 91.0 seconds per vehicle (28.4). The westbound Bedford Park Boulevard approach would deteriorate from LOS D to LOS E and increase in average delay from 41.2 seconds per vehicle to 61.4 seconds per vehicle (20.2).

- Webster Avenue/East Fordham Road: The eastbound left turn lane would deteriorate from LOS D to LOS E and increase in average delay from 39.3 seconds per vehicle to 61.4 seconds per vehicle (22.1). The southbound Webster Avenue left turn lane would deteriorate from LOS E to LOS F and increase in average delay from 67.6 seconds per vehicle to 82.1 seconds per vehicle (14.5). The southbound Webster Avenue through and right turn lane group would deteriorate from LOS E to LOS F and increase in average delay from 70.0 seconds per vehicle to 105.3 seconds per vehicle (35.3).

PM Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate from LOS E to LOS F and increase in average delay from 76.2 seconds per vehicle to 86.2 seconds per vehicle (10.0). The westbound Bedford Park Boulevard approach would deteriorate within LOS F and increase in average delay from 105.1 seconds per vehicle to 127.1 seconds per vehicle (22.0).

- Webster Avenue/East Fordham Road: The eastbound left turn lane would deteriorate from LOS D to LOS E and increase in average delay from 43.1 seconds per vehicle to 72.2 seconds per vehicle (29.1). The southbound Webster Avenue left turn lane would deteriorate within LOS E and increase in average delay from 66.7 seconds per vehicle to 76.1 seconds per vehicle (9.4). The

southbound Webster Avenue through and right turn lane group would deteriorate within LOS F and increase in average delay from 150.2 seconds per vehicle to 170.3 seconds per vehicle (20.1).

Saturday Peak Hour

- Webster Avenue/Bedford Park Boulevard: The eastbound Bedford Park Boulevard approach would deteriorate within LOS D and increase in average delay from 47.1 seconds per vehicle to 52.5 seconds per vehicle (5.4). The westbound Bedford Park Boulevard de facto left turn lane would deteriorate within LOS F and increase in average delay from 116.3 seconds per vehicle to 166.0 seconds per vehicle (49.7).

- Webster Avenue/East Fordham Road: The eastbound left turn lane would deteriorate from LOS C to LOS D and increase in average delay from 34.5 seconds per vehicle to 46.8 seconds per vehicle (12.3). The southbound Webster Avenue left turn lane would deteriorate within LOS F and increase in average delay from 136.1 seconds per vehicle to 152.5 seconds per vehicle (16.4). The southbound Webster Avenue through and right turn lane group would deteriorate from LOS E to LOS F and increase in average delay from 71.8 seconds per vehicle to 82.7 seconds per vehicle (10.9).

Parking

Implementation of the proposed action would, in comparison to the No-Action condition, primarily generate additional residential and retail development in place of warehouse and auto service related land uses. It is estimated as part of the RWCDS that 239 accessory parking spaces would be provided as part of the projected residential development by 2020. Although development of 156 public parking spaces is also projected as part of the RWCDS, public parking supply in the parking study area would decrease by 19 spaces in comparison to No-Action conditions. In addition, it is indicated in the RWCDS that 358 fewer commercial accessory parking spaces would be provided on projected development sites in comparison to No-Action conditions.

Table 3.3-10 provides the projected 2020 combined parking demand and available capacity for on-street and off-street public parking facilities in the study area under With-Action conditions. As indicated above, relative to the No-Action, 19 fewer public parking spaces would be provided and public parking demand would increase by 165 spaces during the midday and 23 spaces overnight, also relative to No-Action conditions, which would result from overflow from some of the 24 projected development sites both with and without available accessory parking. It is thus projected that a net shortfall of 182 parking spaces would occur midday and 265 parking spaces overnight in the parking study area.

Table 3.3-10: With-Action Parking Conditions

Time Period	No Action Parking Supply	No Action Utilization	2020 No-Action Available Capacity	2020 With-Action Parking Supply Change	2020 With-Action Demand Increment	2020 With-Action Available Capacity
Midday	4,299	4,297	2	-19	165	-182
Overnight	4,389	4,612	-223	-19	23	-265

Source: Parsons Brinckerhoff, 2010

According to the *CEQR Technical Manual*, for residential areas not designated as Parking Zones 1 and 2, a parking shortfall that exceeds more than half the available on-street and off-street spaces in the study area may be considered significant. Although the proposed project would create a parking shortfall during the midday and increase the parking shortfall during the overnight, these are not considered to be significant impacts because, pursuant to the *CEQR Technical Manual*, in each instance the shortfall of spaces does not exceed more than one-half of the combined capacity of the public on-street and off-street parking facilities (4,280 and 4,370 parking spaces in total during the midday and overnight periods). Therefore, the proposed action would not result in a significant adverse impact on the parking supply.