# WEST HARLEM REZONING

## FINAL SCOPE OF WORK
## for the
## ENVIRONMENTAL IMPACT STATEMENT

### CEQR No. 12DCP070M
### ULURP Nos. 120309 ZMM, N120310 ZRM

**Lead Agency:**
**NYC Department of City Planning**

**Prepared by:**
**Philip Habib & Associates**

**May 4, 2012**

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**~~December 12~~May 4, ~~2011~~2012**

## A. INTRODUCTION

This ~~draft~~ final scope of work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the West Harlem Rezoning project. The Applicant, the New York City Department of City Planning (NYCDCP), is requesting zoning map and zoning text amendments (collectively, the "Proposed Action") affecting an approximately 90 block area within the West Harlem neighborhood of Manhattan Community District 9. The affected area is generally bounded by West 126th Street to the south, West 155th Street to the north, Edgecombe, Bradhurst and Convent Avenues to the east and Riverside Drive to the west (refer to Figure 1). The affected area is currently zoned predominantly R7-2 and R8, medium density residential districts. This document provides a description of the Proposed Action and resultant proposed development, and includes task categories for all technical areas to be analyzed in the EIS.

## B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Action encompasses several discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP) and the City Environmental Quality Review (CEQR) process. The discretionary actions include:

(1) Zoning map amendments to

- Replace the existing R7-2, R8, C8-3 and M1-1 zoning districts within the proposed rezoning area with R6A, R7A, R8A, C6-3X and M1-5/R7-2 districts;
- Establish Special Mixed Use District (MX 15);
- Map new commercial overlays along portions of West 155th Street, West 145th Street and Hamilton Place to promote and better support local retail development; and

(2) Zoning text amendments to

- Apply the Inclusionary Housing Program to C6-3X (R9X equivalent zoning district) and R8A zoning districts located along West 145th Street between Broadway and Amsterdam Avenue;
- Establish Special Mixed Use District 15 (MX 15) in West Harlem;
- Require all R8 districts north of West 125th Street within Manhattan Community District 9 to be developed pursuant to the R8 Quality Housing Program.

~~(1) Zoning map amendments to~~

- ~~Replace the existing R7-2 and R8 zoning districts within the proposed rezoning area with R6A,~~


**West Harlem Rezoning**

**Figure 1**
**Project Location - Aerial View**

~~R7A, and R8A districts;~~

- ~~Designate a C6-3X zoning district to be mapped at the intersection of West 145th Street and Broadway;~~
- ~~Replace the existing M1-1 zoning district within the proposed rezoning area with a M1-5/R7-2 zoning district;~~
- ~~Map new commercial overlays along portions of West 155th Street, West 145th Street and Hamilton Place to promote and better support local retail development; and~~

~~(2) Zoning text amendments to~~

- ~~Apply the Inclusionary Housing Program to C6-3X (R9X equivalent zoning district) and R8A zoning districts located along West 145th Street between Broadway and Amsterdam Avenue;~~
- ~~Establish a Special Mixed Use District 15 (MX 15) in West Harlem;~~
- ~~Require all R8 districts north of West 125th Street within Manhattan Community District 9 to be developed pursuant to the R8 Quality Housing Program.~~

## City Environmental Quality Review (CEQR) and Scoping

The Proposed Action triggers ULURP and requires environmental review under the City Environmental Quality Review (CEQR) procedures. An Environmental Assessment Statement (EAS) was completed on December 5, 2011. The New York City Department of City Planning (NYCDCP), acting as lead agency on behalf of the City Planning Commission, has determined that the Proposed Action would have the potential for significant adverse impacts, thus requiring that an Environmental Impact Statement (EIS) be prepared.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Action. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. This scoping document sets forth the analyses and methodologies which will be utilized to prepare the EIS. A Draft Scope of Work for the EIS for the Proposed Action was issued on December 12, 2011, and a public scoping hearing on the Proposed Action was ~~During the period for scoping, those interested in reviewing the draft scope may do so and give their comments to the lead agency. The public, interested agencies, Manhattan Community Board 9, and elected officials, are invited to comment on the draft scope, either in writing or orally, at a public scoping meeting to be~~ held on January 26, 2012 at The Gatehouse – Harlem Stage, 150 Convent Avenue, New York, NY 10031. Two sessions will be held on that date, the first commencing at 2 PM, and the second commencing at 6 PM. Comments received during the draft scope's public hearing (both sessions), and written comments received up to 10 days after the hearing, (until February 6, 2012) ~~will be~~have been considered and will be incorporated as appropriate into ~~a~~ this ~~final scope of work~~ the EIS. ~~The lead agency will oversee preparation of a final EIS scope, which incorporates all relevant comments made on the draft scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The draft EIS (DEIS) will be prepared in accordance with the final Scope of Work for an EIS.~~ The final scope of work will be used as a framework for preparing the Draft EIS (DEIS) for the Proposed Action.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. The DEIS will accompany the Uniform Land Use Review Procedure (ULURP) application through the public hearings at the Community Board and City Planning Commission (CPC). A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At

the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, before deciding whether to approve the requested discretionary actions.

## C. DESCRIPTION OF PROPOSED ACTION

### Background and Existing Conditions

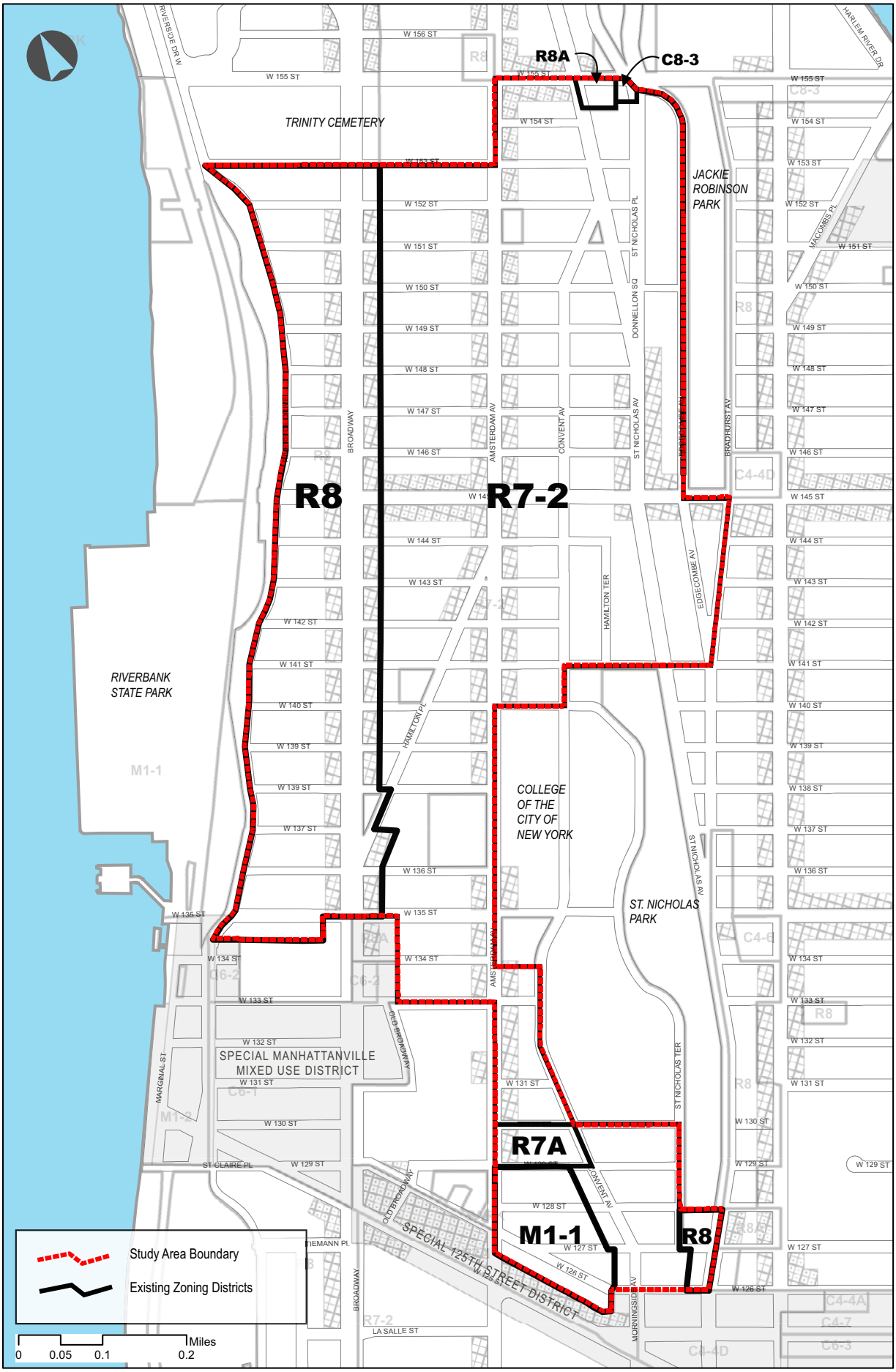
Originally established as the Village of Niuew Harlem in 1658, West Harlem retained its rural character for over a century, and by the late 1700's it was becoming a magnet for wealthy estates and country retreats. This trend continued through the 1800's, though the area's rural characteristics began to yield to the urbanizing influences of the Croton Aqueduct in 1842, as well as the introduction of elevated rail stops in 1879 and the subsequent development of the IRT subway line in 1904. In fact, most of West Harlem as it stands today was constructed by the first decades of the 20th century, a built environment consisting of row houses and apartment complexes of a variety of styles, including Beaux Arts, Queen Anne and Romanesque Revival. Soon after, the 1920's and 1930's gave rise to an influx of affluent African-American residents. Although the 1950's and 1960's marked an era of disinvestment and distress, West Harlem did not sustain the same degree of extreme property abandonment, population loss, vacancy and disinvestment found in Central and East Harlem.

Today, West Harlem is largely a residential community made up of five- and six-story apartment buildings, three- and four-story brownstones and rowhouses. The area is typified by streetwall buildings with uniform cornice lines that rise without setback. The scale and density of the neighborhood lowers from the west to east, reflective of the underlying zoning. Taller buildings above 60 feet are concentrated on the western portion of the study area along Broadway and Riverside Drive. Amsterdam Avenue is characterized primarily by five- and six-story medium-density buildings between 50 and 65 feet in height. Convent Avenue generally has three- to six-story buildings within a height range of 40 to 60 feet. The eastern portion of the study area, St. Nicholas Avenue and St. Nicholas Place, is distinguished mostly by four- to six-story buildings; however about one-quarter of the buildings have heights ranging from 60 to 70 feet.

As shown in Figure 2, the majority of the area is currently zoned R7-2 and R8 medium density residential districts, except for an area at the southern boundary of the proposed rezoning area, which is currently zoned M1-1 and R7A, and one lot at the northeastern corner of the proposed rezoning area, which is zoned C8-3. C1 and C2 commercial overlays, which allow local retail and local service establishments, are currently mapped along major retail corridors, including portions of Broadway, Amsterdam Avenue, and West 145$^{th}$ Street.

West 145$^{th}$ Street is the major east-west corridor for the proposed rezoning area. East of Broadway, West 145$^{th}$ Street is zoned R7-2, with C2-4 commercial overlays generally mapped east of Broadway to Amsterdam Avenue. Although 145$^{th}$ Street changes as one walks along it, most buildings are built to the street line providing a consistent street wall of varying height. Between Broadway and Riverside Drive, West 145$^{th}$ Street has low-scale residential and commercial buildings. The West 145$^{th}$ Street/Broadway intersection is anchored by active commercial and residential uses and is directly served by the IRT No.1 subway line. Between Broadway and Convent Avenue, West 145$^{th}$ Street has mixed-use buildings of

**Figure 2**
**Existing Zoning**




*Source: NYC Department of City Planning*

varying heights, primarily low-scale. On the north side of West 145th Street between Broadway and Amsterdam Avenue, is a vacant public school building, the former P.S. 186, which has been vacant for nearly three decades. ML Wilson Boys and Girls Club is seeking to build a new mixed-use facility on the former P.S. 186 site, which comprises a through-lot with frontage on West 145th and West 146th streets, and has approximately 29,975 square feet of lot area.

The West Harlem M1-1 district comprises portions of four blocks generally bounded by West 126th and West 129th streets, Convent and Amsterdam avenues. M1-1 districts allow commercial and low-density light manufacturing uses, as well as certain community facility uses such as houses of worship and schools. However, residential uses are not permitted. Moreover, M1-1 districts do not have height limits. Although zoned for light manufacturing use, the area has a mix of commercial, residential, community facility and light industrial uses. The Mink Building complex, which comprises five lots from West 126th to West 128th ~~to West 129th~~ Streets, contains most of this area's light industrial and commercial uses, including space utilized for a building supplies company, non-profit art studios, storage for theatrical props, and office space ~~for a small media company~~. For nearly 20 years, the Mink Building complex has been calendared for future designation by the Landmarks Preservation Commission (LPC). Other uses include the MTA-New York City Transit Amsterdam Bus Depot, located at Amsterdam Avenue between West 128th and West 129th streets, which is used for the temporary storage of buses; a one-story structure containing a live poultry retailer is located at the corner of West 126th Street and Amsterdam Avenue. Additionally, the area has surface parking lots and auto repair uses, interspersed with five-story residential buildings.

Vacant buildings within the M1-1 district include the former Taystee Bakery complex at 426 West 126th Street, a partially demolished and vacant four-story warehouse that occupies approximately 32,000 square feet of lot area. In 2001, the City awarded the complex to an affiliate of the Citarella food markets; however, the property sat undeveloped for several years. In recent years, the City has sought to reacquire the property and dispose of the site to another developer to facilitate future development. In July 2011, the City awarded the property to a local developer in response to a recently released Request for Proposals (RFP); the proposed build program includes 90,000 square feet of office space, approximately 40,000 square feet of retail and 10,000 square feet of community facility space.

The West Harlem neighborhood is served by the IND Sixth and Eighth Avenue subway lines, with stations along St. Nicholas Avenue at West 145th and West 155th streets; by the IRT No. 1 line with stations along Broadway at West 137th and 145th streets, and by several bus lines that run along West 135th, West 145th and West 155th streets and along all major north-south avenues.

## Purpose and Need for Proposed Action

In 2007, the Manhattan Borough President conducted a study of West Harlem that focused on an area generally bounded by West 126th to West 145th streets between Riverside Drive and St. Nicholas, Bradhurst and Convent avenues. The study was initiated in response to Columbia University's proposal to develop an academic mixed-use campus, the Special Manhattanville Mixed-Use District (MMU) in Manhattanville, within an area generally bounded by Broadway, Twelfth Avenue, West 125th and West 133rd streets. Columbia's proposal raised several local concerns that it would encourage future development that would be potentially out of context with the four to six-story built character that typifies West Harlem.

In response to future development concerns raised by Community Board 9, community residents and the Borough President during the Columbia/Manhattanville ULURP review process in 2007, the NYCDCP initiated the West Harlem rezoning study in recognition that zoning changes were needed to provide better protection against out-of-scale development, while incentivizing opportunities for mixed-use development and affordable housing, where appropriate.

The West Harlem rezoning proposal recognizes and complements Community Board 9's recently adopted 197-a plan and the Borough President's West Harlem Plan, and focuses on a 90-block area north of West 125th Street generally bounded by West 126th and West 155th streets, Riverside Drive and Edgecombe, Bradhurst and Convent avenues (refer to Figure 1 above). The Special Manhattanville Mixed-Use District (MMU), New York City Housing Authority's (NYCHA) Manhattanville Houses and City College's West Harlem campus are not included in the proposed rezoning area. The proposed rezoning area includes blocks that had not been subjected to a comprehensive zoning review since adoption of the 1961 Zoning Resolution – a period of 50 years.

West Harlem has a predominantly low- to mid-rise character, with many blocks located within LPC or State-designated historic districts. West Harlem also has few vacant properties and did not go through the cycle of physical distress and disinvestment that was experienced in East and Central Harlem during the 1960-1980's period. Much of West Harlem's current zoning has been in place since 1961. The existing zoning does not protect the character of the brownstones, which are found in large measure in the area. The existing zoning does not have building height limits in brownstone areas, and does not protect the predominant streetwall character of the entire rezoning area, thus allowing for setbacks from the sidewalk that diminish a street's sense of scale and continuity.

Accordingly, the Proposed Action includes contextual zoning that would protect the existing built context of West Harlem, while promoting some future development that would blend with the existing urban fabric. It includes modest increases in density along portions of West 145th Street - a significant east-west corridor, to incentivize mixed-use development and expand opportunities for affordable housing. The proposed rezoning is also intended to direct higher densities to areas that can better accommodate future growth, such as those close to subway lines and in the area currently mapped with a M1-1 district, while mapping lower densities on predominantly residential brownstone blocks. The Proposed Action is intended to balance preservation and growth in select areas of West Harlem's medium-density residential core and within the rezoning area's proposed new MX-district. Through zoning map and zoning text amendments, the Proposed Action would:

- ***Promote building forms that are compatible with existing neighborhood character.*** West Harlem is a unique Manhattan neighborhood with a strong rowhouse brownstone character. On mid-block and avenue frontages, current zoning regulations encourage tower-in-the park development that is inconsistent with the surrounding context. Further, existing zoning regulations also allow community facility buildings that are substantially larger than surrounding residential buildings. To address these issues, the Proposed Action would map contextual zoning districts within the proposed rezoning area's residential core, to ensure that future building forms are more compatible with the existing built character.
- ***Preserve the low and mid-rise scale of mid-blocks and avenue frontages with strong built contexts.*** Many mid-blocks in the area to be rezoned are characterized by low-rise brownstones and rowhouse buildings with consistent street walls and cornice lines. To preserve these characteristics, the Proposed Action would create modest decreases and modest increases in density with contextual zoning districts targeted to these areas. For Broadway, Riverside Drive and

their respective mid-blocks, the proposed rezoning would retain the existing residential density within a contextual envelope.

- ***Enhance and expand future development opportunities for West 145th Street.*** West 145th Street serves as a major east-west corridor that is well-served by mass transit. The current zoning allows residential development up to 4.0 FAR under the Quality Housing option, which constrains future development options. The Proposed Action would result in modest increases in density to facilitate future mixed-use transit-oriented development in this area. The Proposed Action would also map commercial overlays along portions of West 145th Street that have active non-conforming ground floor retail uses, to better serve current and future local retail needs.
- ***Support and enhance mixed-use development opportunities in the M-district.*** West Harlem is strongly built-out, having fully occupied residential buildings and limited vacant sites; therefore, there are limited areas that could provide potential for new development. The existing West Harlem M1-1 district comprises portions of four blocks generally bounded by West 126th and West 129th streets, Amsterdam and Convent avenues. The area is zoned for commercial and light manufacturing uses up to 1.0 FAR, which limits new development and constrains the ability of existing property owners to enlarge or expand. This M1-1 district is one of few places that could provide an opportunity for additional commercial and light manufacturing development, especially supporting activities that complement arts production and exhibition, as stated in the community board's 197-a Plan. Accordingly, the Proposed Action includes the mapping of an MX mixed-use district in this area. The proposed MX district, the first one mapped in Manhattan, would pair an M1-5 district with an R7-2 district, thus expanding the range of allowable uses, while increasing density within a contextual building envelope. The MX district would support stakeholders who seek to undertake new development activity, as well as activate and help bring added vitality to the area.
- ***Foster new opportunities for affordable housing development.*** Although West Harlem is a predominantly built-out neighborhood that did not undergo the same degree of property distress experienced elsewhere, affordable housing is still needed to accommodate this community's growing population. To encourage new residential development for all income levels, the Proposed Action would create increased densities through use of the Inclusionary Housing Program (IHP) in appropriate locations to expand and enhance future affordable housing development opportunities.
- ***Provide support for existing ground floor retail uses.*** In the proposed rezoning area, ground floor commercial uses are found along portions of West 145th Street between Riverside Drive and Broadway and between Amsterdam and St. Nicholas avenues, and along Hamilton Place north of West 141st Street. However, no commercial overlay exists in these areas. In an effort to accommodate existing ground floor retail uses and meet the need for future ground floor commercial space, the Proposed Action includes the mapping of new commercial overlays for these areas to better serve current and future local retail needs.

## The Proposed Action

The Proposed Action includes zoning map changes and a zoning text amendment for an approximately 90 block area in the West Harlem neighborhood in Manhattan Community District 9. As shown in Figure 1 above, the rezoning area is generally bounded by West 126$^{th}$ Street, West 155$^{th}$ Street, Edgecombe, Bradhurst and Convent Avenues and Riverside Drive. The table in Appendix 1 to this document provides a list of all blocks and lots affected by the Proposed Action.

## *Proposed Zoning Map Changes*

Figure 3 illustrates the proposed zoning designations, and the following provides a more detailed discussion of the proposed zoning changes. Table 1 at the end of this section summarizes the key bulk control regulations for the proposed zoning districts.

### From R8 and R7-2 to R6A

As shown in Figure 3, the R6A zoning district would be mapped on mid-blocks generally bounded by the north side of West 142nd Street between Riverside Drive and Broadway; West 147th to West 150th streets between Broadway and Amsterdam Avenue; West 145th to West 150th streets between Amsterdam and St. Nicholas avenues; West 151st to West 154th streets between Amsterdam, Convent and St. Nicholas avenues; West 140th to West 145th streets between Amsterdam Avenue and Hamilton Terrace; and along the north side of West 152nd Street between Broadway and Amsterdam Avenue. The existing zoning within these areas is R8 and R7-2. R6A districts would allow residential and community facility uses up to 3.0 FAR. The street wall could rise 40 to 60 feet, with a maximum building height of 70 feet. The proposed R6A district, with lower bulk, height and street wall requirements would provide consistency between the existing built context of low-scale areas and its underlying zoning.

### From R7-2 to R7A

This district would replace existing R7-2 zoning districts located along portions of St. Nicholas Place, Amsterdam, Convent and St. Nicholas avenues and on select mid-blocks between Broadway and St. Nicholas Avenue (see Figure 3). R7A allows maximum building heights of 80 feet, street wall heights of 40 to 65 feet, residential FAR of 4.0 and community facility FAR of 4.0. The density allowed under R7A is equivalent to the maximum residential density that is currently allowed on St. Nicholas Place and along Amsterdam, Convent and St. Nicholas avenues under the Quality Housing option. The mid-blocks proposed for R7A are characterized by mid-rise multi-family buildings interspersed with low-rise residential buildings. The building form encouraged by R7A regulations would result in residential buildings that are consistent with the scale, streetwall and density of the existing mid-block buildings. Along the mid-blocks, existing zoning allows residential uses at 3.44 FAR and community facility uses at 6.5 FAR. The proposed R7A district would allow both residential and community facility uses at 4.0 FAR.

### From R7-2 to R8A

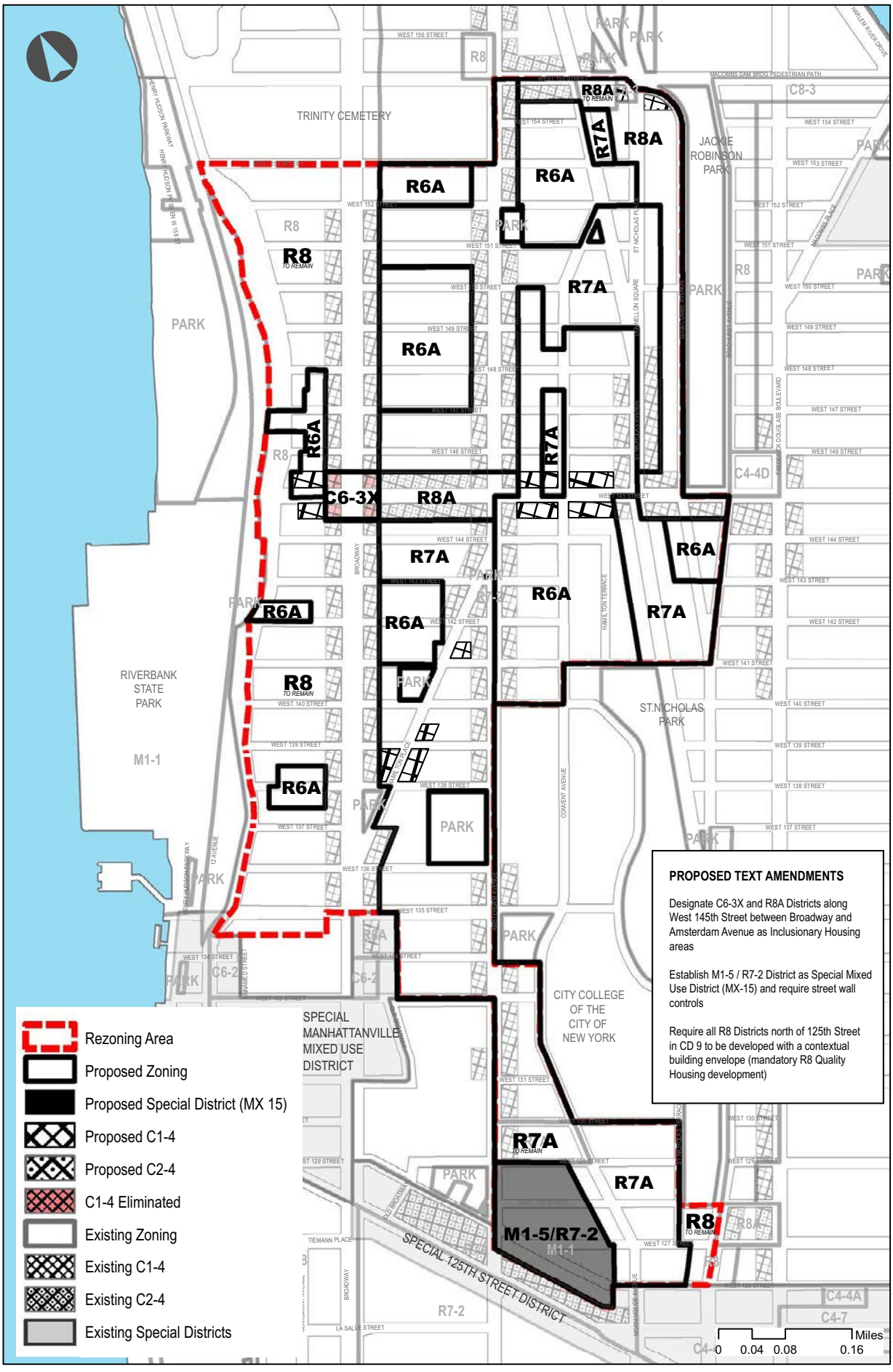
#### *West 145th Street between Broadway and Amsterdam Avenue*

This district would replace the existing R7-2 district located on both sides of West 145th Street from a point 100 feet east of Broadway to Amsterdam Avenue (see Figure 3). R8A districts have a maximum building height of 120 feet, and street wall heights of 60 to 85 feet. The Proposed Action would designate the R8A zoning district proposed for West 145th Street between Broadway and Amsterdam Avenue with the Inclusionary Housing Program. In doing so, a base residential density of 5.4 FAR bonusable to 7.2 FAR achievable with the Inclusionary Housing bonus within this area. Community facilities would be allowed up to 6.5 FAR, as currently allowed under the existing R7-2 district regulations. The proposed R8A district is intended to provide a useful incentive to develop affordable housing and enhance future development opportunities for the West 145th Street corridor.

#### *Edgecombe Avenue, West 155th Street and West 145th Street between St. Nicholas and Bradhurst avenues*

This district would replace existing R7-2 zoning districts along Edgecombe Avenue, West 155th Street and West 145th Street between St. Nicholas and Bradhurst avenues (see Figure 3) with the R8A zoning district in order to maintain the scale and street wall with the existing dense, mid-rise multi-family

**Figure 3**
**Proposed Zoning**




*Source: NYC Department of City Planning*

buildings within the area. R8A districts permit residential uses up to 6.02 FAR, community facility uses up to 6.5 FAR, maximum building heights of 120 feet, and street wall heights of 60 to 85 feet. The proposed rezoning action would increase the permitted residential density from 3.44 to 6.02 FAR.

From R8 to C6-3X

The C6-3X zoning district would be mapped at the intersection of West 145th Street and Broadway on the four corners to a depth of 100 feet (see Figure 3), an area currently zoned R8/C1-4. C6 districts permit a wide range of high-bulk commercial uses requiring a central location well-served by mass transit, such as corporate headquarters, hotels and entertainment facilities. C6 districts also allow residential and community facility uses. As part of the Proposed Action, the Inclusionary Housing designation would be made applicable to the C6-3X zoning district through a zoning text amendment. The C6-3X District would allow residential uses up to 7.3 FAR, bonusable to 9.7 FAR through the Inclusionary Housing bonus. Commercial uses would be allowed up to 6.0 FAR and could be located above the ground floor in mixed residential/commercial buildings. Community facility uses would be allowed up to 9.0 FAR. The street wall could rise 105 to 120 feet, above which it could rise to a maximum height of 170 feet. The proposed C6-3X zoning district expands future development opportunity at the West 145th Street/Broadway intersection, which is well-served by mass transit.

From M1-1 to MX (M1-5/R7-2)

The Proposed Action would rezone the existing manufacturing area located on portions of four blocks generally bounded by West 126th and West 129th streets, and Amsterdam and Convent avenues, zoned M1-1, to a M1-5/R7-2 mixed use zoning district and a zoning text amendment would establish it as Special Mixed Use District 15 (MX 15). The MX District would allow for new residential uses and non-residential uses to be permitted as-of-right. MX Districts, designated on zoning maps as 'MX' with a numerical suffix, contain a M1 manufacturing district that is paired with an R3 to R9 residential district. The proposed MX District would pair a M1-5 manufacturing district with a R7-2 residential district. The M1-5/R7-2 district would be mapped on portions of four blocks (see Figure 3). Unlike the current M1-1 district, the proposed MX district allows all Use Group 3 and 4 uses (community facilities), which further expands and supports mixed-use development at this location. It also allows residential development up to 3.44 FAR.

M1-5 districts allow retail, commercial and light manufacturing uses up to 5.0 FAR. However, some commercial uses, such as supermarkets are limited to 10,000 square feet of floor area per establishment. Certain community facility uses, such as houses of worship, are permitted up to 6.5 FAR. R7-2 districts are medium-density residential districts that allow residential development up to 3.44 FAR; however, on wide streets outside the Manhattan Core, residential development is permitted up to 4.0 FAR under the Quality Housing option. R7-2 districts also allow community facility uses up to 6.5 FAR. The MX district also allows retail and commercial use up to 5.0 FAR, which can be placed above the ground floor, and community facility uses up to 6.5 FAR.

In terms of building form, the current MX District regulations for MX District that contains a R7-2 designation allow for a maximum base height of 60 feet and up to a maximum building height of 135 feet. However, buildings may exceed the maximum building height up to a height of 175 feet through the use of a provision that requires any stories constructed above a height of 135 feet to contain 20% less area than the story below it ('penthouse rule'). The MX District also prescribes maximum permitted FARs for residential, commercial, manufacturing and community facility uses. The Proposed Action would also amend the Special Mixed Use District provisions in order to require a street wall of 60-85 feet for the proposed M1-5/R7-2 District (see the Proposed Text Amendments section below).

Since the proposed rezoning area is strongly built-out, the existing M1-1 district is one of few places that could provide an opportunity for additional commercial and ~~light manufacturing~~community facility development, especially supporting activities that complement arts production and exhibition. Ultimately, the market determines whether development would occur; however, if it does occur in this area, the MX District would provide more flexibility than the current M1-1 zoning, to incentivize the development of new businesses and better support the expansion of existing businesses. Additionally, the proposed MX District would complement and support the City's renewed efforts to redevelop the former Taystee Bakery complex.

## C1-4 and C2-4 Commercial Overlays

As shown in Figure 3, these overlays are proposed to be mapped on the south side of West 155th Street between St. Nicholas and Bradhurst avenues (C2-4); on both sides of the West 145th Street mid-block between Riverside Drive and Broadway; both sides of the West 145th Street mid-block between Amsterdam and St. Nicholas avenues (C2-4), and Hamilton Place between West 138th and West 139th streets, a portion of the east side of Hamilton Place between West 139th and West 140th streets and a portion of the east side of Hamilton Place between West 141st and West 142nd streets (C1-4). C1 and C2 commercial overlays are mapped on streets within residential districts that serve the local retail needs of the surrounding residential neighborhood. Typical retail uses include grocery stores, restaurants and beauty parlors. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services,. The proposed commercial overlays would be mapped within R6A, R7A and R8A districts and would bring existing ground floor commercial uses into conformance. They would also support future ground floor commercial uses to serve the neighborhood. Within the proposed R6A, R7A and R8* districts, ground floor retail uses would be allowed up to 2.0 FAR in mixed residential/commercial buildings. Buildings without residential uses would also be allowed 2.0 FAR of commercial uses. New developments would be subject to the density and bulk requirements of the proposed underlying R6A, R7A and R8A districts.

**TABLE 1**
**Summary of Proposed Zoning Districts and Regulations**

| District | Maximum FAR | Streetwall (Min. base height/ Max. base Height | Maximum Building Height |
|---|---|---|---|
| Proposed R6A | Residential: 3.0<br>Community Facility: 3.0<br>Commercial (when mapped with C1 or C2 overlay): up to 2.0 | 40 feet min.<br>60 feet max. | 70 feet |
| Proposed R7A | Residential: 4.0<br>Community Facility: 4.0<br>Commercial (when mapped with C1 or C2 overlay): up to 2.0 | 40 feet min.<br>65 feet max. | 80 feet |
| Proposed R8A | Residential: 6.02<br>Community Facility: 6.5<br>Commercial (when mapped with C1 or C2 overlay): up to 2.0 | 60 feet min.<br>85 feet max. | 120 feet |
| Proposed R8A with Inclusionary Housing designation | Residential: 5.4 (base), 7.2 max. with Inclusionary Housing<br>Community Facility: 6.5<br>Commercial (when mapped with C1 or C2 overlay): up to 2.0 | 60 feet min.<br>85 feet max. | 120 feet |
| C6-3X | Residential: 7.3 (base), 9.7 max. with Inclusionary Housing<br>Community Facility: 9.0<br>Commercial: up to 6.0 | 105 feet min.<br>120 feet max. | 170 feet |
| MX 15 (M1-5/R7-2) | Residential: 3.44<br>Community Facility: 6.5<br>Commercial/manufacturing: 5.0 | 60 feet min.<br>85 feet max. | 135 feet maximum<br>Up to 175 feet (only with 'penthouse' rule) |

## *Proposed Zoning Text Amendments*

In addition to the aforementioned zoning map amendments, the Proposed Action includes the following zoning text amendments.

### Inclusionary Housing Program

As part of the City's ongoing effort to provide new housing opportunities in West Harlem, the Proposed Action indentifies areas that are appropriate for the Inclusionary Housing designation. The Inclusionary Housing designation, which can be applied in areas being rezoned to allow medium- and high-density residential development, combines a zoning floor area bonus with a variety of housing subsidy programs to create powerful incentives for the development and preservation of affordable housing.

The proposed zoning text amendment would make the Inclusionary Housing Program (IHP) zoning regulations applicable in the C6-3X zoning district (R9X residential zoning district equivalent) and the R8A district along West 145$^{th}$ Street between Broadway and Amsterdam Avenue. In the areas where the IHP would be applicable, new residential developments that provide on- or off- site housing that will remain permanently affordable for low- and moderate-income families would receive increased floor area. The IHP provides 33% bonus in exchange for 20% of floor area set aside as affordable units. The additional floor area must be accommodated within the bulk regulations of the underlying zoning districts. Affordable units could be financed through city, state, and federal affordable housing subsidy programs. Within the proposed rezoning area, portions of approximately five blocks would be subject to the IHP.

The affordable housing requirement of the Inclusionary Housing zoning bonus could be met through the development of affordable units, on-site, or off-site either through new construction or preservation of existing affordable units. Off-site affordable units must be located within the same community district, within a half-mile of the bonused development or anywhere within Community District 9. The availability of on-site and off-site options provides maximum flexibility to ensure the broadest possible utilization of the program under various market conditions

### Special Mixed Use District – MX 15

The Proposed Action would establish the M1-5/R7-2 zoning district as a Special Mixed Use District - MX 15 in West Harlem, thereby making the Special Mixed Use District's general provisions applicable. As described above in the discussion of the zoning map amendment for M1-5/R7-2, when the MX District contains an R7-2 designation, the Special Mixed Use District prescribes a maximum base height of 60 feet and a maximum building height of 135 feet with the option to achieve up to a height of 175 feet through the use of the 'penthouse rule'. The current Special Mixed Use District regulations applicable to M1-5/R7-2 do not require both a minimum base height provision and street wall location provision. In order to retain the street wall character of the area, the Proposed Action would amend the base height requirements by requiring a street wall of 60 to 85 feet in height. Additionally, street wall location requirements would ensure that 70% of the aggregate building walls would be located on the street line with the remaining 30% to be located within 8 feet of the street line to encourage consistency with the location of street walls within the area.

### Mandatory Quality Housing for R8 Districts within West Harlem

The Proposed Action would make mandatory the current provisions of the Quality Housing Program for R8 Districts in the West Harlem Rezoning area. The proposed text amendment would encourage buildings forms that are consistent with the existing scale and character of the 6- to 8-story apartment

buildings generally found within existing R8 districts located from West 135th Street to West 153rd Street between Riverside Drive and Broadway and along the west side of St. Nicholas Avenue and the east side of St. Nicholas Terrace between West 126th Street to West 128th Street. The Quality Housing Program for R8 Districts allows a maximum residential density of 6.02 FAR on narrow streets and a maximum of 7.2 FAR for wide streets. Community facility FAR may be developed up to 6.5 FAR. For sites on narrow streets, the required building envelope would provide for a street wall of 60 to 85 feet in height, with a maximum building height of 105 feet. For sites on wide streets, the street wall must rise between 60 to 85 feet in height with the maximum allowable building height of 120 feet.

## D. ANALYSIS FRAMEWORK

## Reasonable Worst-Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario was established for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions projected to the build year of 2021. The incremental difference between the Future No-Action and Future With-Action conditions are the basis of the impact category analyses of this Environmental Assessment Statement. For area-wide rezonings not associated with a specific development, a ten-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those being proposed. To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development, as discussed below.

### *Development Site Criteria*

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for area-wide rezoning, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could reasonably occur.

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed; AND
- with a total lot size greater than or equal to approximately 2,500 square feet (including potential assemblages totaling 2,500 square feet or more if assemblage seems probable); AND
- constructed to less than half of the FAR allowed by the proposed zoning.
- Vacant, partially vacant and underutilized buildings that have not been recently improved.
- Auto-related uses including: parking lots, auto repair shops and gas stations.

The development scenario's universe of sites was further refined by eliminating sites with the following conditions:

- Schools (public and private), municipal libraries, government offices, community gardens, and houses of worship.
- Recent major investment, including new construction, conversion, or renovation.
- Buildings with six or more residential units, due to required relocation of tenants in rent-stabilized units.

- Buildings within the historic district which, under advisement from the Landmarks Preservation Commission (LPC), could not be demolished or receive significant enlargements.

### *New Construction Development Assumptions*

To produce a reasonable conservative estimate of future growth with and without the Proposed Action (With-Action and No-Action conditions, respectively) and based on recent trends, the RWCDS assumes that both projected and potential sites would develop to the maximum developable square footage pursuant to current zoning in the future without the Proposed Action. Potential development sites are less likely to be developed within a ten-year period because they are not easily assembled into single ownership, have an irregular shape, are in active use, reflect a significant amount of relatively recent renovation or alteration, or have some combination of these features.

The development sites are distributed throughout the rezoning area and are currently mapped R8, R7-2, M1-1 and C8-3. Based on recent development trends, the RWCDS projects that sites currently zoned to permit residential use would develop pursuant to current zoning in the No-Action condition. For sites zoned R7-2 with commercial overlays in the Future No-Action condition, it is assumed that developments would be constructed to 3.44 FAR, incorporating 0.85 FAR of commercial/retail use and approximately 2.59 FAR of residential uses. The No-Action scenario for R7-2 development sites uses the Quality Housing Program to allow for a more flexible maximum building height on narrow streets. Sites with frontages of less than 45 feet in width are subject to the sliver regulations pursuant to ZR Section 23-692. The sliver regulations restrict the maximum building height to the width of the street on which the building fronts, unless the building is built using the Quality Housing option.

Commercial uses would be located on full-lot coverage ground floors (with 0.15 FAR deducted from commercial use for residential lobbies). Setbacks are required depending on whether sites front on narrow or wide streets.

For sites currently zoned R8 on wide streets with commercial overlays in the Future No-Action condition, it is assumed that developments would be constructed to 7.2 FAR, incorporating 0.85 FAR of full-lot coverage ground floor commercial/retail use and approximately 6.12 FAR of residential use. Required setbacks would also be assumed depending on whether the site fronts on a narrow or wide street.

For sites currently zoned M1-1, it is estimated that the existing conditions would remain in place given the limited amount of density allowed.

The Proposed Action would change the zoning on all sites to a mix of contextual districts in order to ensure that new development would also be sensitive to the established height and scale in the West Harlem neighborhood. Furthermore, the proposed rezoning would mandate contextual building forms for the existing R8 districts and for the proposed MX (M1-5/R7-2) district. The proposed rezoning would allow for new development that is more consistent with the height and scale of the existing neighborhood by requiring street wall envelopes (minimum and maximum base heights) and maximum building heights for new development, as discussed above.

The new districts would also provide for increases in residential density, to 4.0 FAR in R7A along midblocks, to 6.02 FAR in the R8A district and up to 7.2 with the Inclusionary Housing bonus program proposed for the R8A district along the West 145$^{th}$ Street portion between Broadway and Amsterdam Avenue. The C6-3X district, also proposed for Inclusionary Housing designation, would allow up to 9.7

FAR with the Inclusionary Housing bonus. The proposed MX (M1-5/R7-2) district would allow for a combination of densities: commercial/light manufacturing allowed up to 5.0 FAR, community facility up to 6.5 FAR and residential uses up to 3.44 FAR. The rezoning would allow for limited modest increases in density along portions of the major corridor of West 145th Street.

The Proposed Action would map contextual districts - R6A, R7A and R8A - in order to limit height and bulk to ensure that new development would be sensitive to the established height and scale of the West Harlem neighborhood. Demand for housing is expected to remain steady in this area and new housing must be accommodated in appropriate locations. The major east-west corridor of West 145th Street between Broadway and Amsterdam Avenue, including the intersection of two wide streets - West 145th Street and Broadway - is well-served by mass transit and features a mix of community destination uses. With an increase in permitted residential density, apartment buildings can be developed, providing much-needed additional housing.

Sites proposed to be zoned C6-3X in the Future With-Action condition would develop with mixed-use residential buildings containing ground floor retail uses, and either commercial office uses or community facility uses above the second story with residential use in the upper portions of the building. It is assumed that these sites would develop to the maximum allowable 9.7 FAR and include the required amount of affordable housing floor area. New buildings in both the Future No-Action and Future With-Action conditions would be configured with a 10- or 15-foot setback at the required height.

In the future with the Proposed Action, sites zoned R7A would develop to the maximum allowable FAR of 4.0 and would contain residential uses only. Sites proposed for R8A zoning with a C1-4 or C2-4 overlay would be developed with approximately 5.17 FAR of residential use and 0.85 FAR of commercial/retail use at the ground floor. For sites proposed for R8A zoning with the Inclusionary Housing program, developments would be constructed to the maximum allowable residential density of 7.2 FAR (which would include the required affordable housing floor area) and incorporate 0.85 FAR of commercial/retail uses at the ground floor.

Sites proposed to be zoned MX (M1-5/R7-2) in the Future With-Action condition would develop as mixed-use facilities. The proposed MX district would primarily support the growth and expansion of existing commercial and light manufacturing uses, while allowing street-enlivening retail uses and modest residential growth to occur. The proposed MX district allows up to 6.5 FAR for community facility use, 5.0 FAR for commercial and light manufacturing uses and 3.44 FAR for residential uses. The proposed MX district would allow for the following buildings in the Future With-Action scenario:

- mixed-use commercial/residential buildings containing ground floor retail uses and residential uses in upper floors built to a maximum FAR of 4.44
- a mixed-use commercial/community facility/residential building containing ground floor retail use, community facility office space above the second story and residential uses in the upper portions of the building built to a maximum FAR of 6.5
- a mixed-use commercial/community facility building containing ground floor retail uses and institutional research uses in the upper stories built to a maximum FAR of 6.5

No off-street parking is required for development sites in the Future No-Action and Future With-Action conditions (with the exception of three sites – projected sites 6, 40, and 50 – as shown in Table A2-1c in Appendix 2) due to the reduced parking requirements for small zoning lots and parking waivers for new developments. An average dwelling unit size of 900 zoning square feet is assumed for each site in both scenarios.

### *Potential Enlargement of Residential Buildings*

Additionally, an assessment of potential enlargement sites was undertaken. A moderate amount of residential buildings within the rezoning area are not built out to existing allowable FAR. Enlargements can and nominally occur today, without the proposed rezoning. A similar pattern of enlargements is assumed under the With-Action scenario. The current trend is for small enlargements of owner-occupied, single family townhouses that respond to programmatic need and do not seek to add additional dwelling units or maximize FAR. Given this trend it is likely that small enlargements (one- or two-story additions set back from the street) will continue to occur.

### *Definition of Projected and Potential Development*

To produce a reasonable, conservative estimate of future growth, the development sites were further divided into two categories - projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period (build year 2021) because of known development plans for such sites, their relatively low FAR and current utilization, and relatively large size. Potential sites are considered less likely to be developed over the same period because of their relatively higher FARs, existing utilization, and generally more cumbersome means of development.

This Environmental Assessment Statement assesses both density-related and site specific potential impacts from the development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impact on traffic, air quality, community facilities, and open space. Site specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites within the next decade; therefore, these sites have not been included in the density-related impact assessments. However, specific review of site specific impacts for these sites has been conducted in order to ensure a conservative analysis.

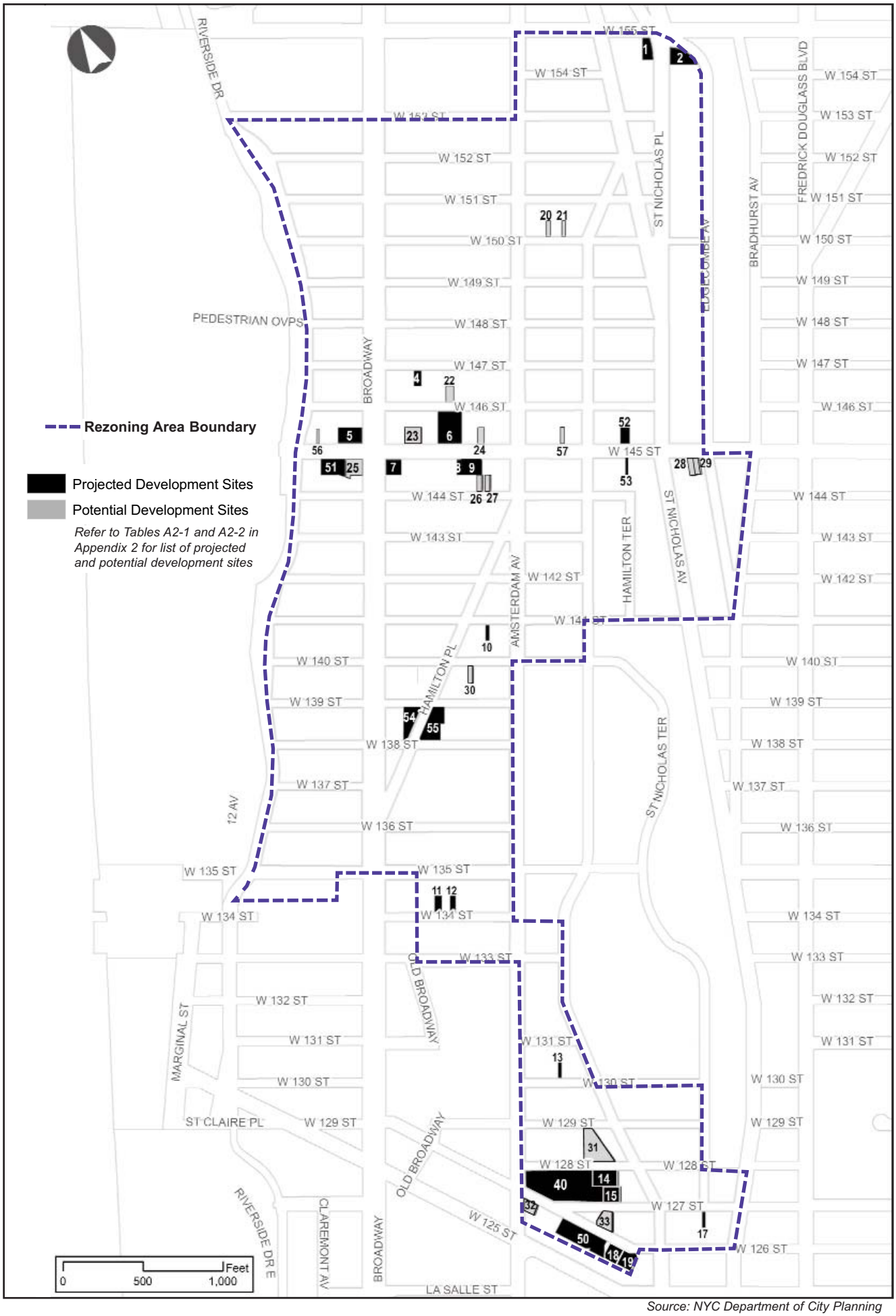
Forty development sites (24 projected and 16 potential) have been identified in the rezoning area. Figure 4 shows these projected and potential development sites, and Tables A2-1 and A2-2 in Appendix 2 to this document identify the uses expected to occur on each of those sites under future No-Action and future With-Action conditions. Table 2 below provides a summary of the RWCDS for each analysis scenario.

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

In the future without the Proposed Action (No-Action), given the existing zoning and land use trends in the area, it is anticipated that the rezoning area would experience moderate growth in commercial and community facility uses and modest growth in residential uses over the next 10-year period. Anticipated development on the projected and potential sites identified in the RWCDS in the future without the Proposed Action is presented in Tables A2-1 and A2-2, respectively in Appendix 2.

As discussed above, the RWCDS projects that sites currently zones to permit residential use would develop pursuant to current zoning in the No-Action condition, while existing conditions would remain for sites zoned M1-1. Given the limited amount of density allowed. As shown in Table 2 below, it is

## RWCDS Projected and Potential Development Sites




Source: NYC Department of City Planning

anticipated that, in the future without the Proposed Action, there would be a total of approximately 567 residential units, 399,655 sf of office space, 319,804 sf of community facility space, and 45,888 sf of retail space on the 24 projected development sites.

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

### *Defining the Reasonable Worst Case Development Scenario for Environmental Analysis*

The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. Under the proposed zoning changes and other controls, a range of new development could occur within projected development sites 6 and 40. For analysis purposes, two reasonable worst-case development scenarios have been identified for these two sites - a With-Deed Restriction scenario and a No-Deed Restriction scenario for projected development site 6, as well as a Conversion scenario and a New Development scenario for projected development site 40 (refer to Table A2-1c in Appendix 2 at the end of this document).

The With-Deed Restriction scenario for projected development site 6 (the former P.S. 186 site) refers to an existing deed restriction on the property that requires any new development on the site to contain 85% community facility use. The deed restriction would expire upon a sale to an unrelated third party. However, prior to such a sale, completion of the development of the property in accordance with the deed restriction is required. This scenario would include 7,421 gsf of retail and 141,724 gsf of community facility uses. The No-Deed Restriction scenario for projected development site 6 would include 155 dwelling units (21 affordable units), 7,421 gsf of retail uses, 22,261 gsf of community facilities uses and a 46-space accessory parking garage.

The Conversion scenario for projected development site 40 (the Mink Building complex) exists because the site contains existing buildings of various height, density and character and lend themselves to wide range of redevelopment options including alteration, conversion and partial demolition. In this scenario, existing buildings would be converted to multiple uses including 158 dwelling units (0 affordable units), 33,182 gsf of retail, 235,754 gsf of commercial uses, 170,510 gsf of community facility uses and a 79-space accessory parking garage. Under the New Development scenario, projected development site 40 would be developed with 228 dwelling units (0 affordable units), 57,665 gsf of retail, 170,786 gsf of commercial uses, 140,485 gsf of community facility uses and a 114-space accessory parking garage.

Table 2 below provides a summary of each of the four RWCDSs for projected development sites, as well as the development increment compared to the No-Action condition for each scenario. Detailed information on the RWCDS for each of the 24 projected development sites, as well as the 16 potential development sites, is provided in Tables 1 and 2 included in Appendix 2.

The reasonable worst-case development scenarios defined above (and identified as scenarios 1 through 4) represent the upper bounds of residential, retail commercial and/or community facility and parking uses for the purposes of impact analysis. The proportional requirements for affordable housing would be the same in all scenarios. The analyses in the EIS will examine the scenario with the greater potential environmental impact for each impact area.

**TABLE 2**
**RWCDS and Population Summary for Projected Development Scenarios 1 to 4, Compared to No-Action Conditions**

| USE | Existing Condition (GSF) | No-Action Condition (GSF) | RWCDS 1 (Deed Restriction + Conversion) | RWCDS 2 (Deed Restriction + New Development) | RWCDS 3 (No Deed Restriction + Conversion) | RWCDS 4 (No Deed Restriction + New Development) |
|---|---|---|---|---|---|---|
| **Residential** | 215 units (195,907 GSF) | 567 units (521,594 GSF) | 911 units incl. 61 affordable (839,621 GSF) | 981 units incl. 61 affordable (904,591 GSF) | 1,066 units incl. 82 affordable (983,328 GSF) | 1,136 units incl. 82 affordable (1,048,298 GSF) |
| **Retail** | 58,129 GSF | 45,888 GSF | 170,238 GSF | 194,722 GSF | 170,238 GSF | 194,722 GSF |
| **Other Commercial (Office)** | 344,091 GSF | 399,655 GSF | 480,509 GSF | 415,540 GSF | 480,509 GSF | 415,540 GSF |
| **Community Facility (CF)** | 95,605 GSF | 319,804 GSF | 596,650 GSF | 566,625 GSF | 477,187 GSF | 447,162 GSF |
| **Parking** | - | - | 129 spaces (35,800 SF) | 164 spaces (42,800 SF) | 45,000 SF (175 spaces) | 52,000 SF (210 spaces) |
| ***No-Action to With-Action Increment for Projected Development Sites*** | | | **344 Units (incl. 61 affordable) 124,350 gsf Retail 80,854 gsf Office 276,846 gsf CF 129 parking spc.** | **414 Units (incl. 61 affordable) 148,834 gsf Retail 15,885 gsf Office 246,821 gsf CF 164 parking spc.** | **499 Units (incl. 82 affordable) 124,350 gsf Retail 80,854 gsf Office 157,383 gsf CF 175 parking spc.** | **569 Units (incl. 82 affordable) 148,834 gsf Retail 15,885 gsf Office 127,383 gsf CF 210 parking spc.** |
| **POPULATION/ EMPLOYMENT (1)** | **Existing Condition** | **No-Action Condition** | **RWCDS 1 (Deed Restriction + Conversion)** | **RWCDS 2 (Deed Restriction + New Development)** | **RWCDS 3 (No Deed Restriction + Conversion)** | **RWCDS 4 (No Deed Restriction + New Development)** |
| **Residents** | 553 residents | 1,457 residents | 2,341 residents | 2,521 residents | 2,740 residents | 2,920 residents |
| **Workers** | 1,878 workers | 2,825 workers | 4,462 workers | 4,179 workers | 4,071 workers | 3,788 workers |
| ***No-Action to With-Action Increment*** | | | **884 Residents 1,637 Workers** | **1,064 Residents 1,354 Workers** | **1,283 Residents 1,246 Workers** | **1,463 Residents 963 Workers** |

NOTE: Two reasonable worst-case development scenarios (RWCDSs) have been identified for projected development sites 6 and 40. The With-Deed Restriction scenario for projected development site 6 (the former P.S. 186 site) refers to an existing deed restriction on the property that requires any new development on the site to contain 85% community facility use. The deed restriction would expire upon a sale to an unrelated third party. However, prior to such a sale, completion of the development of the property in accordance with the deed restriction is required. The Conversion scenario for projected development site 40 (the Mink Building complex) exists because the site contains existing buildings of various height, density and character and lend themselves to wide range of redevelopment options including alteration, conversion and partial demolition.

(1) Assume 2.57 persons per DU (based on census data for 1/4-mile), 1 employee per 250 SF of office, 3 employees per 1000 SF of retail, as well as 1 employee per 25 DUs. For community facility uses, assume 1 employee per 300 sf of community facility/institutional space and for parking assume 1 employee per 10,000 sf of parking floor area.

Based on 2010 Census data, the census tracts comprising an approximate ¼-mile radius from the proposed rezoning area have an average of 2.57 persons per household. Based on this ratio, and other standard ratios for estimating employment for commercial and community facility uses, Table 2 also provides an estimate of the number of residents and workers generated by each of the four RWCDSs.
A total of 16 sites were considered less likely to be developed within the foreseeable future, and were thus considered potential development sites (Table A2-2 in Appendix 2 lists all 16 potential development sites). The potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential sites could be developed under the Proposed Action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDS. The potential sites are therefore also addressed in the EAS for site-specific effects.

As such, the environmental impact statement document will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise.

## E. PROPOSED SCOPE OF WORK FOR THE EIS

As the RWCDSs associated with the Proposed Action would affect various areas of environmental concern and were found to have the potential for significant adverse impacts, pursuant to the EAS and

Positive Declaration, an Environmental Impact Statement (EIS) will be prepared for the Proposed Action. The EIS will analyze the RWCDS associated with the Proposed Action for all technical areas of concern.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the *CEQR Technical Manual*, dated ~~May 2010~~January 2012, and will contain:

- A description of the Proposed Action and its environmental setting;
- A statement of the environmental impacts of the Proposed Action, including its short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Action is implemented;
- A discussion of reasonable alternatives to the Proposed Action;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Action should it be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

The EIS will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise. Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and detailed in the EAS document, the following environmental areas would not require detailed analysis in the EIS: natural resources, solid waste and sanitation services, and energy. It should be noted however that as a GHG emissions analysis will be provided in the EIS, pursuant to *CEQR Technical Manual* guidelines the Proposed Action and associated RWCDS's energy consumption will be calculated and provided in the EIS.

The specific technical areas to be included in the EIS, as well as their respective tasks, are described below.

## TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the Proposed Action and sets the context in which to assess impacts. The chapter contains a description of the Proposed Action: its location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Action; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Action and its impact, and gives the public and decision-makers a base from which to evaluate the Proposed Action.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the reasonable worst-case development scenario for analysis in the EIS. The section on approval procedures will explain the Uniform Land Use Review Procedure (ULURP) process, its timing, and hearings before the Community Board, the Borough President's Office, the New York City Planning Commission (CPC), and the New York City Council. The role of the EIS as a

full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

## TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

This chapter will analyze the potential impacts of the Proposed Action on land use, zoning, and public policy, pursuant to the methodologies presented in the ~~2010~~ *CEQR Technical Manual*. The primary land use study area will consist of the rezoning area, where the potential effects of the Proposed Action will be directly experienced (reflecting the proposed rezoning and resultant RWCDS). The secondary land use study area would include the neighboring areas within a ¼-mile boundary from the rezoning area, as shown in Figure 5, which could experience indirect impacts. Subtasks will include the following:

- Provide a brief development history of the rezoning area and surrounding study area.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the rezoning area). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted. Other public policies that apply to the study area will also be described, including: *Community District 9 Manhattan 197-a Plan: Hamilton Heights, Manhattanville, Washington Heights*; Hamilton Heights/Sugar Hill Historic District; Upper Manhattan Empowerment Zone; Bradhurst Urban Renewal Area, and the Local Waterfront Revitalization Program. The City's sustainability/PlaNYC policies will also be discussed.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2021 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Action (No-Action condition).
- Describe proposed zoning changes, and the potential land use changes based on the Proposed Action's RWCDS (With-Action condition).
- Discuss the Proposed Action's potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Action on ongoing development trends and conditions in the study areas.
- The project is located in the New York City Coastal Zone, and therefore, it will be assessed for its consistency with the city's Waterfront Revitalization Program (WRP). The analysis will assess, for those relevant policies identified on the project's Consistency Assessment Form (provided as Appendix E to the EAS), the consistency of the Proposed Action and resultant projected development with the WRP policies.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

**Figure 5**
**Land Use Study Area**

## TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Action's potential effects on the socioeconomic character of the study area, which is expected to conform to the ¼-mile land use study area described in Task 3.

Pursuant to Section 310 of Chapter 5 of the ~~2010~~ *CEQR Technical Manual,* the socioeconomic study area boundaries are expected to be similar to those of the land use study area, and will be dependent on the size and characteristics of the RWCDS associated with the Proposed Action. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The proposed action is expected to generate a net change of 569 residential units. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, consistent with the ~~2010~~ *CEQR Technical Manual,* the socioeconomic study area would be expanded to a 0.5 mile radius, if the RWCDS associated with the Proposed Action would increase the population by 5 percent compared to the expected No-Action population in a quarter-mile (0.25 mile) study area.

As the Proposed Action would affect a large area comprising 90-blocks in West Harlem, it may be appropriate to create subareas for analysis if the action affects different portions of the study area in different ways. For example, if an action concentrates development opportunities in one portion of the study area, and would result in higher increases in population in that portion, it may be appropriate to analyze the subarea most likely to be affected by the concentrated development. Distinct sub-areas will be based on recognizable neighborhoods or communities in an effort to disclose whether the Proposed Action may have disparate effects on distinct populations that would otherwise be masked or overlooked within the larger study area.

Pursuant to the ~~2010~~ *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. As detailed below, the Proposed Action warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. According to the ~~2010~~ *CEQR Technical Manual*, direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood. No direct residential displacement would occur under the Proposed Action, and, therefore, the Proposed Action would not result in significant adverse impacts due to direct residential displacement.

In conformance with the ~~2010~~ *CEQR Technical Manual guidelines*, the assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action

conditions in 2021, including any population and employment changes anticipated to take place by the analysis year of the Proposed Action.

## Direct Business Displacement

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDS associated with the Proposed Action will be disclosed. The Proposed Action is expected to result in direct business displacement on four of the 24 projected development sites. According to the *CEQR Technical Manual*, if a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. It is expected that the Proposed Action would exceed the ~~2010~~ *CEQR Technical Manual* analysis threshold of 100 displaced employees, and therefore, a preliminary assessment pursuant to CEQR guidelines will be provided in the EIS.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Action, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

## Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a Proposed Action. According to the *CEQR Technical Manual*, indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, and median household income. Pursuant to ~~2010~~ *CEQR Technical Manual* guidelines, the preliminary assessment will carry out the following the step-by-step evaluation:

- Step 1: Determine if the Proposed Action would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.

- Step 2: Determine if the Proposed Action's population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

If the preliminary assessment finds that there is a substantial population potentially at risk of indirect displacement, a detailed analysis will be conducted. The detailed analysis would utilize more in depth demographic analysis and field survey to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Action on prevailing socioeconomic trends and, thus, impacts on the identified population at risk.

## Indirect Business Displacement

The indirect business displacement analysis will consider the potential for significant adverse impacts resulting from the reasonable worst-case development scenario which maximizes commercial and community facility uses (RWCDS 1), thereby maximizing the potential for indirect business and institutional displacement impacts. The assessment will entail the following steps:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census, and discussions with real estate brokers.
- Determine whether the Proposed Action and projected RWCDS would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Action and projected RWCDS would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Action and projected RWCDS would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Action and projected RWCDS would directly or indirect displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Action and projected RWCDS could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would follow the ~~*2010 CEQR*~~ *Technical Manual* guidelines to determine whether the Proposed Action and projected RWCDS would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Action and associated RWCDS are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. The Proposed Action and associated RWCDS are expected to introduce up to approximately 148,834 gsf of retail uses as compared to the No-Action condition. This

retail space would not be concentrated on a single site, but would be distributed among several projected development sites in a 90-block rezoning area, and is expected to largely consist of local-serving retail. According to the guidelines established in the *CEQR Technical Manual*, projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site would not typically result in socioeconomic impacts. As the Proposed Action and associated RWCDS would not exceed the CEQR threshold, no further analysis is warranted.

### Adverse Effects on Specific Industries

The analyses of direct business displacement will provide sufficient information to determine whether the Proposed Action could have any adverse effects on a specific industry, compared with the Future without the Proposed Action. The analysis will determine:

- Whether the Proposed Action would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Action would substantially reduce employment or impair viability in a specific industry or category of businesses.

## TASK 4. COMMUNITY FACILITIES

The Proposed Action would not result in the direct displacement of any existing community facilities or services, nor would it affect the physical operations or access to and from any police or fire stations. The existing publicly funded day care center on projected development site 9 would be directly displaced with or without the Proposed Action. As shown in Tables A2-1 and A2-2 in Appendix 2, projected development site 9 would undergo redevelopment in the No-Action to accommodate a predominantly residential building with local retail. Therefore, the Proposed Action would not have any significant adverse direct impacts on existing community facilities or services.

The demand for community facilities and services is directly related to the type and size of the new population generated by development resulting from the Proposed Action. The analysis of community facilities will consider the potential for significant adverse impacts resulting from the reasonable worst-case development scenario which maximizes residential uses (RWCDS 4), thereby maximizing the potential for community facilities impacts. As summarized Table 2 above, RWCDS 4 would result in a net increment of 569 residential units compared to No-Action conditions, of which 82 units would be affordable. According to *CEQR Technical Manual* guidelines and as presented in the EAS document, this level of development would trigger a detailed analysis of elementary and intermediate level schools, but not high schools. This RWCDS would not trigger detailed analyses of potential impacts on libraries, publicly funded day care centers, or police/fire services and health care facilities.

### Public Elementary and Intermediate Schools

- According to the *CEQR Technical Manual*, the primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, and a secondary study area is defined as a 0.5-mile radius for elementary schools and approximately 1-mile for intermediate schools. The EIS analysis will assess the potential effects of the RWCDS on schools located within a primary study area, which is comprised of portions of two

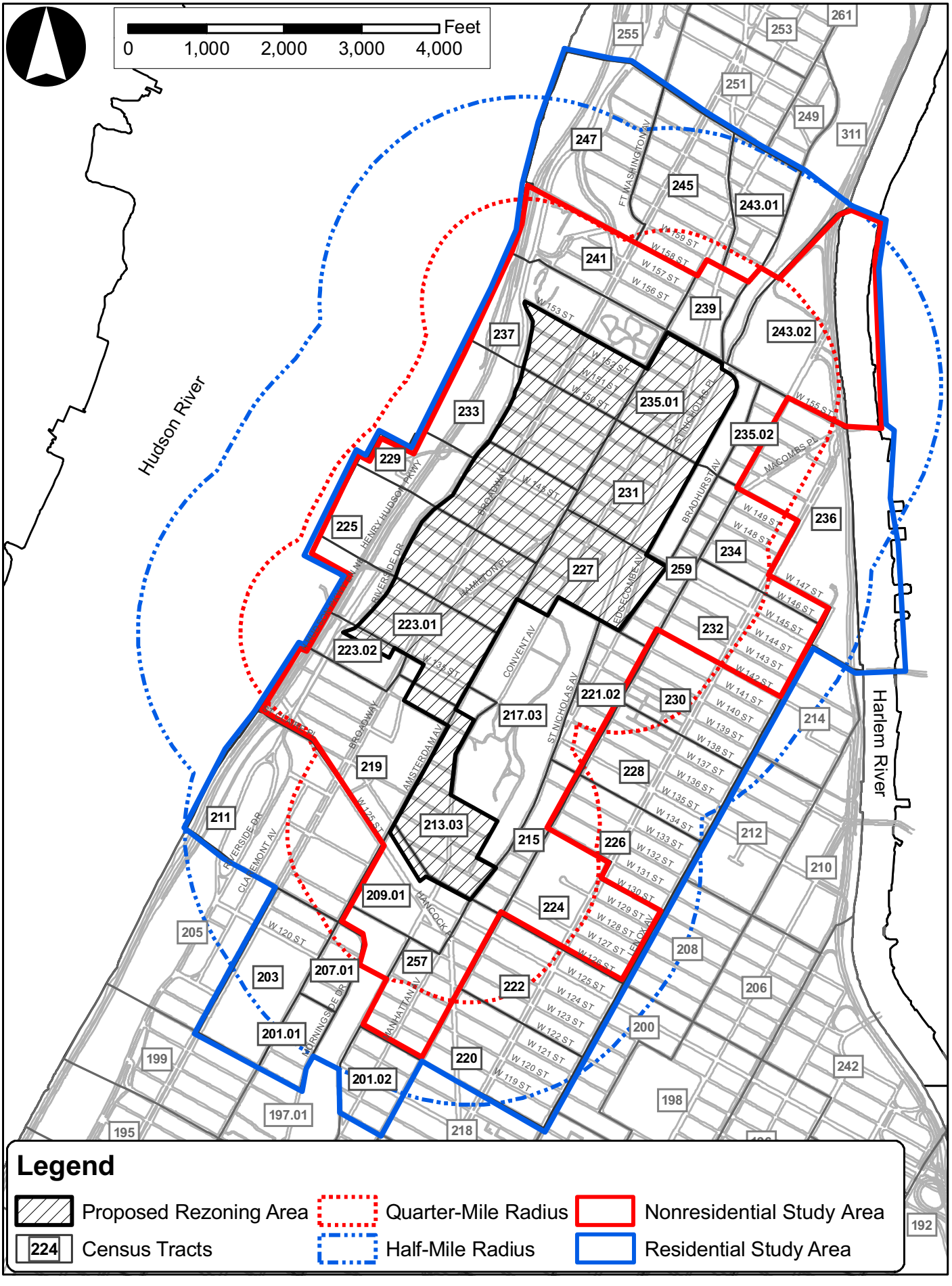
districts, including sub-district 2 of Community School District 6 (CSD 6) and sub-district 1 of CSD 5. In addition, in accordance with the guidelines of the ~~2010~~ *CEQR Technical Manual*, a secondary study area will also be considered for elementary and intermediate schools; defined as a ½-mile radius from the rezoning area for elementary schools and an approximate 1-mile radius for intermediate schools. Children residing within the proposed rezoning area would most likely attend the elementary and intermediate schools in these defined study areas.

- Identify and locate the public elementary and intermediate schools serving the primary and secondary study areas defined above. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the respective primary and secondary study areas will be provided for the current or most recent school year, noting any specific shortages of school capacity.
- Identify conditions that would exist in the future without the Proposed Action (No-Action condition), taking into consideration projected changes in future enrollment, including those associated with other developments in the vicinity of the rezoning area, and plans to alter school capacity either through administrative actions on the part of the New York City Department of Education or as a result of the construction of new school space. Planned new capacity projects from the DOE's Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Analyze future conditions with the Proposed Action, adding students likely to be generated by the RWCDS to the projections for the future No-Action condition. Project impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the school sub-district level for elementary and intermediate schools) for enrollment, capacity and utilization in 2021.
- Determine whether the Proposed Action would result in a significant impact. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Action would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 105 percent in the With-Action Condition; and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions.
- If the assessment reveals the potential for a significant adverse schools impact, appropriate mitigation measures will be devised in coordination with the School Construction Authority.

## TASK 5. OPEN SPACE

A detailed assessment of the Proposed Action's effect on open space will be provided in the EIS. As the Proposed Action would introduce residents and workers in excess of the CEQR thresholds for a detailed analysis, the open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a non-residential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. As recommended in the *CEQR Technical Manual*, both study areas comprise all census tracts that have 50 percent of their area located within ¼- mile radius and ½-mile radius of the project site (see Figure 6). Two RWCDSs will be assumed for the open space analysis: the analysis for the non-residential study area is based on RWCDS 1, which maximizes the amount of commercial and community facility space and therefore maximizes the Action-generated worker population; the analysis for the residential study area uses RWCDS 4, which introduces the maximum amount of residential use and therefore

**Figure 6**
**Open Space Study Areas**



maximizes the residential population that could be introduced by the Proposed Action. The detailed open space analysis in the EIS will include the following sub-tasks.

- Determine characteristics of the two open space user groups: residents and workers/daytime users. To determine the number of residents in the study areas, 2010 census data will be compiled for census tracts comprising the non-residential and residential open space study areas. Because the study areas are characterized by a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data. This information will be updated based on an annual growth rate derived from a comparison of New York State Department of Labor (NYSDOL) private sector employment data for zip codes comprising the approximately ½-mile area surrounding the rezoning area for the 3rd quarter of 2000 and the 3rd quarter of 2010. Additionally, the daytime population estimate will adjusted to include the student population of major colleges/universities in each study area.
- Inventory existing active and passive open spaces within the two open space study areas. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, quality/condition, factors affecting usage, hours of operation, and access will be included in the description of facilities. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space will also be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.
- Based on the inventory of facilities and study area populations, open space ratios will be calculated for the residential and daytime populations, and compared to City guidelines to assess adequacy. As per the *CEQR Technical Manual*, open space ratios are expressed as the amount of open space acreage per 1,000 user population, and will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the 2021 analysis year, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Assess the effects on open space supply and demand resulting from increased residential and worker populations added by the RWCDS. The assessment of the Proposed Action's impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the Proposed Action constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by open spaces, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area population.
- If the results of the impact analysis identify a potential for a significant impact, discuss potential mitigation measures.

## TASK 6. SHADOWS

This chapter will examine the Proposed Action's potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. The *CEQR Technical Manual* requires a shadow analysis for

proposed actions that have the potential to cast new shadows on a publicly-accessible open space or historic resource with sun-sensitive features. Generally, the potential for shadow impacts exists if an action would result in new structures, or additions to buildings resulting in structures, over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. In addition, new construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Action would permit development of buildings of greater than 50 feet in height, and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDS on a site-specific basis for potential shadowing effects of new developments or enlargements at both the projected and potential development sites on light-sensitive uses, and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Action, further identifying:[1]

- Projected and potential development sites adjacent to parks, publicly-accessible open space, important natural resources, and sunlight-sensitive historic resources.
- Projected and potential development sites located in areas which are not susceptible to shadow impacts.
- The EIS will provide a preliminary shadows screening assessment to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
- Pursuant to CEQR, a Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of any new structures including building enlargements (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three dimensional representation of the projected and potential development sites identified in the RWCDS, and a three-dimensional representation of the topographical information within the area being analyzed. Shadow analyses will be conducted for four representative days of the year to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Action.
- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on

[1] The EIS will analyze the RWCDS that combines the worst possible features, in terms of casting shadows for all possible configurations.

publicly-accessible open spaces or sunlight-sensitive historic resources resulting from new construction or enlargement identified in the RWCDS (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (future No-Action) which will be compared to the future condition resulting from the Proposed Action (future With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:

- Document the analysis with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Action, with incremental shadow highlighted in a contrasting color.
- Provide a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources.
- If the results of the detailed analysis identify a potential for a significant impact, discuss potential mitigation measures.

## TASK 7. HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the Proposed Action would induce development that could result in new in-ground disturbance and construction of a building type not currently permitted in the affected area, it has the potential to result in impacts to archaeological and architectural resources.

The proposed rezoning area encompasses blocks located within several LPC-designated historic districts, namely: the Hamilton Heights Historic District and Extension, the Hamilton Heights/Sugar Hill Historic District and Extension, the Hamilton Heights/Sugar Hill Northeast Historic District, and the Hamilton Heights/Sugar Hill Northwest Historic District, as well as two State and National Register (S/NR) listed historic districts (Sugar Hill Historic District and the Hamilton Heights Historic District). In addition, the proposed rezoning area includes four historic districts, which are eligible for designation by LPC, including: the Convent Garden Historic District; the Upper Riverside Drive Historic District; Hamilton Place Historic District; and the Loth Building Area Historic District. There are also several individual landmarks located within and adjacent to the proposed rezoning area. Two of the projected development sites (sites 14 and 40) contain buildings with architectural significance. The Yuengling Brewery complex occupying projected development sites 14 (Block 1967, Lot 85) and 40 (Block 1967, Lots 40, 45, 50, 60, and 89) ~~has been heard~~is calendared for consideration by LPC for designation as a landmark and is eligible for listing on the S/NR, ~~and the Mink Building on projected development site 40 (Block 1967, Lots 40, 45, 50, 60, and 89) is also eligible for listing on the S/NR~~. A table in Appendix 4 to this document provides a list of all individual historic resources within and adjacent to the proposed rezoning area, including: LPC designated landmarks; properties listed on the State/National Register of Historic Places (S/NR); and properties not identified by one of the programs listed above, but that meet

their eligibility requirements.

Impacts on historic resources are considered on the affected sites and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur; these are limited to sites that may be developed in the rezoning area, and include projected as well as potential development sites that would entail additional in-ground disturbance compared to No-Action conditions. This chapter will include an overview of the study area's history and land development. Subtasks will include:

### Architectural Resources

- Submit the Proposed Action and RWCDS to the LPC for its review and determination regarding architectural sensitivity.
- Research and describe history of land use and architecturally sensitive locations in the rezoning area and surrounding 400-foot study area.
- Identify, map and describe LPC-designated, S/NR-listed, and LPC- and S/NR-eligible architectural resources in the study area.
- Identify and assess the probable impacts of development resulting from the Proposed Action on architectural resources on or adjacent to the projected and potential development sites.
- If applicable, develop mitigation measures to avoid any adverse impacts on architectural resources in consultation with LPC.

### Archaeological Resources

In a letter dated October 27, 2011, LPC determined that none of the projected and potential development sites where new in-ground disturbance is likely to occur are sensitive for potential archaeological resources. Therefore, there is no potential for significant adverse impacts to archaeological resources, and no further analysis is warranted. This will be stated in the EIS.

## TASK 8. URBAN DESIGN/VISUAL RESOURCES

A preliminary analysis of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Action. CEQR stipulates a detailed analysis for projects that would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

As the Proposed Action would rezone some areas to allow higher density and create new zoning districts to be mapped with the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

As defined in Chapter 10, Section 310 of the *CEQR Technical Manual*, the urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The assessment will be based on *CEQR Technical Manual* methodologies for a preliminary assessment, and include the following:

- Based on field visits, describe the project site and the urban design and visual resources of the rezoning area and adjacent study area, using text, photographs and other graphic material as necessary to identify critical features, use, bulk, form, and scale.
- Discuss specific relationships between the proposed rezoning area and adjacent areas regarding light, air, and views.
- In coordination with the land use task, describe the changes expected in the urban design and visual character of the study area due to planned development projects in the future without the Proposed Action (No-Action condition).
- Describe the potential changes that could occur in the urban design character of the study area as a result of the Proposed Action (With-Action condition). For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including views of/to resources of visual or historic significance (landmark structures, historic districts, parks, etc.).
- A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the *CEQR Technical Manual*, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed action condition, in comparison to the future without the proposed action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

## TASK 9. HAZARDOUS MATERIALS

The hazardous materials assessment will determine which, if any, of the projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. As per the ~~2010~~ *CEQR Technical Manual*, for some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I, such as site inspections, may not be possible. The Proposed Action is an area-wide rezoning, and none of the identified projected and potential development sites are in City ownership. As such, pursuant to the *CEQR Technical Manual* and Chapter 24 of Title 15 of New York City Department of Environmental Protection (NYCDEP) rules governing the placement of (E)[3] designations, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an (E) designation. The hazardous materials assessment will include the following tasks:

- Review as needed of Sanborn Fire Insurance Maps and City directories for the projected and potential development sites, adjacent properties, and properties within 400 feet of each projected and potential development site, to develop a profile on the historical uses of properties.
- The research data will be evaluated to assess the potential for environmental concerns at the subject sites. A summary of findings and conclusions will be prepared for inclusion in the EIS to determine where (E) designations may be appropriate.[2] The (E) designation would require that the fee owner of an (E) designated site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of the Mayor's Office of Environmental Remediation (OER) before the issuance of a building permit by the Department of Buildings (pursuant to the Zoning Resolution of the City of New York [ZR] Section 11-15 [Environmental Requirements]). The (E) designation may also result in mandatory construction-related health and safety plans which must be approved by OER.

## TASK 10. WATER AND SEWER INFRASTRUCTURE

The ~~2010~~ *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. For the Proposed Action, an analysis of water supply is not warranted as the RWCDS associated with the Proposed Action would not result in a demand of more than 1 million gpd and the proposed rezoning area is not located in an area that experiences low water pressure. A preliminary assessment of the Proposed Action's effects on wastewater and stormwater infrastructure is warranted because the RWCDS for the Proposed Action would result in the development of more than 1,000 residential units and 250,000 sf of commercial space in Manhattan. Therefore, this chapter will analyze the Proposed Action's potential effects on wastewater and stormwater infrastructure. NYCDEP will be consulted during the preparation of the stormwater and wastewater infrastructure assessment.

The rezoning area is mostly located within the service area of the North River WWTP; however, the northeast corner of the rezoning area is partially located within the Wards Island WWTP service area. As such, the analysis will be conducted separately for each WWTP service area. Infrastructure analysis will consider the potential for significant adverse impacts resulting from the reasonable worst-case development scenario which maximizes commercial and community facility uses (RWCDS 4), thereby maximizing the water demand.

- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using NYCDEP's volume calculation worksheet. Drainage areas with direct discharges and overland flow will be presented.
- The existing sewer system serving the rezoning area will be described based on records obtained from NYCDEP. Records obtained will include sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other information as warranted. The existing flows to the North River and Wards Island water pollution control plants (WPCP) that

[2] As described in the *CEQR Technical Manual*, an (E) designation is used in connection with an environmental review pursuant to any zoning map amendment to identify potential significant contamination on one or more tax lots within the affected zoning area that is not under the control of the applicant. The (E) designation discloses the potential contamination associated with the site and the required mitigation needed to ensure the protection of public health and the environment prior to construction of the site.

serve the rezoning area will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.

- Any changes to the stormwater drainage system and surface area expected in the future without the Proposed Action will be described. Any changes to the sewer system that are expected to occur in the future without the Proposed Action will be described based on information provided by NYCDEP.
- Assess future stormwater generation from the projected development sites and assess the Proposed Action's potential to create impacts. Changes to the projected development sites' proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the sites will be determined based on the NYCDEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDS will be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the two WPCPs.
- Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the combined sewer system and/or waterbodies due to the Proposed Action will be determined.
- If the assessment reveals the potential for a significant adverse impact, appropriate mitigation measures will be devised in coordination with the NYC Department of Environmental Protection.

## TASK 11. TRANSPORTATION

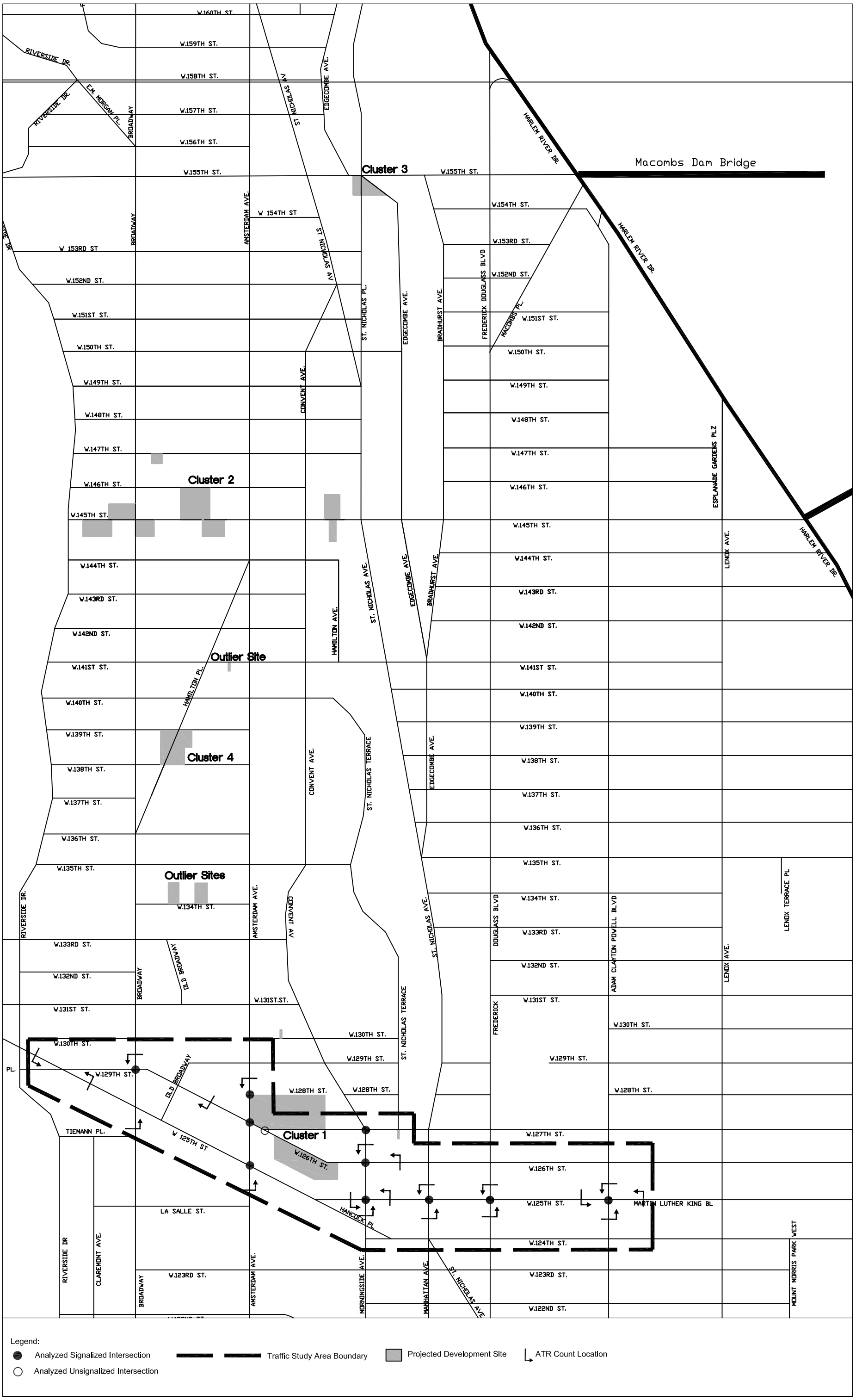
The Proposed Action is expected to induce new residential, commercial and community facility development which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a critical focus of the EIS, including four key issues: (1) the size of the traffic study area and the number of intersections to be analyzed both within the rezoning area and along major access routes; (2) the likelihood that the Proposed Action and the amount of projected development envisioned in the RWCDS would generate significant traffic impacts requiring mitigation; (3) the potential increase in the parking demand; and (4) an increased level of transit use and pedestrian demand, and the possible need for mitigation to accommodate transit passengers. As detailed in the Transportation Planning Factors (TPF) technical memorandum included in Appendix 3, there are a total of 24 projected development sites in the proposed rezoning area, generally concentrated in four specific geographic areas. Therefore, a majority of the sites have been aggregated into four "clusters" for transportation analysis purposes. As RWCDS 3 was determined to generate the highest numbers of new vehicle trips during the weekday peak hours, it will therefore be analyzed in the EIS.

### Traffic

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the proposed traffic assignment patterns and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour.

The RWCDS exceeds the minimum development density screening thresholds specified in Table 16-1 of the ~~*2010* *CEQR Technical Manual*~~. Therefore, a trip generation forecast is required to determine if the Proposed Action would generate 50 or more vehicle trips in any peak hour. As detailed in the TPF technical memorandum included in Appendix 3, based on a ~~preliminary~~ travel demand forecast and trip assignment for the RWCDS, the Proposed Action is expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour, and ~~that~~ approximately ~~13~~11 intersections located in proximity to Cluster 1 would be analyzed in detail for potential traffic impacts (refer to Figure 7). The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Action's RWCDS:

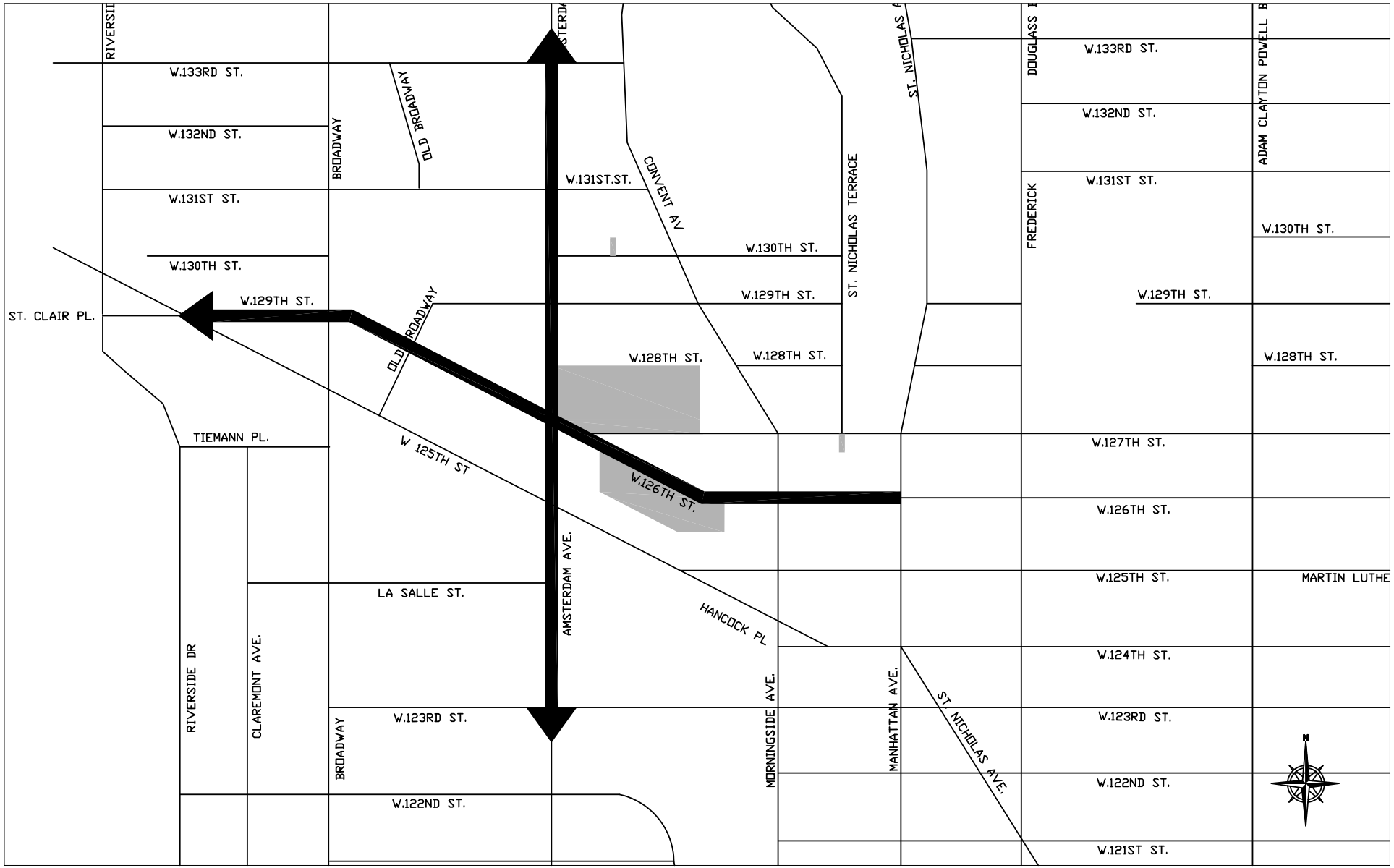
- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within the rezoning area and along major routes leading to and from the area. As indicated in the TPF technical memorandum in Appendix 3, based on the trip generation estimates for the RWCDS, the EIS will analyze the weekday AM, midday, and PM and Saturday midday peak hours. A total of ~~13~~11 intersections (1~~1~~0 signalized and ~~two~~one unsignalized) intersections would be analyzed, as listed below and shown in Figure 7.
  1. West 125th Street @ Adam Clayton Powell Boulevard
  2. West 125th Street @ Frederick Douglass Boulevard
  3. West 125th Street @ St. Nicholas Avenue
  4. West 125th Street @ Morningside Avenue
  5. West 125th Street @ Amsterdam Avenue
  ~~6. West 125th Street @ Broadway~~
  ~~7. West 125th Street @ St. Clair Place (unsignalized)~~
  ~~8.~~6. West 126th Street @ Morningside Avenue
  ~~9.~~7. West 126th Street @ West 127th Street (unsignalized)
  ~~10.~~8. West 126th Street @ Amsterdam Avenue
  ~~11.~~9. West 127th Street @ Morningside Avenue
  ~~12.~~10. West 128th Street @ Amsterdam Avenue
  ~~13.~~11. West 129th Street @ Broadway
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses (see figures 7 and 8). The manual turning movement counts will be supplemented by nine days of automatic traffic recorder (ATR) counts at a total of 20 locations (as shown in Figure 7), and vehicle classification counts that will be conducted on one weekday and one Saturday along a total of ten corridors. The manual turning movement and vehicle classification counts will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the New York City Department of Transportation (DOT) and the New York City Department of City Planning (DCP).
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per




# West Harlem Rezoning

**Figure 7**

**Traffic Study Area and Traffic Analysis Locations**




Legend:

Speed Run Route

Projected Development Site Cluster 1 - Sites 14, 15, 17, 18, 19, 40a and 50

**West Harlem Rezoning**

**Figure 8**
**Speed Run Routes**

traffic movement, per intersection approach, and per overall intersection. The methodology of the 2000 Highway Capacity Manual (HCS+, Version 5.4) will be used for the analysis.

- Based on available sources, Census data and standard references including the ~~2010~~ *CEQR Technical Manual*, estimate the travel demand for projected development sites in the future without the Proposed Action (the No-Action condition), as well as the demand from other significant development sites planned in the vicinity of the study area by the 2021 analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the ~~2010~~ *CEQR Technical Manual* and previous studies conducted in this area of Manhattan. Mitigation measures accepted for all No-Action projects and other NYCDOT initiatives will be included in the future No-Action network, as applicable.
- Compute the future 2021 No-Build traffic volumes based on an approved background traffic growth rate for the study area (0.5 percent per year for years one through five, and 0.25 percent per year for subsequent years) and demand from any other significant development projects expected to be completed in the future without the Proposed Action. Incorporate any planned changes to the roadway system anticipated by 2021, and determine the No-Action intersection v/c ratios, delays and levels of service.
- Based on available sources, Census data and standard references including the ~~2010~~ *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDS. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Action, assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the 2021 future with the Proposed Action condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with ~~2010~~ *CEQR Technical Manual* criteria.
- Identify and evaluate traffic improvements needed to mitigate significant traffic impacts, where practicable. Development of these measures will be coordinated with DOT and other agencies as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## Parking

Parking demand from commercial uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. The parking analyses will document changes in off-street parking utilization in the No-Action and With-Action conditions within ~~¼~~½-mile of projected development sites during the weekday midday and overnight periods. On-street parking conditions (existing curbside regulations and parking utilization) in the vicinity of projected development sites will also be documented for these periods.

Parking demand generated by new residential development will be forecast based on the most recently available Census auto ownership data by income group for the proposed rezoning area. Parking demand from retail and other commercial uses will be derived from the forecasts of daily auto trips from these uses. The forecast of new parking supply will be based on the net change in parking spaces on projected sites, consistent with the RWCDS.

Based on the above assumptions, an assessment will be provided to determine whether there would be

excess parking demand, and whether there are a sufficient number of other parking spaces available in the study area to accommodate that excess demand.

## Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the ~~*2010* *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 trips. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. As detailed in the TPF technical memorandum included in Appendix 3, the Proposed Action's reasonable worst case development scenario is expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on ~~*2010* *CEQR Technical Manual*~~ criteria.

### *Subway*

There are a total of ~~seven~~ eight subway stations located in proximity to the rezoning area. As shown in Figure 3 in the draft TPF technical memorandum in Appendix 3, these include four IND stations along St. Nicholas Avenue including express stops at West 125th Street and West 145th Street (served by A, B, C and D trains), and local stops at West 135th Street (B, C) and West 155th Street (C); ~~two~~three IRT stations along Broadway at West 125th Street, ~~and~~ West 137th Street-City College, and West 145th Street (~~both~~all served by No. 1 trains); and an IND station at West 155th Street and Eighth Avenue (served by B and D trains).

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 the draft TPF technical memorandum in Appendix 3, the 125th Street IND station on St. Nicholas Avenue is the only subway station expected to experience more than 200 hourly project-generated trips, with approximately 244 trips in the AM peak hour and 330 in the PM peak hour. The analysis of conditions at subway stations serving the rezoning area will therefore focus on the 125th Street IND station at St. Nicholas Avenue. This analysis will focus on the key stairways and entrance control areas of the station, and will include the following subtasks:

- A detailed analysis of subway station stairways and entrance control areas will be conducted at the 125th Street IND station at St. Nicholas Avenue in the weekday AM and PM peak hours.
- The analysis will be based on counts conducted at those control areas and/or pedestrian circulation elements that would be traversed by significant concentrations of project-generated trips.
- Conditions and volumes in the future without the Proposed Action will be determined using background growth rates specified in the ~~*2010* *CEQR Technical Manual*~~ and accounting for any trips expected to be generated by No-Build developments.
- Conditions and volumes in the future with the Proposed Action will be determined based on the assignment of project-generated subway trips.
- Any potential significant adverse impacts at station stairways and entrance control areas will be identified using ~~*2010* *CEQR Technical Manual*~~ impact criteria. Mitigation measures will be identified in conjunction with the lead agency and NYC Transit, as appropriate.

As shown in the draft TPF technical memorandum in Appendix 3, the Proposed Action (including all projected development sites) would generate a net total of approximately 410 subway trips in the weekday AM peak hour and 566 in the PM peak hour. These trips would be distributed among a total of five subway routes (A, B, C, D and No. 1), and further divided between the inbound and outbound directions. Therefore, it is unlikely that the number of peak hour trips occurring on any one route in any one direction would exceed the 200-trip *CEQR Technical Manual* transit analysis threshold. An analysis of subway line haul conditions is therefore not warranted and will not be included in the EIS.

### *Bus*

The proposed rezoning area is served by ~~eight~~ ten NYC Transit local bus routes that connect the proposed rezoning area with other parts of Manhattan. As shown in Figure 3 in the draft TPF technical memorandum in Appendix 3, these include the M2, M3, M4, M5, M10, M11, M60, M100, M101 and M104 routes. The rezoning area is also served by three NYC Transit local bus routes that connect Manhattan with the Bronx – the Bx6, Bx15 and Bx19.

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the ~~*2010 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 line (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in the TPF technical memorandum in Appendix 3, it is estimated that all of the projected development sites within the proposed rezoning area would generate a total of 156 and 316 new bus trips in the weekday AM and PM peak hours, respectively. As these trips would be widely disbursed throughout the study area and distributed among a total of 1~~1~~3 bus routes, it is not anticipated ~~highly unlikely~~ that any one route would experience 50 or more trips in one direction in any peak hour. Therefore, the Proposed Action is not expected to result in any significant adverse impacts to bus transit services based on ~~*2010 CEQR Technical Manual*~~ criteria, and a detailed bus analysis is not warranted. The EIS will, however, include a qualitative discussion of the bus services operating in proximity to the rezoning area.

## Pedestrians

### *Pedestrian Level of Service Analyses*

According to ~~*2010 CEQR Technical Manual*~~ criteria, projected pedestrian volume increases of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas and crosswalks) would not typically be considered a significant impact, since that level of increase would not generally be noticeable and therefore would not require further analysis. Although the new pedestrian trips generated by the RWCDS would be dispersed throughout the rezoning area, some concentrations of new pedestrian trips are expected during peak periods along corridors connecting clusters of projected development sites to area subway stations. Based on the level of new pedestrian demand generated by the RWCDS, it is anticipated that project-generated pedestrian trips would potentially exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations along the West 125th Street, West 126th Street, and West 127th Street ~~and West 128th Street~~ corridors in one or more peak hours. It is therefore anticipated that the EIS will include a quantitative pedestrian impact analysis focusing on those sidewalks, corner areas and crosswalks along these corridors that would experience more than 200 additional pedestrian trips as well as exceed impact thresholds in the ~~*2010 CEQR Technical Manual*~~. Pedestrian counts will be conducted at each of these locations, and levels of service determined for the existing, No-Action and With-Action conditions. The specific pedestrian facilities to be analyzed will be determined once the assignment of project-generated pedestrian trips has been finalized.

### *Vehicular and Pedestrian Safety*

Traffic accidents involving pedestrians as well as bicycles at key study area intersections will be researched and documented. The potential for the Proposed Action to have significant pedestrian and/or bicycle impacts will be ~~identified through a comparison of the future No-Action and future With-Action conditions~~discussed.

## TASK 12. AIR QUALITY

The proposed action, under the Reasonable Worst-Case Development Scenario (RWCDS), would affect 24 projected and 16 potential development sites, and include new buildings, building conversions, and assemblages. Air quality, which is a general term used to describe pollutant levels in the atmosphere, would be affected by these changes. Air quality analyses will be conducted, following the procedures outlined in the ~~2010~~ *New York City Environmental Quality Review (CEQR) Technical Manual*, to determine whether the proposed action under the RWCDS would result in exceedances of ambient air quality standards or health-related guideline values. The air quality studies for the Proposed Action will include both mobile and stationary source analyses. The methodologies and procedures utilized in these analyses are described below.

The key issues that would be addressed are:

- The potential for changes in vehicular travel associated with proposed development activities to result in significant mobile source (vehicular related) air quality impacts;
- The potential impact from the exhaust of parking garages associated with the proposed developments;
- The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of the proposed development buildings to significantly impact other proposed development buildings (project-on-project impacts);
- The potential for emissions from the HVAC systems of the proposed development buildings to significantly impact existing land uses (project-on-existing impacts);
- The potential combined impacts from clusters of HVAC emissions (i.e., HVAC emissions from proposed development buildings of approximately the same height that are located in close proximity to one another) to significantly impact existing land uses and other proposed development sites;
- The potential for significant air quality impacts from the HVAC systems of existing "major" emission sources with 20 or more millions Btu/hr heat input or any "large" combustion source (e.g., power plants) on the proposed developments; and
- The potential for significant air quality impacts on the proposed development sites from air toxic emissions generated by nearby existing industrial sources.

### Mobile Source Analysis

The increased traffic associated with the RWCDS projected development sites as well as the diversion of traffic would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. The primary air quality issue related to the Proposed Action that will need to be addressed in the EIS is whether the traffic associated with the RWCDS during peak traffic periods will cause or exacerbate a violation of the 8-hour ambient air quality standard for carbon monoxide (CO) or

exceed the NYCDEP de minimis criteria near any of these locations. A determination would also be made as to whether the number of project-generated vehicles exceeds the NYCDEP Interim PM2.5 Guidance criteria.

## *Screening Analysis*

If the number of project-generated vehicle trips exceeds the *CEQR Technical Manual* screening thresholds, detailed analyses of mobile source emissions of CO and particulate matter (PM) on ambient pollutant levels in the study will be performed. For the project's study area, the threshold for conducting an analysis of CO emissions corresponds to 170 project-generated vehicles at a given intersection in the peak hour. The need for conducting an analysis of PM emissions is based on the number of project-generated peak hour heavy-duty diesel vehicles (or its equivalent in vehicular PM2.5 emissions) as determined using the worksheet provided on page 17-10 of the ~~*2010 CEQR Technical Manual*~~.

## *Detailed Analysis*

It is assumed that the CEQR volume threshold will be exceeded at one intersection and a detailed CO analysis will be conducted at this intersection as detailed below. It is also assumed that no detailed PM analysis will be required.

CO Dispersion Analysis

- A detailed microscale mobile source analysis using CEQR procedures will be conducted to estimate potential impacts near congested locations. This analysis will employ the USEPA CAL3QHC (Version 2) dispersion model and the latest USEPA emission factor algorithm (currently MOBILE 6). Intersection geometries will be developed for each analysis site.
- Worst-case meteorological conditions, including wind speed, stability class, ambient temperature, and persistence factor, will be selected for the microscale CO analysis. Modeling inputs appropriate for the study area, as well as background levels, will be obtained from the New York State Department of Environmental Conservation (NYSDEC) and NYCDEP.
- The methodology and input parameters needed to compute emission source strength will be selected. Proper credits to account for the State's inspection and maintenance and anti-tampering programs, the recently revised vehicles registration data that includes SUVs, and other inputs will be incorporated.
- For the purpose of this proposal, it is assumed that two peak-hour time periods will be modeled at each location – weekday AM and PM peak periods. Approximately twenty (20) air quality receptor locations will be considered for each analysis site. While pollutant levels will be estimated at each of these receptor locations, only the highest levels predicted at any of these locations will be reported as being the maximum levels for the analysis site as a whole.
- CO levels will be estimated at each of the analysis sites. No Build and Build conditions will be considered for this future year. Maximum one- and eight-hour CO concentrations will be calculated for each condition.

- Estimated eight-hour CO levels will be compared with federal National Ambient Air Quality Standards (NAAQS) and project-generated impacts will be compared with the NYCDEP de minimis levels. The possibility of attaining ambient air quality standards at sites where exceedances are estimated by incorporating mitigation measures will be examined. Should this occur, the possibility of using the CAL3QHR program with actual, as opposed to worst-case, meteorological data will be considered. Analyses will be conducted, where necessary, using mitigation measures to identify the potential effectiveness of ameliorative measures designed to minimize any potential significant adverse impacts of the proposed project.

PM2.5 Dispersion Modeling Analysis

- Following NYCDEP's Interim PM2.5 Guidance, a PM2.5 equivalency analysis would be conducted at the affected intersections in the study area. It is assumed that the number of project-generated vehicles through any intersection would be less than the NYCDEP threshold number of trucks (or equivalent vehicles), and that no detailed PM analysis will be required.

### *Garage Analysis*

Analyses will be conducted to estimate potential air quality impacts of proposed or expanded garages if the incremental increase in the number of spaces (i.e., the difference in the number of spaces between With-Action and No-Action conditions) in a garage is more than 60. The RWCDS includes development sites with new relatively small (only one will have more than 100 spaces) accessory parking garages. It is assumed that an air quality analysis will be conducted to estimate the potential impacts of up to one proposed parking garage.

Because the garages would be used almost exclusively by gasoline-powered automobiles and not diesel-fueled trucks, CO will be the only pollutant considered for this analysis. The analysis will follow CEQR guidelines for a mechanically ventilated, enclosed garage. CO concentrations will be estimated near the exhaust vents of the facilities at receptors located at 5 and 50 feet from the exhaust vents as well as at nearby windows, if applicable. Contributions from emissions generated by street traffic will be added to project-generated impacts and appropriate background levels to estimate the total concentration. The maximum total 8-hour CO concentration (i.e., including garage impact, street traffic contributions, and background concentration) will be estimated and compared to the CO NAAQS of 9.0 ppm.

## Stationary Source Analysis

### *HVAC Analysis*

Emissions from the HVAC systems of the projected and potential developments may affect air quality levels at nearby existing land uses as well as the other affected developments. The impacts of these emissions would be a function of fuel type, stack height, building size (gross floor area), and location of each emission source relative to a nearby sensitive receptor site. The ~~*2010 CEQR Technical Manual*~~ includes a screening methodology to estimate the potential impacts of HVAC system emissions from a single building that is at least 30 feet from the nearest building of similar or greater height. A detailed dispersion analysis is required for buildings that are less than 30 feet from a taller building. However, when a building-on-building analysis involves multiple buildings, situations may occur where one (or more) of the buildings is located less than 30 feet from a nearby building but more than 30 feet from another nearby building. In these cases, each building's impact on each nearby building was estimated

individually—using either screening level or detailed analysis, as appropriate. As such, each RWCDS building will be placed in one or both of the following groups:

- Group 1 Development Sites – projected and potential sites that are more than 30 feet apart from a taller building. The ~~2010~~ CEQR screening methodology will be used to estimate the potential impacts of these buildings.
- Group 2 Development Sites – projected and potential sites that are closer than 30 feet from a taller building. A detailed dispersion analysis will be used to estimate the potential impacts of these buildings.

## Screening-Level Analysis of Development Sites

### *Building-on-Building Impact Analysis*

- A screening analysis will be conducted for Group 1 development sites, using ~~2010~~ *CEQR Technical Manual* nomographs, to determine whether the HVAC emissions of any of the projected and potential development sites would have the potential to significantly affect air quality levels at any of the other nearby projected and potential development sites (i.e., project-on-project impacts).
- Each projected and potential development site will be evaluated and all nearby projected or potential developments of similar or greater height were considered as potential sensitive receptor sites. If more than one taller building is located near a shorter building, the potential impacts from the HVAC emissions of the shorter building on the closest taller building will be considered. If the distance from a projected and/or potential development to the nearest development of similar or greater height is less than the threshold distance provided in the ~~2010~~ CEQR nomographs, the potential exists for significant air quality impacts, and a detailed dispersion modeling analysis will be conducted. Otherwise, the development site passes the screening, and no further analysis is required.
- The maximum floor area of each projected and/or potential development site will be used as input for the screening. It would be conservatively assumed that the HVAC system of each development site would utilize a single stack with a height 3 feet above roof height (as per ~~2010~~ *CEQR Technical Manual* guidance). If a development site did not pass this screening-level procedure, detailed atmospheric dispersion analyses, using the USEPA's AERMOD model, will be conducted.
- The fuel used in the HVAC analyses directly affects pollutant emission rates. Two fuel types would be considered for this analysis – Number 2 fuel oil and natural gas. *CEQR Technical Manual* and Air Quality Appendix nomographs will initially be used to determine potential for significant SO2 (i.e., the critical pollutant for fuel oil) and NO2 (i.e., the critical pollutant for natural gas) impacts.

### *Impacts on Existing Land Uses*

- The same screening-level analysis will be conducted, using CEQR nomographs, to determine the potential impacts of the HVAC emissions of any of the projected and potential development sites on existing sensitive land uses.
- A survey of existing land uses within 400 feet of the proposed development sites will be conducted using the New York City Open Accessible Space Information System (OASIS) and GIS shape files to identify residential land uses and other sensitive receptor sites and determine the heights of the existing buildings.

## Detailed Dispersion Analyses

### *Analysis Procedures*

Detailed analysis will be conducted as follows:

- If the actual distance between buildings is less than CEQR threshold (nomograph) values, a detailed analysis would be conducted using the latest version of the EPA's AERMOD dispersion model (version 11103). SO2 and NO2 pollutants would be considered for all detailed stationary source analyses. Potential SO2 impacts (for fuel oil) and NO2 impacts (for natural gas) would represent the critical pollutants and time periods for determining potential project impacts.
- Regulatory default options of the AERMOD model would be used for all analyses. Following CEQR guidelines, analyses would be conducted assuming stack tip downwash, urban dispersion and surface roughness length, with and without building downwash, and the elimination of calms. The AERMOD downwash algorithm would be utilized to estimate the proposed affects of the multiple building structures on the plume dispersion. Analyses would be conducted with and without the consideration of downwash effects on plume dispersion (i.e., affects caused by wind flow obstructions around buildings) and the highest results will be reported.
- Analyses would be conducted using the latest five consecutive years of meteorological data (2006-2010). Surface data would be obtained from La Guardia Airport and upper air data would be obtained from Brookhaven station, New York. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period. Data would be developed using the latest EPA AERMET processor. The land use around the site would be classified using defined categories to determine surface parameters used by the AERMET program.

### *Emission Rates and Stack Parameters*

Pollutants emission rates would be estimated as follows:

- A fuel consumption rate for each site will be estimated using fuel factors presented in the ~~2010~~ CEQR Air Quality Appendix. These fuel factors, which are 0.38 gallons per square feet for fuel oil and 52.8 cubic feet per square feet for natural gas for the New York City, would be multiplied by the square footage of each building to estimate the total number of gallons (or cubic feet) of fuel consumed annually.
- It will be assumed that all fuel will be consumed in a 100 day (2,400 hour) heating season. Average annual peak period pollutant emission rates would be estimated, as recommended in the *CEQR Technical Manual*, by dividing the total amount of pollution estimated to be emitted in a year by 8760 hours.
- Emission factors for pollutants of concern would be obtained from USEPA's "Compilation of Air Pollutant Emission Factors" (AP-42) for Number 2 fuel oil and natural gas (AP-42, Tables 1.3-1 and 1.4-1).
- Stack heights, building sizes (square footages and heights) would be obtained from the RWCDS. For the conservative purposes of this analysis, it would be assumed that emissions from each building would be released through a single stack located at the edge of the roof closest to the nearest taller building. The minimum distance between buildings would be measured from lot line to lot line.
- Stack parameters (diameter, exit velocity, and temperature) would be developed using the NYCDEP "Combustion Application (CA) Permit" database and the rated heat input (in million BTU [MMBtu] per hour) of the heating systems, as following:
    - Boilers from 1 to 5 MMBtu/hour = 0.5 foot diameter, exit velocity 3.9 m/sec
    - Boilers from 5.1 to 10 MMBtu/hour = 1.0 foot diameter, exit velocity 5.8 m/sec

- Boilers from 10.1 to 15 MMBtu/hour = 2.0 foot diameter, exit velocity 10.2 m/sec

All stack exit temperatures were assumed to be 300°F (423°K).

*Receptor Locations*

- Source-receptor configurations (stack diameters, plume rise and dispersion, and stack proximity to the receptors) would be considered in selecting receptor sites. In order to ensure that maximum impacts would be estimated, multiple receptor sites would be considered on the facades of the nearby buildings near each exhaust stack near the level of the plume centerline. Receptor elevations will be selected based on stack heights and the plume rise of the exhaust releases.
- For the analysis of existing land uses, receptors would be placed on the nearby existing buildings at the heights of the stacks of the proposed buildings (i.e., where the highest impacts are likely to occur).

*Background Values*

- Background concentrations (i.e., pollutant levels from other sources in the study area) for the pollutants of concern would be obtained from recent monitoring data collected by the NYSDEC. Background concentration of each pollutant would be added to the highest AERMOD-predicted impact and resulting total pollutant concentration would be compared with appropriate SO2 and NO2 NAAQS.

*Set-Back Distances*

- The set-back distance that would not cause exceedances of the NAAQS at a nearby taller building (or a building of approximately the same height) would be estimated for all adjacent buildings and those non-adjacent buildings that failed the screening-level analysis, if necessary. If a building does not pass the analysis with a 10-foot set-back distance (based on New York City Building Code requirements), an additional stack setback would be required to comply with air quality standards. "E" designations, which would be required on these development sites to ensure that there would be no significant air quality impacts, would specify the distance that the stack on the building roof must be from the edge of an adjacent development site or type of fuel to be used for the HVAC system.
- An attachment specifying required E-Designations and appropriate HVAC restrictions for each of the development sites will also be provided, if these restrictions are necessary.

*Cluster Analysis*

- The proposed action may result in developments that are located in close proximity (with no streets in between) to one another and have the same (or approximately the same) heights. Therefore, in addition to estimating the potential impacts of the HVAC emissions of these development sites individually, detailed dispersion analyses of the HVAC emissions from the identified clusters would be conducted to estimate the potential impacts of these emissions on the other development sites as well as on nearby existing land uses.
- Clusters will be selected based on the sizes of the buildings that comprise the cluster, proximity of the cluster buildings to each other, and the difference in stack heights no more than 10 to 15 feet with no city street in between.
- To estimate maximum concentrations, receptors would be located on all facades of each nearby affected building -- at heights that would most likely to be impacted by the HVAC emissions. For conservative purposes, it would be assumed that all buildings would be heated with Number 2

fuel oil. This analysis would be performed in the same manner described above for estimating the potential impacts of each individual building, except that analysis will be conducted using a single representative stack located in the approximate geographic center of each cluster as the emission source.

Impacts from "Major" Existing Emission Sources

Following *CEQR Technical Manual* guidelines, a survey of land uses and building heights will be conducted to determine whether there are any existing "major" sources of boiler emissions (i.e., emissions from boiler facilities with heat inputs 20 million Btu per hour or greater) located within 400 feet of the proposed development sites or any "large" combustion emission source (e.g., power plant, co-generation facility, etc) located within 1,000 feet of the proposed residential development sites. Potential cumulative impacts of emissions from these emission sources would be estimated if needed. A detailed analysis would be conducted using EPA's AERMOD dispersion model using methodology described above.

## Industrial Source (Air Toxics) Analysis

The Proposed Action would allow development of residential uses within existing manufacturing and industrial zones. As such, emissions of toxic pollutants from the operation of existing industrial emission sources might affect proposed residential uses.

Toxic pollutants can be grouped into two categories: carcinogenic air pollutants and non-carcinogenic air pollutants. While no federal standards have been promulgated for toxic air pollutants, the EPA and NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure criteria. The procedures to estimate inhalation exposure concentration, hazard index, and cancer risk of toxic pollutants that will be used in the analysis are outlined in the EPA Human Health Risk Assessment Protocol (HHRAP) (EPA 520-R-05-006).

An analysis will be conducted to determine whether the impacts of these emissions would be significant. Data necessary to perform this analysis, which include facility type, source identification and location, pollutant emission rates, and exhaust stack parameters, will be obtained from regulatory agencies (e.g., from existing air permits). All existing industrial facilities located within 400 feet of the rezoning area that are permitted to exhaust toxic pollutants will be considered in this analysis.

### *Data Sources*

Information regarding emissions of toxic air pollutants from existing industrial sources will be obtained from New York State and New York City databases using the following procedure:

- The boundaries of the rezoning area will be used to identify the extent of the study area for determining air quality impacts associated with the Proposed Action. All permitted industrial toxic air pollutant emission sources located within 400-feet radius of each development site will be included in this analysis.
- A search will be performed to identify NYSDEC Title V permits and permits listed in the USEPA Envirofacts database.
- Air permits for active (currently permitted) industrial facilities within the analysis area that are included in the New York City Department of Environmental Protection (NYCDEP) Clean Air Tracking System database will be acquired and reviewed to obtain pollutant emission rates and stack parameters. When emission data are not included in a permit listed in the database, the

necessary data will be obtained from the permit application for this facility that is on file at NYCDEP. The data on these permits or permit applications, which include source locations, stack parameters, pollutant emission rates, etc., will be considered to be the most current and will serve as the primary basis of data for this analysis.

Field observations will be conducted within 400 feet of the development sites to identify and validate the existence of the permitted facilities. In addition, non-permitted facilities, if they exist, will be identified and included in the analysis.

## *Emission Data and Stack Parameters*

- Air permits for active (currently permitted) industrial facilities within the analysis area that are included in the New York City Department of Environmental Protection (NYCDEP) Clean Air Tracking System database would be acquired and reviewed to obtain pollutant emission rates and stack parameters. The data on these permits, which include source locations, stack parameters, pollutant emission rates, etc., would be considered to be the most current and will serve as the primary basis of data for this analysis.
- Emission data and stack parameters for the facilities will be obtained and/or developed as follows:
  - Directly from the permit for each facility;
  - When emission data were not included in a permit listed in the NYCDEP/Bureau of Environmental Compliance database, the necessary data will be obtained from the permit application for this facility that is on file at NYCDEP; and
  - When data were not available from either the permit itself or the permit application, emission rates for each type of facility will be conservatively estimated using EPA's "Compilation of Air Pollutant Emission Factors (AP-42)."
- Methodology to evaluate the non-permitted facilities would be developed based on the type of the facility operations. Emission sources for the dispersion analysis would be located using geographical information system (GIS) software (shapefiles) and the Universal Transverse Mercator coordinate system with appropriate projection information (Datum NAD83, UTM Zone 18).

## *Health Risk Assessment Methodology*

The EPA HHRAP protocol will be used to perform health risk assessment for individual compounds with known health effects to estimate the level of health risk posed by an increased ambient concentration of that compound at a potentially sensitive receptor and determine the total risk posed by the release of multiple air toxic contaminants.

The EPA-developed guideline values will be used for the analysis as following:

- Cancer risk thresholds based on compound-specific inhalation unit risk factors (URFs) for carcinogenic pollutants;
- Long-term (annual) inhalation exposure that are defined as RfCs (reference dose concentrations) for the non-carcinogenic pollutants; and
- Short-term acute (1-hour) guideline values that are defined as AIECs (acute inhalation exposure concentrations);

These data will be obtained from EPA IRIS (Integrated Risk Information System) database, Prioritized Chronic Dose-Response or Acute Dose-Response Values for Screening Risk Assessments (EPA, Tables 1 and 2, June 2007), and/or NYSDEC DAR-1 Tables for toxic pollutants.

A dispersion modeling analysis of toxic pollutants will be conducted with the current version of the EPA AERMOD dispersion model and five consecutive years of meteorological data from the LaGuardia Airport employing the same methodology as those used for the detailed HVAC building analysis. Input data for AERMOD (stack parameters, pollutant emission rates, source location and elevation) will be obtained from the NYCDEP permits or permit applications.

A receptor grid that includes both elevated and ground level receptors will be developed where elevated receptors would be placed on the affected development sites located near each emission source at multiple elevations depending on the location and height of the emission sources. Preliminary tests will be conducted for each source-receptor configuration, with receptors placed at multiple elevations on the faces of the proposed buildings, to evaluate the locations and elevations where the highest impacts would occur.

The exposure concentrations produced by the AERMOD model will then be used to estimate inhalation non-cancer chronic and acute indexes and cancer risk for each pollutant utilizing guideline values. Once the hazard index of each non-carcinogenic compound is established, the results for all of applicable toxic pollutants are summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered to be insignificant. Once the incremental risk of each carcinogenic compound is estimated, they are summed together. If the total risk is less than or equal to one in one million (1.0 E-06), the carcinogenic risk due to all pollutant releases is considered to be insignificant.

### *Dispersion Analysis*

A dispersion modeling analysis of toxic pollutants that may affect the proposed developments will be conducted using the current version of the EPA AERMOD dispersion model. The exposure concentrations produced from the AERMOD model will then be used to estimate inhalation non-cancer chronic and acute indexes and cancer risk for each pollutant utilizing guideline values (thresholds) as follows:

- Once the hazard index of each non-carcinogenic compound is established, the results will be summed together. If the total hazard index is less than or equal to one, then the non-carcinogenic risk is considered to be insignificant.
- Once the incremental risk of each carcinogenic compound is established, they will be summed together. If the total risk is less than or equal to one in one million (1.0 E-06), the carcinogenic risk is considered to be insignificant.
- The methodology to conduct toxic analysis would be similar to those used for the detailed building analysis with the AERMOD. Input data for the AERMOD (stack parameters, pollutant emission rates, and source location and elevation) would be obtained from the permits. The comprehensive receptor grid included both elevated and ground level receptors would be developed. Elevated receptors would be placed on the proposed development sites at different elevation depending on source elevation to estimate the maximum impacts. All toxic emission sources would be modeled in one modeling run to estimate cumulative effect of the all toxic pollutants combined.
- It is assumed that both the HVAC and air toxics assessments will be performed for one development scenario.

## TASK 13. Greenhouse Gas Analysis (GHG)

As the proposed project would exceed 350,000 sf of development, the analysis of GHG emissions will be included as a separate chapter in the EIS.

- Sources of GHG from the proposed development will be identified. The pollutants for analysis will be discussed, as well as the various city, state, and federal goals, policy, regulations, standards and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the proposed buildings based on the calculations of energy use estimated for the project in the "Energy" screening analysis conducted as part of the EAS document.
- GHG emissions associated with project-related traffic will be estimated for the Proposed Action using data from the project's "Transportation" analysis. A calculation of Vehicle Miles Traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the project is consistent with GHG reduction goals, including building efficient buildings, use of clean power, transit-oriented development and sustainable transportation, reduction of construction operations emissions, and use of building materials with low carbon intensity.

## TASK 14. NOISE

The Proposed Action would result in new residential, commercial, and community facility uses, and also alter traffic conditions and land uses in the study area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes. The key issues that would be addressed in the noise study evaluation are:

- The potential for noise generated from new vehicle trips to impact proposed development buildings;
- The potential for noise from new vehicle trips to impact existing land uses (project-on-existing impacts); and
- The potential for noise from heavily trafficked roadways to impact proposed development buildings.

The West Harlem Rezoning project study area is bounded by the Hudson River on the west, West 155th Street to the north, Fredrick Douglas Blvd to the East, and West 125th Street to the south. Because the Proposed Action induced traffic trip generation is projected to be too small [maximum of 204 trips at any given intersection] to double the number of passenger car equivalents (PCEs) on any of the area's roadways between the no action and action scenarios, the noise analysis will focus on quantifying in as much detail as possible, the existing ambient noise environment and then use those noise measurements as the principle means for establishing window wall attenuation requirements at each of the projected and potential development sites. The standard CEQR process of determining and establishing future noise levels via the PCE screening method will be employed but future Proposed

Action noise levels are not expected to change significantly from measured levels. The noise analysis for the Proposed West Harlem Rezoning project in will consist of the following tasks:

- Noise measurement sites will be selected at up to a maximum of 10 representative noise locations.
- Sites for attenuation analysis would be those where new sensitive uses will be introduced by the Proposed Action (e.g., where residential uses would be allowed under the RWCDS but not under the no action scenario).
- Sites will be selected to provide adequate geographic coverage within the rezoning area and to ensure enough locations are selected to determine ambient noise levels over the large and diverse study area.
- Prior to the noise monitoring survey, selected measurement locations will be placed on a project study area map figure and send to DCP for review and concurrence.
- Upon agreement of the noise monitoring locations, noise measurements will coincide with weekday peak traffic hour AM (8 to 9 AM), Midday (12 to 1 PM), and PM (5 to 6 PM) time periods.
- Noise measurements will be recorded in conformance with procedures contained in the ~~2010~~ NYC *CEQR Technical Manual*.
- The noise meter instrument used for the collection of ambient noise readings will be a calibrated Type I noise level meter conforming to the ANSI 1.4 Standard.
- A porous windscreen will be used during all measurement periods. All of the noise measurements will be taken by mounting the meter approximately five feet above the ground surface at that location. This height is generally considered representative of the ear level of an average person.
- Noise monitoring will be conducted under dry weather conditions with wind speeds below 15 mph and limited to non-holiday weekday Tuesdays, Wednesday and Thursdays.
- At each noise measurement site, noise levels will be measured in units of "A" weighted decibel scale (dBA), for duration of 20 minutes per time period and include noise descriptors such as equivalent noise level (Leq) and statistical percentile levels Lmax, Lmin, L1, L10, L50, L90.
- A summary table of existing measured noise levels for all time periods will be provided as part of the noise study documentation.
- At each of the noise measurement sites a PCE noise analysis, in accordance with CEQR requirements, will be completed to determine noise levels under future No Action and Proposed Action conditions. All projections will be made with Leq noise descriptor.
- Estimated window-wall attenuation requirements under future Proposed Action conditions will be determined based on the highest L10 noise level estimated at each monitoring site.
- Window wall attenuation requirements will be based on the proposed land use of each of the potential and projected development site based on CEQR interior noise exposure level limits.
- A summary of the noise measurement findings and window wall attenuation requirements will be summarized in a table format acceptable to DCP for inclusion in the environmental documentation prepared for the West Harlem Rezoning project effort.

## TASK 15. PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

## TASK 16. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise etc. The area surrounding the project site is composed of residential development to the south and east, transportation uses and commercial/warehouse uses. Vacant, undeveloped land and parking lots are also prevalent throughout the area.

The proposed development has the potential to alter certain constituent elements of the affected area's neighborhood character, including land use patterns, socioeconomic conditions, traffic and noise levels, and therefore an analysis will be provided in the EIS. As suggested by the *CEQR Technical Manual*, the study area for neighborhood character will be coterminous with the ¼-mile land use study area. The chapter will summarize changes that can be expected in the character of the neighborhood in the future without the Proposed Action (No-Build condition) as well as describing the Proposed Action's impacts on neighborhood character. Subtasks will include:

- Based on the other EIS chapters, describe the predominant factors that contribute to defining the character of the neighborhood, including land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise.
- Summarize changes in the character of the neighborhood that can be expected in the future No-Build condition based on planned development projects, public policy initiatives, and planned public improvements, as applicable.
- Summarize changes in the character of the neighborhood that can be expected in the future Build condition, based on the RWCDS, and compare to the future No-Build condition. A qualitative assessment will be presented, which will include a description of the potential effects of the Proposed Action on neighborhood character.

## TASK 17. CONSTRUCTION IMPACTS

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. According to the *CEQR Technical Manual*, multi-sited projects with overall construction periods lasting longer than two years and which are near to sensitive receptors should undergo a preliminary impact assessment. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines contained in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- Transportation Systems. This assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction, and identify the increase in vehicle trips from construction workers and equipment. If warranted under CEQR guidelines, a travel demand forecast for the RWCDS' construction period will be prepared.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.
- Noise Impacts. The construction noise impact section will contain a qualitative discussion of noise from construction activity.
- Hazardous Materials. In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.
- Socioeconomic Conditions. The EIS will consider whether construction conditions as a result of the Proposed Action and associated RWCDS would affect access to existing businesses, the potential consequences concerning their continued viability, and the potential effects of their loss, if any, on the character of the area.
- Historic and Cultural Resources: In coordination with the work performed for historic resources above, identify the potential for construction-period impacts, and summarize actions to be taken during project construction to protect adjacent historic resources from potential construction impacts.
- Neighborhood Character. This assessment will consider potential impacts during the construction period to the character of the surrounding neighborhood.
- Other Technical Areas. As appropriate, discuss the other areas of environmental assessment, including Land Use, Zoning and Public Policy, Open Space, Socioeconomic Conditions, Community Facilities, and Infrastructure, for potential construction-related impacts.

## TASK 18. MITIGATION

Where significant adverse project impacts have been identified in Tasks 2 through 16, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the

responsible City/State agencies as necessary, including LPC, NYCDOT, and NYCDEP. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## TASK 19. ALTERNATIVES

The purpose of an alternatives section in an EIS is to examine development options that would tend to reduce project-related impacts. ~~The alternatives will be defined once the full extent of the Proposed Action's impacts has been identified.~~ The alternatives to be analyzed in the ~~will~~ DEIS include (1) ~~the~~a No-~~Build~~Action Alternative, (2) ~~and an~~a No Unmitigated Significant Adverse Impacts ~~a~~Alternative~~ that reduces any identified significant adverse impacts~~, and (3) a Lower Density Alternative. The alternatives analysis will be qualitative, except where significant adverse impacts of the Proposed Action have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

## TASK 20. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the Proposed Action:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if the Proposed Action is implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Action** - which generally refer to "secondary" impacts of a Proposed Action that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources** - which summarizes the Proposed Action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

## TASK 21. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Action, its environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Action. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

**APPENDIX 1**

**List of Blocks and Lots Included in Proposed Rezoning Area**

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 1953 | 1 | 161 MORNINGSIDE AVENUE |
| 1953 | 2 | 163 MORNINGSIDE AVENUE |
| 1953 | 3 | 165 MORNINGSIDE AVENUE |
| 1953 | 4 | 167 MORNINGSIDE AVENUE |
| 1953 | 5 | 371 WEST 126 STREET |
| 1953 | 7 | 367 WEST 126 STREET |
| 1953 | 8 | 365 WEST 126 STREET |
| 1953 | 9 | 363 WEST 126 STREET |
| 1953 | 10 | 361 WEST 126 STREET |
| 1953 | 11 | 359 WEST 126 STREET |
| 1953 | 12 | 327 ST NICHOLAS AVENUE |
| 1953 | 52 | 358 WEST 127 STREET |
| 1953 | 53 | 360 WEST 127 STREET |
| 1953 | 54 | 362 WEST 127 STREET |
| 1953 | 55 | 364 WEST 127 STREET |
| 1953 | 56 | 366 WEST 127 STREET |
| 1953 | 57 | 368 WEST 127 STREET |
| 1953 | 58 | 370 WEST 127 STREET |
| 1953 | 59 | 372 WEST 127 STREET |
| 1953 | 60 | 374 WEST 127 STREET |
| 1953 | 61 | 175 MORNINGSIDE AVENUE |
| 1953 | 62 | 173 MORNINGSIDE AVENUE |
| 1953 | 63 | 171 MORNINGSIDE AVENUE |
| 1953 | 64 | 169 MORNINGSIDE AVENUE |
| 1953 | 104 | 373 WEST 126 STREET |
| 1953 | 7502 | 369 WEST 126 STREET |
| 1954 | 1 | 1 CONVENT AVENUE |
| 1954 | 3 | 379 WEST 127 STREET |
| 1954 | 5 | 375 WEST 127 STREET |
| 1954 | 7 | 1 ST NICHOLAS TERRACE |
| 1954 | 9 | 5 ST NICHOLAS TERRACE |
| 1954 | 11 | 400 WEST 128 STREET |
| 1954 | 12 | 2 ST NICHOLAS TERRACE |
| 1954 | 13 | 4 ST NICHOLAS TERRACE |
| 1954 | 14 | 6 ST NICHOLAS TERRACE |
| 1954 | 15 | 8 ST NICHOLAS TERRACE |
| 1954 | 16 | 10 ST NICHOLAS TERRACE |
| 1954 | 18 | ST NICHOLAS TERRACE |
| 1954 | 46 | 351 ST NICHOLAS AVENUE |
| 1954 | 50 | 343 ST NICHOLAS AVENUE |
| 1954 | 55 | 410 WEST 128 STREET |
| 1954 | 60 | CONVENT AVENUE |
| 1966 | 33 | 1345 AMSTERDAM AVENUE |
| 1966 | 41 | 461 WEST 125 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 1966 | 66 | 409 WEST 125 STREET |
| 1966 | 77 | 402 WEST 126 STREET |
| 1966 | 78 | 412 WEST 126 STREET |
| 1966 | 80 | 416 WEST 126 STREET |
| 1966 | 81 | 418 WEST 126 STREET |
| 1966 | 82 | 420 WEST 126 STREET |
| 1966 | 83 | 422 WEST 126 STREET |
| 1966 | 84 | 424 WEST 126 STREET |
| 1966 | 95 | 426 WEST 126 STREET |
| 1966 | 102 | 460 WEST 126 STREET |
| 1966 | 104 | 464 WEST 126 STREET |
| 1966 | 106 | 468 WEST 126 STREET |
| 1966 | 107 | 1355 AMSTERDAM AVENUE |
| 1966 | 108 | 1351 AMSTERDAM AVENUE |
| 1967 | 1 | 439 WEST 126 STREET |
| 1967 | 6 | 435 WEST 126 STREET |
| 1967 | 8 | 431 WEST 126 STREET |
| 1967 | 9 | 429 WEST 126 STREET |
| 1967 | 10 | 427 WEST 126 STREET |
| 1967 | 12 | 423 WEST 126 STREET |
| 1967 | 13 | 421 WEST 126 STREET |
| 1967 | 14 | 419 WEST 126 STREET |
| 1967 | 15 | 417 WEST 126 STREET |
| 1967 | 16 | 411 WEST 126 STREET |
| 1967 | 20 | 160 MORNINGSIDE AVENUE |
| 1967 | 24 | 168 MORNINGSIDE AVENUE |
| 1967 | 30 | 410 WEST 127 STREET |
| 1967 | 40 | 1361 AMSTERDAM AVENUE |
| 1967 | 45 | 461 WEST 126 STREET |
| 1967 | 50 | 439 WEST 127 STREET |
| 1967 | 60 | 423 WEST 127 STREET |
| 1967 | 66 | 415 WEST 127 STREET |
| 1967 | 67 | 409 WEST 127 STREET |
| 1967 | 69 | 405 WEST 127 STREET |
| 1967 | 72 | 2 CONVENT AVENUE |
| 1967 | 73 | 6 CONVENT AVENUE |
| 1967 | 74 | 10 CONVENT AVENUE |
| 1967 | 75 | 12 CONVENT AVENUE |
| 1967 | 76 | 14 CONVENT AVENUE |
| 1967 | 78 | 16 CONVENT AVENUE |
| 1967 | 85 | 454 WEST 128 STREET |
| 1967 | 89 | 460 WEST 128 STREET |
| 1967 | 172 | 4 CONVENT AVENUE |
| 1967 | 173 | 8 CONVENT AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 1968 | 1 | 1381 AMSTERDAM AVENUE |
| 1968 | 16 | 451 WEST 128 STREET |
| 1968 | 23 | 22 CONVENT AVENUE |
| 1968 | 24 | 24 CONVENT AVENUE |
| 1968 | 25 | 30 CONVENT AVENUE |
| 1968 | 26 | 34 CONVENT AVENUE |
| 1968 | 27 | 36 CONVENT AVENUE |
| 1968 | 29 | 21 CONVENT AVENUE |
| 1968 | 31 | 25 CONVENT AVENUE |
| 1968 | 33 | 419 WEST 128 STREET |
| 1968 | 35 | 415 WEST 128 STREET |
| 1968 | 37 | 411 WEST 128 STREET |
| 1968 | 39 | 25 ST NICHOLAS TERRACE |
| 1968 | 44 | 35 ST NICHOLAS TERRACE |
| 1968 | 46 | 408 WEST 129 STREET |
| 1968 | 49 | 412 WEST 129 STREET |
| 1968 | 52 | 416 WEST 129 STREET |
| 1968 | 54 | 418 WEST 129 STREET |
| 1968 | 56 | 33 CONVENT AVENUE |
| 1968 | 58 | 29 CONVENT AVENUE |
| 1969 | 1 | 1403 AMSTERDAM AVENUE |
| 1969 | 5 | 497 WEST 129 STREET |
| 1969 | 6 | 487 WEST 129 STREET |
| 1969 | 12 | 38 CONVENT AVENUE |
| 1969 | 19 | 44 CONVENT AVENUE |
| 1969 | 25 | 41 CONVENT AVENUE |
| 1969 | 29 | 419 WEST 129 STREET |
| 1969 | 34 | 409 WEST 129 STREET |
| 1969 | 40 | 41 ST NICHOLAS TERRACE |
| 1969 | 48 | 49 ST NICHOLAS TERRACE |
| 1969 | 50 | 408 WEST 130 STREET |
| 1969 | 55 | 418 WEST 130 STREET |
| 1969 | 65 | 48 CONVENT AVENUE |
| 1969 | 66 | 50 CONVENT AVENUE |
| 1969 | 68 | CONVENT AVENUE |
| 1969 | 78 | 498 WEST 130 STREET |
| 1969 | 79 | 1417 AMSTERDAM AVENUE |
| 1969 | 80 | 1415 AMSTERDAM AVENUE |
| 1969 | 81 | 1413 AMSTERDAM AVENUE |
| 1969 | 104 | AMSTERDAM AVENUE |
| 1970 | 1 | 499 WEST 130 STREET |
| 1970 | 2 | 1423 AMSTERDAM AVENUE |
| 1970 | 9 | 489 WEST 130 STREET |
| 1970 | 16 | 70 CONVENT AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 1970 | 34 | 1437 AMSTERDAM AVENUE |
| 1970 | 35 | 1439 AMSTERDAM AVENUE |
| 1970 | 36 | 1445 AMSTERDAM AVENUE |
| 1970 | 42 | 80 CONVENT AVENUE |
| 1970 | 48 | 90 CONVENT AVENUE |
| 1970 | 51 | 100 CONVENT AVENUE |
| 1970 | 55 | 102 CONVENT AVENUE |
| 1970 | 58 | 106 CONVENT AVENUE |
| 1970 | 60 | 110 CONVENT AVENUE |
| 1970 | 61 | 1477 AMSTERDAM AVENUE |
| 1970 | 62 | 1475 AMSTERDAM AVENUE |
| 1970 | 63 | 1473 AMSTERDAM AVENUE |
| 1970 | 64 | 1471 AMSTERDAM AVENUE |
| 1970 | 65 | 1467 AMSTERDAM AVENUE |
| 1970 | 67 | 1465 AMSTERDAM AVENUE |
| 1970 | 68 | 1463 AMSTERDAM AVENUE |
| 1970 | 69 | 1461 AMSTERDAM AVENUE |
| 1970 | 70 | 1459 AMSTERDAM AVENUE |
| 1970 | 71 | 1457 AMSTERDAM AVENUE |
| 1970 | 72 | 1455 AMSTERDAM AVENUE |
| 1970 | 73 | 1453 AMSTERDAM AVENUE |
| 1970 | 160 | 496 WEST 133 STREET |
| 1971 | 1 | 499 WEST 133 STREET |
| 1987 | 7 | 553 WEST 133 STREET |
| 1987 | 9 | 547 WEST 133 STREET |
| 1987 | 12 | 545 WEST 133 STREET |
| 1987 | 13 | 541 WEST 133 STREET |
| 1987 | 15 | 537 WEST 133 STREET |
| 1987 | 17 | 535 WEST 133 STREET |
| 1987 | 21 | 525 WEST 133 STREET |
| 1987 | 24 | 519 WEST 133 STREET |
| 1987 | 29 | 1480 AMSTERDAM AVENUE |
| 1987 | 31 | 1484 AMSTERDAM AVENUE |
| 1987 | 33 | 1488 AMSTERDAM AVENUE |
| 1987 | 34 | 1492 AMSTERDAM AVENUE |
| 1987 | 36 | 1496 AMSTERDAM AVENUE |
| 1987 | 37 | 502 WEST 134 STREET |
| 1987 | 41 | 508 WEST 134 STREET |
| 1987 | 43 | 510 WEST 134 STREET |
| 1987 | 46 | 516 WEST 134 STREET |
| 1987 | 48 | 518 WEST 134 STREET |
| 1987 | 50 | 520 WEST 134 STREET |
| 1987 | 51 | 522 WEST 134 STREET |
| 1987 | 53 | 524 WEST 134 STREET |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 1988 | 10 | 525 WEST 134 STREET |
| 1988 | 12 | 523 WEST 134 STREET |
| 1988 | 14 | 521 WEST 134 STREET |
| 1988 | 16 | 519 WEST 134 STREET |
| 1988 | 18 | 517 WEST 134 STREET |
| 1988 | 20 | 515 WEST 134 STREET |
| 1988 | 21 | 513 WEST 134 STREET |
| 1988 | 22 | 511 WEST 134 STREET |
| 1988 | 24 | 509 WEST 134 STREET |
| 1988 | 25 | 507 WEST 134 STREET |
| 1988 | 27 | 505 WEST 134 STREET |
| 1988 | 29 | 1500 AMSTERDAM AVENUE |
| 1988 | 31 | 1504 AMSTERDAM AVENUE |
| 1988 | 33 | 1508 AMSTERDAM AVENUE |
| 1988 | 34 | 1512 AMSTERDAM AVENUE |
| 1988 | 36 | 1516 AMSTERDAM AVENUE |
| 1988 | 37 | 502 WEST 135 STREET |
| 1988 | 39 | 504 WEST 135 STREET |
| 1988 | 40 | 506 WEST 135 STREET |
| 1988 | 42 | 508 WEST 135 STREET |
| 1988 | 44 | 510 WEST 135 STREET |
| 1988 | 46 | 512 WEST 135 STREET |
| 1988 | 48 | 514 WEST 135 STREET |
| 1988 | 50 | 516 WEST 135 STREET |
| 1988 | 52 | 518 WEST 135 STREET |
| 1988 | 53 | 520 WEST 135 STREET |
| 1988 | 74 | 3340 BROADWAY |
| 1988 | 80 | 531 WEST 135 STREET |
| 1988 | 81 | 529 WEST 135 STREET |
| 1988 | 83 | 527 WEST 135 STREET |
| 1988 | 85 | 525 WEST 135 STREET |
| 1988 | 86 | 523 WEST 135 STREET |
| 1988 | 88 | 521 WEST 135 STREET |
| 1988 | 91 | 517 WEST 135 STREET |
| 1988 | 93 | 515 WEST 135 STREET |
| 1988 | 94 | 513 WEST 135 STREET |
| 1988 | 96 | 511 WEST 135 STREET |
| 1988 | 98 | 509 WEST 135 STREET |
| 1988 | 99 | 507 WEST 135 STREET |
| 1988 | 101 | 505 WEST 135 STREET |
| 1988 | 103 | 1520 AMSTERDAM AVENUE |
| 1988 | 105 | 1524 AMSTERDAM AVENUE |
| 1988 | 106 | 1528 AMSTERDAM AVENUE |
| 1988 | 107 | 1532 AMSTERDAM AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 1988 | 109 | 1536 AMSTERDAM AVENUE |
| 1988 | 114 | 508 WEST 136 STREET |
| 1988 | 115 | 510 WEST 136 STREET |
| 1988 | 117 | 512 WEST 136 STREET |
| 1988 | 118 | 514 WEST 136 STREET |
| 1988 | 120 | 516 WEST 136 STREET |
| 1988 | 121 | 518 WEST 136 STREET |
| 1988 | 123 | 520 WEST 136 STREET |
| 1988 | 127 | 528 WEST 136 STREET |
| 1988 | 131 | 536 WEST 136 STREET |
| 1988 | 134 | 3350 BROADWAY |
| 1988 | 147 | 1 HAMILTON PLACE |
| 1988 | 148 | 3 HAMILTON PLACE |
| 1988 | 150 | 7 HAMILTON PLACE |
| 1988 | 155 | 17 HAMILTON PLACE |
| 1988 | 165 | BROADWAY |
| 1988 | 166 | 500 WEST 138 STREET |
| 1988 | 200 | 1540 AMSTERDAM AVENUE |
| 1988 | 7501 | 519 WEST 135 STREET |
| 1988 | 7502 | 504 WEST 136 STREET |
| 2001 | 38 | 614 WEST 135 STREET |
| 2001 | 50 | 622 WEST 135 STREET |
| 2001 | 55 | 626 WEST 135 STREET |
| 2001 | 58 | 634 WEST 135 STREET |
| 2001 | 60 | 575 RIVERSIDE DRIVE |
| 2002 | 2 | 583 RIVERSIDE DRIVE |
| 2002 | 11 | 629 WEST 135 STREET |
| 2002 | 14 | 625 WEST 135 STREET |
| 2002 | 17 | 621 WEST 135 STREET |
| 2002 | 19 | 619 WEST 135 STREET |
| 2002 | 21 | 617 WEST 135 STREET |
| 2002 | 22 | 615 WEST 135 STREET |
| 2002 | 24 | 611 WEST 135 STREET |
| 2002 | 26 | 609 WEST 135 STREET |
| 2002 | 33 | 3341 BROADWAY |
| 2002 | 34 | 3351 BROADWAY |
| 2002 | 39 | 610 WEST 136 STREET |
| 2002 | 40 | 611 WEST 136 STREET |
| 2002 | 41 | 607 WEST 136 STREET |
| 2002 | 42 | 601 WEST 136 STREET |
| 2002 | 50 | 602 WEST 137 STREET |
| 2002 | 52 | 606 WEST 137 STREET |
| 2002 | 55 | 612 WEST 137 STREET |
| 2002 | 57 | 616 WEST 137 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2002 | 61 | 622 WEST 137 STREET |
| 2002 | 67 | 594 RIVERSIDE DRIVE |
| 2002 | 69 | 590 RIVERSIDE DRIVE |
| 2002 | 73 | 627 WEST 136 STREET |
| 2002 | 75 | 623 WEST 136 STREET |
| 2002 | 77 | 619 WEST 136 STREET |
| 2002 | 79 | 615 WEST 136 STREET |
| 2002 | 89 | 614 WEST 136 STREET |
| 2002 | 91 | 618 WEST 136 STREET |
| 2002 | 93 | 622 WEST 136 STREET |
| 2002 | 95 | 626 WEST 136 STREET |
| 2002 | 97 | 630 WEST 136 STREET |
| 2002 | 101 | 589 RIVERSIDE DRIVE |
| 2050 | 1 | 281 CONVENT AVENUE |
| 2050 | 4 | 287 CONVENT AVENUE |
| 2050 | 7 | 289 CONVENT AVENUE |
| 2050 | 11 | 295 CONVENT AVENUE |
| 2050 | 15 | 305 CONVENT AVENUE |
| 2050 | 19 | 311 CONVENT AVENUE |
| 2050 | 20 | 313 CONVENT AVENUE |
| 2050 | 21 | 315 CONVENT AVENUE |
| 2050 | 22 | 317 CONVENT AVENUE |
| 2050 | 23 | 319 CONVENT AVENUE |
| 2050 | 24 | 321 CONVENT AVENUE |
| 2050 | 25 | 323 CONVENT AVENUE |
| 2050 | 26 | 325 CONVENT AVENUE |
| 2050 | 27 | 327 CONVENT AVENUE |
| 2050 | 28 | 329 CONVENT AVENUE |
| 2050 | 29 | 331 CONVENT AVENUE |
| 2050 | 30 | 333 CONVENT AVENUE |
| 2050 | 31 | 335 CONVENT AVENUE |
| 2050 | 32 | 337 CONVENT AVENUE |
| 2050 | 33 | 339 CONVENT AVENUE |
| 2050 | 37 | 341 CONVENT AVENUE |
| 2050 | 39 | 345 CONVENT AVENUE |
| 2050 | 40 | 347 CONVENT AVENUE |
| 2050 | 41 | 349 CONVENT AVENUE |
| 2050 | 42 | 351 CONVENT AVENUE |
| 2050 | 47 | 418 WEST 145 STREET |
| 2050 | 48 | 414 WEST 145 STREET |
| 2050 | 49 | 412 WEST 145 STREET |
| 2050 | 50 | 408 WEST 145 STREET |
| 2050 | 51 | 404 WEST 145 STREET |
| 2050 | 52 | 413 WEST 144 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2050 | 53 | 417 WEST 144 STREET |
| 2050 | 54 | 419 WEST 144 STREET |
| 2050 | 55 | 421 WEST 144 STREET |
| 2050 | 61 | 426 WEST 144 STREET |
| 2050 | 62 | 422 WEST 144 STREET |
| 2050 | 64 | 62 HAMILTON TERRACE |
| 2050 | 65 | 60 HAMILTON TERRACE |
| 2050 | 66 | 58 HAMILTON TERRACE |
| 2050 | 67 | 54 HAMILTON TERRACE |
| 2050 | 68 | 52 HAMILTON TERRACE |
| 2050 | 69 | 48 HAMILTON TERRACE |
| 2050 | 70 | 46 HAMILTON TERRACE |
| 2050 | 71 | 44 HAMILTON TERRACE |
| 2050 | 72 | 40 HAMILTON TERRACE |
| 2050 | 73 | 38 HAMILTON TERRACE |
| 2050 | 74 | 34 HAMILTON TERRACE |
| 2050 | 75 | 32 HAMILTON TERRACE |
| 2050 | 76 | 30 HAMILTON TERRACE |
| 2050 | 77 | 26 HAMILTON TERRACE |
| 2050 | 78 | 24 HAMILTON TERRACE |
| 2050 | 79 | 20 HAMILTON TERRACE |
| 2050 | 80 | 18 HAMILTON TERRACE |
| 2050 | 81 | 14 HAMILTON TERRACE |
| 2050 | 82 | 10 HAMILTON TERRACE |
| 2050 | 83 | 8 HAMILTON TERRACE |
| 2050 | 84 | 4 HAMILTON TERRACE |
| 2050 | 93 | 423 WEST 141 STREET |
| 2050 | 94 | 3 HAMILTON TERRACE |
| 2050 | 95 | 5 HAMILTON TERRACE |
| 2050 | 96 | 9 HAMILTON TERRACE |
| 2050 | 97 | 11 HAMILTON TERRACE |
| 2050 | 100 | 13 HAMILTON TERRACE |
| 2050 | 101 | 21 HAMILTON TERRACE |
| 2050 | 102 | 25 HAMILTON TERRACE |
| 2050 | 103 | 27 HAMILTON TERRACE |
| 2050 | 104 | 31 HAMILTON TERRACE |
| 2050 | 105 | 33 HAMILTON TERRACE |
| 2050 | 106 | 35 HAMILTON TERRACE |
| 2050 | 107 | 39 HAMILTON TERRACE |
| 2050 | 108 | 41 HAMILTON TERRACE |
| 2050 | 109 | 45 HAMILTON TERRACE |
| 2050 | 110 | 47 HAMILTON TERRACE |
| 2050 | 111 | 49 HAMILTON TERRACE |
| 2050 | 112 | 51 HAMILTON TERRACE |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2050 | 113 | 53 HAMILTON TERRACE |
| 2050 | 118 | 63 HAMILTON TERRACE |
| 2050 | 131 | 695 ST NICHOLAS AVENUE |
| 2050 | 136 | 691 ST NICHOLAS AVENUE |
| 2050 | 140 | 673 ST NICHOLAS AVENUE |
| 2050 | 147 | 416 WEST 145 STREET |
| 2050 | 148 | 410 WEST 145 STREET |
| 2050 | 149 | 655 ST NICHOLAS AVENUE |
| 2050 | 150 | 406 WEST 145 STREET |
| 2050 | 151 | 402 WEST 145 STREET |
| 2050 | 152 | 400 WEST 145 STREET |
| 2050 | 153 | 415 WEST 144 STREET |
| 2050 | 155 | 423 WEST 144 STREET |
| 2050 | 156 | ST NICHOLAS AVENUE |
| 2050 | 157 | 649 ST NICHOLAS AVENUE |
| 2050 | 158 | ST NICHOLAS AVENUE |
| 2050 | 160 | 641 ST NICHOLAS AVENUE |
| 2050 | 161 | 424 WEST 144 STREET |
| 2050 | 162 | 420 WEST 144 STREET |
| 2050 | 163 | 416 WEST 144 STREET |
| 2050 | 164 | ST NICHOLAS AVENUE |
| 2050 | 166 | 56 HAMILTON TERRACE |
| 2050 | 168 | 50 HAMILTON TERRACE |
| 2050 | 171 | 42 HAMILTON TERRACE |
| 2050 | 173 | 36 HAMILTON TERRACE |
| 2050 | 175 | 28 HAMILTON TERRACE |
| 2050 | 178 | 22 HAMILTON TERRACE |
| 2050 | 180 | 16 HAMILTON TERRACE |
| 2050 | 181 | 12 HAMILTON TERRACE |
| 2050 | 183 | 409 WEST 141 STREET |
| 2050 | 184 | 6 HAMILTON TERRACE |
| 2050 | 187 | 415 WEST 141 STREET |
| 2050 | 188 | 417 WEST 141 STREET |
| 2050 | 189 | 419 WEST 141 STREET |
| 2050 | 190 | 421 WEST 141 STREET |
| 2050 | 193 | 1 HAMILTON TERRACE |
| 2050 | 195 | 7 HAMILTON TERRACE |
| 2050 | 201 | 23 HAMILTON TERRACE |
| 2050 | 203 | 29 HAMILTON TERRACE |
| 2050 | 206 | 37 HAMILTON TERRACE |
| 2050 | 208 | 43 HAMILTON TERRACE |
| 2050 | 7501 | 413 WEST 141 STREET |
| 2050 | 7502 | 418 WEST 144 STREET |
| 2051 | 1 | 353 WEST 141 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2051 | 4 | 351 WEST 141 STREET |
| 2051 | 6 | WEST 141 STREET |
| 2051 | 7 | 347 WEST 141 STREET |
| 2051 | 8 | 345 WEST 141 STREET |
| 2051 | 11 | 133 EDGECOMBE AVENUE |
| 2051 | 12 | 135 EDGECOMBE AVENUE |
| 2051 | 13 | 137 EDGECOMBE AVENUE |
| 2051 | 14 | 139 EDGECOMBE AVENUE |
| 2051 | 15 | 141 EDGECOMBE AVENUE |
| 2051 | 20 | 634 ST NICHOLAS AVENUE |
| 2051 | 25 | 642 ST NICHOLAS AVENUE |
| 2051 | 31 | 656 ST NICHOLAS AVENUE |
| 2051 | 33 | 660 ST NICHOLAS AVENUE |
| 2051 | 35 | 666 ST NICHOLAS AVENUE |
| 2051 | 39 | 672 ST NICHOLAS AVENUE |
| 2051 | 43 | 676 ST NICHOLAS AVENUE |
| 2051 | 45 | 678 ST NICHOLAS AVENUE |
| 2051 | 54 | 680 ST NICHOLAS AVENUE |
| 2051 | 55 | 350 WEST 145 STREET |
| 2051 | 56 | 348 WEST 145 STREET |
| 2051 | 57 | 346 WEST 145 STREET |
| 2051 | 58 | 344 WEST 145 STREET |
| 2051 | 59 | 342 WEST 145 STREET |
| 2051 | 60 | 340 WEST 145 STREET |
| 2051 | 61 | 229 EDGECOMBE AVENUE |
| 2051 | 62 | 227 EDGECOMBE AVENUE |
| 2051 | 63 | 225 EDGECOMBE AVENUE |
| 2051 | 64 | 219 EDGECOMBE AVENUE |
| 2051 | 66 | 211 EDGECOMBE AVENUE |
| 2051 | 69 | 209 EDGECOMBE AVENUE |
| 2051 | 70 | 207 EDGECOMBE AVENUE |
| 2051 | 71 | 205 EDGECOMBE AVENUE |
| 2051 | 72 | 203 EDGECOMBE AVENUE |
| 2051 | 73 | 201 EDGECOMBE AVENUE |
| 2051 | 74 | 199 EDGECOMBE AVENUE |
| 2051 | 75 | 197 EDGECOMBE AVENUE |
| 2051 | 76 | 195 EDGECOMBE AVENUE |
| 2051 | 77 | 193 EDGECOMBE AVENUE |
| 2051 | 78 | 191 EDGECOMBE AVENUE |
| 2051 | 79 | 189 EDGECOMBE AVENUE |
| 2051 | 80 | 187 EDGECOMBE AVENUE |
| 2051 | 81 | 169 EDGECOMBE AVENUE |
| 2051 | 83 | 165 EDGECOMBE AVENUE |
| 2051 | 85 | 161 EDGECOMBE AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2051 | 87 | 157 EDGECOMBE AVENUE |
| 2051 | 89 | 153 EDGECOMBE AVENUE |
| 2051 | 91 | 149 EDGECOMBE AVENUE |
| 2051 | 93 | 145 EDGECOMBE AVENUE |
| 2051 | 98 | 180 EDGECOMBE AVENUE |
| 2051 | 103 | 188 EDGECOMBE AVENUE |
| 2051 | 104 | 190 EDGECOMBE AVENUE |
| 2051 | 105 | 192 EDGECOMBE AVENUE |
| 2051 | 106 | 194 EDGECOMBE AVENUE |
| 2051 | 107 | 196 EDGECOMBE AVENUE |
| 2051 | 108 | 198 EDGECOMBE AVENUE |
| 2051 | 110 | 200 EDGECOMBE AVENUE |
| 2051 | 111 | 202 EDGECOMBE AVENUE |
| 2051 | 113 | 206 EDGECOMBE AVENUE |
| 2051 | 114 | 208 EDGECOMBE AVENUE |
| 2051 | 115 | 210 EDGECOMBE AVENUE |
| 2051 | 116 | 212 EDGECOMBE AVENUE |
| 2051 | 117 | 214 EDGECOMBE AVENUE |
| 2051 | 118 | 216 EDGECOMBE AVENUE |
| 2051 | 119 | 218 EDGECOMBE AVENUE |
| 2051 | 120 | 220 EDGECOMBE AVENUE |
| 2051 | 121 | 222 EDGECOMBE AVENUE |
| 2051 | 122 | 224 EDGECOMBE AVENUE |
| 2051 | 123 | 226 EDGECOMBE AVENUE |
| 2051 | 124 | 228 EDGECOMBE AVENUE |
| 2051 | 135 | 51 BRADHURST AVENUE |
| 2051 | 136 | 49 BRADHURST AVENUE |
| 2051 | 137 | 47 BRADHURST AVENUE |
| 2051 | 138 | 45 BRADHURST AVENUE |
| 2051 | 139 | 43 BRADHURST AVENUE |
| 2051 | 140 | 41 BRADHURST AVENUE |
| 2051 | 141 | 39 BRADHURST AVENUE |
| 2051 | 142 | 37 BRADHURST AVENUE |
| 2051 | 143 | 35 BRADHURST AVENUE |
| 2051 | 144 | 33 BRADHURST AVENUE |
| 2051 | 145 | 31 BRADHURST AVENUE |
| 2051 | 146 | 29 BRADHURST AVENUE |
| 2051 | 147 | 27 BRADHURST AVENUE |
| 2051 | 149 | 25 BRADHURST AVENUE |
| 2051 | 7501 | 330 WEST 145 STREET |
| 2053 | 1 | 385 WEST 145 STREET |
| 2053 | 9 | 267 EDGECOMBE AVENUE |
| 2053 | 14 | 281 EDGECOMBE AVENUE |
| 2053 | 20 | 287 EDGECOMBE AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2053 | 24 | 291 EDGECOMBE AVENUE |
| 2053 | 26 | 313 EDGECOMBE AVENUE |
| 2053 | 33 | 317 EDGECOMBE AVENUE |
| 2053 | 44 | 750 ST NICHOLAS AVENUE |
| 2053 | 52 | 748 ST NICHOLAS AVENUE |
| 2053 | 58 | 742 ST NICHOLAS AVENUE |
| 2053 | 59 | 740 ST NICHOLAS AVENUE |
| 2053 | 60 | 738 ST NICHOLAS AVENUE |
| 2053 | 61 | 736 ST NICHOLAS AVENUE |
| 2053 | 62 | 734 ST NICHOLAS AVENUE |
| 2053 | 63 | 732 ST NICHOLAS AVENUE |
| 2053 | 65 | 730 ST NICHOLAS AVENUE |
| 2053 | 67 | 728 ST NICHOLAS AVENUE |
| 2053 | 68 | 726 ST NICHOLAS AVENUE |
| 2053 | 69 | 724 ST NICHOLAS AVENUE |
| 2053 | 70 | 722 ST NICHOLAS AVENUE |
| 2053 | 71 | 720 ST NICHOLAS AVENUE |
| 2053 | 72 | 718 ST NICHOLAS AVENUE |
| 2053 | 74 | 716 ST NICHOLAS AVENUE |
| 2053 | 76 | 712 ST NICHOLAS AVENUE |
| 2053 | 77 | 710 ST NICHOLAS AVENUE |
| 2053 | 85 | 323 EDGECOMBE AVENUE |
| 2053 | 86 | 327 EDGECOMBE AVENUE |
| 2053 | 90 | 331 EDGECOMBE AVENUE |
| 2053 | 94 | EDGECOMBE AVENUE |
| 2053 | 96 | 335 EDGECOMBE AVENUE |
| 2053 | 99 | EDGECOMBE AVENUE |
| 2053 | 101 | 400 WEST 150 STREET |
| 2053 | 106 | 6 ST NICHOLAS PLACE |
| 2053 | 111 | 2 ST NICHOLAS PLACE |
| 2053 | 114 | 772 ST NICHOLAS AVENUE |
| 2053 | 122 | 766 ST NICHOLAS AVENUE |
| 2053 | 123 | 764 ST NICHOLAS AVENUE |
| 2053 | 124 | 762 ST NICHOLAS AVENUE |
| 2053 | 125 | 756 ST NICHOLAS AVENUE |
| 2053 | 224 | 760 ST NICHOLAS AVENUE |
| 2053 | 7501 | 714 ST NICHOLAS AVENUE |
| 2054 | 1 | 345 EDGECOMBE AVENUE |
| 2054 | 6 | 353 EDGECOMBE AVENUE |
| 2054 | 12 | 363 EDGECOMBE AVENUE |
| 2054 | 14 | 365 EDGECOMBE AVENUE |
| 2054 | 15 | 367 EDGECOMBE AVENUE |
| 2054 | 16 | 369 EDGECOMBE AVENUE |
| 2054 | 18 | 371 EDGECOMBE AVENUE |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2054 | 20 | 375 EDGECOMBE AVENUE |
| 2054 | 22 | 377 EDGECOMBE AVENUE |
| 2054 | 25 | 36 ST NICHOLAS PLACE |
| 2054 | 27 | 34 ST NICHOLAS PLACE |
| 2054 | 28 | 32 ST NICHOLAS PLACE |
| 2054 | 30 | 28 ST NICHOLAS PLACE |
| 2054 | 32 | 26 ST NICHOLAS PLACE |
| 2054 | 33 | 24 ST NICHOLAS PLACE |
| 2054 | 35 | 22 ST NICHOLAS PLACE |
| 2054 | 36 | 18 ST NICHOLAS PLACE |
| 2054 | 40 | 16 ST NICHOLAS PLACE |
| 2054 | 42 | 14 ST NICHOLAS PLACE |
| 2054 | 44 | 10 ST NICHOLAS PLACE |
| 2054 | 46 | 379 EDGECOMBE AVENUE |
| 2054 | 49 | 385 EDGECOMBE AVENUE |
| 2054 | 53 | 393 EDGECOMBE AVENUE |
| 2054 | 56 | 401 EDGECOMBE AVENUE |
| 2054 | 62 | 409 EDGECOMBE AVENUE |
| 2054 | 69 | 425 EDGECOMBE AVENUE |
| 2054 | 75 | 80 ST NICHOLAS PLACE |
| 2054 | 79 | 76 ST NICHOLAS PLACE |
| 2054 | 82 | 66 ST NICHOLAS PLACE |
| 2054 | 89 | 52 ST NICHOLAS PLACE |
| 2054 | 92 | 48 ST NICHOLAS PLACE |
| 2054 | 96 | 38 ST NICHOLAS PLACE |
| 2057 | 29 | 1619 AMSTERDAM AVENUE |
| 2057 | 30 | 475 WEST 140 STREET |
| 2057 | 31 | 473 WEST 140 STREET |
| 2057 | 32 | 471 WEST 140 STREET |
| 2057 | 33 | 469 WEST 140 STREET |
| 2057 | 34 | 465 WEST 140 STREET |
| 2057 | 35 | 463 WEST 140 STREET |
| 2057 | 36 | 459 WEST 140 STREET |
| 2057 | 37 | 457 WEST 140 STREET |
| 2057 | 38 | 455 WEST 140 STREET |
| 2057 | 39 | 260 CONVENT AVENUE |
| 2057 | 46 | 270 CONVENT AVENUE |
| 2057 | 47 | 454 WEST 141 STREET |
| 2057 | 48 | 456 WEST 141 STREET |
| 2057 | 49 | 458 WEST 141 STREET |
| 2057 | 50 | 462 WEST 141 STREET |
| 2057 | 51 | 464 WEST 141 STREET |
| 2057 | 52 | 466 WEST 141 STREET |
| 2057 | 53 | 470 WEST 141 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2057 | 54 | 472 WEST 141 STREET |
| 2057 | 55 | 474 WEST 141 STREET |
| 2057 | 56 | 1627 AMSTERDAM AVENUE |
| 2057 | 133 | 467 WEST 140 STREET |
| 2057 | 135 | 461 WEST 140 STREET |
| 2057 | 138 | 453 WEST 140 STREET |
| 2057 | 146 | 452 WEST 141 STREET |
| 2057 | 149 | 460 WEST 141 STREET |
| 2057 | 152 | 468 WEST 141 STREET |
| 2058 | 1 | 1641 AMSTERDAM AVENUE |
| 2058 | 2 | 475 WEST 141 STREET |
| 2058 | 3 | 473 WEST 141 STREET |
| 2058 | 4 | 471 WEST 141 STREET |
| 2058 | 5 | 467 WEST 141 STREET |
| 2058 | 6 | 465 WEST 141 STREET |
| 2058 | 7 | 463 WEST 141 STREET |
| 2058 | 8 | 459 WEST 141 STREET |
| 2058 | 9 | 457 WEST 141 STREET |
| 2058 | 10 | 453 WEST 141 STREET |
| 2058 | 11 | 280 CONVENT AVENUE |
| 2058 | 12 | 282 CONVENT AVENUE |
| 2058 | 13 | 284 CONVENT AVENUE |
| 2058 | 14 | 288 CONVENT AVENUE |
| 2058 | 15 | 290 CONVENT AVENUE |
| 2058 | 16 | 292 CONVENT AVENUE |
| 2058 | 17 | 294 CONVENT AVENUE |
| 2058 | 18 | 298 CONVENT AVENUE |
| 2058 | 19 | 452 WEST 142 STREET |
| 2058 | 20 | 456 WEST 142 STREET |
| 2058 | 21 | 458 WEST 142 STREET |
| 2058 | 22 | 462 WEST 142 STREET |
| 2058 | 23 | 464 WEST 142 STREET |
| 2058 | 24 | 468 WEST 142 STREET |
| 2058 | 25 | 470 WEST 142 STREET |
| 2058 | 26 | 472 WEST 142 STREET |
| 2058 | 27 | 476 WEST 142 STREET |
| 2058 | 29 | 477 WEST 142 STREET |
| 2058 | 30 | 475 WEST 142 STREET |
| 2058 | 31 | 471 WEST 142 STREET |
| 2058 | 32 | 469 WEST 142 STREET |
| 2058 | 33 | 465 WEST 142 STREET |
| 2058 | 37 | 463 WEST 142 STREET |
| 2058 | 40 | 302 CONVENT AVENUE |
| 2058 | 47 | 310 CONVENT AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2058 | 50 | 458 WEST 143 STREET |
| 2058 | 55 | 462 WEST 143 STREET |
| 2058 | 56 | 470 WEST 143 STREET |
| 2058 | 57 | 474 WEST 143 STREET |
| 2058 | 58 | 1671 AMSTERDAM AVENUE |
| 2058 | 104 | 469 WEST 141 STREET |
| 2058 | 107 | 461 WEST 141 STREET |
| 2058 | 109 | 455 WEST 141 STREET |
| 2058 | 113 | 286 CONVENT AVENUE |
| 2058 | 117 | 296 CONVENT AVENUE |
| 2058 | 119 | 454 WEST 142 STREET |
| 2058 | 121 | 460 WEST 142 STREET |
| 2058 | 123 | 466 WEST 142 STREET |
| 2058 | 130 | 473 WEST 142 STREET |
| 2058 | 156 | 472 WEST 143 STREET |
| 2059 | 1 | 1681 AMSTERDAM AVENUE |
| 2059 | 3 | 473 WEST 143 STREET |
| 2059 | 4 | 471 WEST 143 STREET |
| 2059 | 5 | 467 WEST 143 STREET |
| 2059 | 6 | 465 WEST 143 STREET |
| 2059 | 7 | 461 WEST 143 STREET |
| 2059 | 8 | 459 WEST 143 STREET |
| 2059 | 9 | 457 WEST 143 STREET |
| 2059 | 11 | 320 CONVENT AVENUE |
| 2059 | 12 | 324 CONVENT AVENUE |
| 2059 | 13 | 326 CONVENT AVENUE |
| 2059 | 14 | 328 CONVENT AVENUE |
| 2059 | 15 | 330 CONVENT AVENUE |
| 2059 | 16 | 332 CONVENT AVENUE |
| 2059 | 17 | 334 CONVENT AVENUE |
| 2059 | 18 | 336 CONVENT AVENUE |
| 2059 | 19 | 452 WEST 144 STREET |
| 2059 | 20 | 454 WEST 144 STREET |
| 2059 | 21 | 456 WEST 144 STREET |
| 2059 | 22 | 458 WEST 144 STREET |
| 2059 | 23 | 460 WEST 144 STREET |
| 2059 | 24 | 462 WEST 144 STREET |
| 2059 | 25 | 464 WEST 144 STREET |
| 2059 | 26 | 466 WEST 144 STREET |
| 2059 | 27 | 468 WEST 144 STREET |
| 2059 | 28 | 470 WEST 144 STREET |
| 2059 | 30 | 474 WEST 144 STREET |
| 2059 | 31 | 1689 AMSTERDAM AVENUE |
| 2059 | 32 | 1697 AMSTERDAM AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2059 | 33 | 475 WEST 144 STREET |
| 2059 | 34 | 473 WEST 144 STREET |
| 2059 | 35 | 471 WEST 144 STREET |
| 2059 | 36 | 467 WEST 144 STREET |
| 2059 | 37 | 465 WEST 144 STREET |
| 2059 | 38 | 463 WEST 144 STREET |
| 2059 | 39 | 461 WEST 144 STREET |
| 2059 | 40 | 459 WEST 144 STREET |
| 2059 | 41 | 457 WEST 144 STREET |
| 2059 | 42 | 455 WEST 144 STREET |
| 2059 | 43 | 453 WEST 144 STREET |
| 2059 | 44 | 340 CONVENT AVENUE |
| 2059 | 47 | 346 CONVENT AVENUE |
| 2059 | 48 | 348 CONVENT AVENUE |
| 2059 | 49 | 350 CONVENT AVENUE |
| 2059 | 50 | 352 CONVENT AVENUE |
| 2059 | 51 | 356 CONVENT AVENUE |
| 2059 | 52 | 452 WEST 145 STREET |
| 2059 | 53 | 456 WEST 145 STREET |
| 2059 | 54 | 458 WEST 145 STREET |
| 2059 | 55 | 462 WEST 145 STREET |
| 2059 | 56 | 464 WEST 145 STREET |
| 2059 | 57 | 468 WEST 145 STREET |
| 2059 | 58 | 470 WEST 145 STREET |
| 2059 | 59 | 474 WEST 145 STREET |
| 2059 | 60 | 476 WEST 145 STREET |
| 2059 | 61 | 1709 AMSTERDAM AVENUE |
| 2059 | 104 | 469 WEST 143 STREET |
| 2059 | 106 | 463 WEST 143 STREET |
| 2059 | 111 | 322 CONVENT AVENUE |
| 2059 | 135 | 469 WEST 144 STREET |
| 2059 | 150 | 354 CONVENT AVENUE |
| 2059 | 151 | 450 WEST 145 STREET |
| 2059 | 152 | 454 WEST 145 STREET |
| 2059 | 154 | 460 WEST 145 STREET |
| 2059 | 156 | 466 WEST 145 STREET |
| 2059 | 158 | 472 WEST 145 STREET |
| 2059 | 7501 | 453 WEST 143 STREET |
| 2059 | 7502 | 472 WEST 144 STREET |
| 2059 | 7503 | 475 WEST 143 STREET |
| 2060 | 1 | 1721 AMSTERDAM AVENUE |
| 2060 | 9 | 481 WEST 145 STREET |
| 2060 | 11 | 475 WEST 145 STREET |
| 2060 | 12 | 473 WEST 145 STREET |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2060 | 14 | 471 WEST 145 STREET |
| 2060 | 18 | 421 WEST 145 STREET |
| 2060 | 22 | 419 WEST 145 STREET |
| 2060 | 23 | 417 WEST 145 STREET |
| 2060 | 24 | 413 WEST 145 STREET |
| 2060 | 25 | 409 WEST 145 STREET |
| 2060 | 28 | 407 WEST 145 STREET |
| 2060 | 29 | 701 ST NICHOLAS AVENUE |
| 2060 | 31 | 707 ST NICHOLAS AVENUE |
| 2060 | 33 | 713 ST NICHOLAS AVENUE |
| 2060 | 34 | 717 ST NICHOLAS AVENUE |
| 2060 | 35 | 719 ST NICHOLAS AVENUE |
| 2060 | 36 | 721 ST NICHOLAS AVENUE |
| 2060 | 37 | 402 WEST 146 STREET |
| 2060 | 38 | 404 WEST 146 STREET |
| 2060 | 39 | 408 WEST 146 STREET |
| 2060 | 40 | 410 WEST 146 STREET |
| 2060 | 41 | 414 WEST 146 STREET |
| 2060 | 42 | 416 WEST 146 STREET |
| 2060 | 43 | 418 WEST 146 STREET |
| 2060 | 44 | 420 WEST 146 STREET |
| 2060 | 46 | 424 WEST 146 STREET |
| 2060 | 47 | 369 CONVENT AVENUE |
| 2060 | 52 | 454 WEST 146 STREET |
| 2060 | 55 | 464 WEST 146 STREET |
| 2060 | 56 | 466 WEST 146 STREET |
| 2060 | 57 | 468 WEST 146 STREET |
| 2060 | 58 | 470 WEST 146 STREET |
| 2060 | 60 | 474 WEST 146 STREET |
| 2060 | 123 | 415 WEST 145 STREET |
| 2060 | 133 | 715 ST NICHOLAS AVENUE |
| 2060 | 138 | 406 WEST 146 STREET |
| 2060 | 140 | 412 WEST 146 STREET |
| 2060 | 154 | 462 WEST 146 STREET |
| 2060 | 7501 | 368 CONVENT AVENUE |
| 2060 | 7502 | 458 WEST 146 STREET |
| 2061 | 1 | 1739 AMSTERDAM AVENUE |
| 2061 | 2 | 1741 AMSTERDAM AVENUE |
| 2061 | 3 | 1743 AMSTERDAM AVENUE |
| 2061 | 4 | 1745 AMSTERDAM AVENUE |
| 2061 | 5 | WEST 146 STREET |
| 2061 | 14 | 380 CONVENT AVENUE |
| 2061 | 15 | 391 CONVENT AVENUE |
| 2061 | 16 | 387 CONVENT AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2061 | 17 | 385 CONVENT AVENUE |
| 2061 | 18 | 383 CONVENT AVENUE |
| 2061 | 19 | 381 CONVENT AVENUE |
| 2061 | 20 | 435 WEST 146 STREET |
| 2061 | 21 | 431 WEST 146 STREET |
| 2061 | 22 | 429 WEST 146 STREET |
| 2061 | 24 | 421 WEST 146 STREET |
| 2061 | 25 | 417 WEST 146 STREET |
| 2061 | 26 | 413 WEST 146 STREET |
| 2061 | 27 | 411 WEST 146 STREET |
| 2061 | 28 | 407 WEST 146 STREET |
| 2061 | 29 | 723 ST NICHOLAS AVENUE |
| 2061 | 32 | 729 ST NICHOLAS AVENUE |
| 2061 | 33 | 731 ST NICHOLAS AVENUE |
| 2061 | 34 | 733 ST NICHOLAS AVENUE |
| 2061 | 35 | 737 ST NICHOLAS AVENUE |
| 2061 | 36 | 402 WEST 147 STREET |
| 2061 | 37 | 406 WEST 147 STREET |
| 2061 | 38 | 408 WEST 147 STREET |
| 2061 | 39 | 410 WEST 147 STREET |
| 2061 | 40 | 412 WEST 147 STREET |
| 2061 | 41 | 416 WEST 147 STREET |
| 2061 | 42 | 418 WEST 147 STREET |
| 2061 | 43 | 420 WEST 147 STREET |
| 2061 | 44 | 422 WEST 147 STREET |
| 2061 | 45 | 426 WEST 147 STREET |
| 2061 | 46 | 428 WEST 147 STREET |
| 2061 | 47 | 430 WEST 147 STREET |
| 2061 | 51 | 450 WEST 147 STREET |
| 2061 | 54 | 452 WEST 147 STREET |
| 2061 | 60 | 460 WEST 147 STREET |
| 2061 | 61 | 1753 AMSTERDAM AVENUE |
| 2061 | 62 | 1751 AMSTERDAM AVENUE |
| 2061 | 63 | 1749 AMSTERDAM AVENUE |
| 2061 | 64 | 1747 AMSTERDAM AVENUE |
| 2061 | 115 | 389 CONVENT AVENUE |
| 2061 | 120 | 433 WEST 146 STREET |
| 2061 | 122 | 427 WEST 146 STREET |
| 2061 | 123 | 423 WEST 146 STREET |
| 2061 | 124 | 419 WEST 146 STREET |
| 2061 | 125 | 415 WEST 146 STREET |
| 2061 | 127 | 409 WEST 146 STREET |
| 2061 | 134 | 735 ST NICHOLAS AVENUE |
| 2061 | 135 | 739 ST NICHOLAS AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2061 | 136 | 404 WEST 147 STREET |
| 2061 | 140 | 414 WEST 147 STREET |
| 2061 | 144 | 424 WEST 147 STREET |
| 2061 | 7501 | 425 WEST 146 STREET |
| 2062 | 1 | 1761 AMSTERDAM AVENUE |
| 2062 | 2 | 1763 AMSTERDAM AVENUE |
| 2062 | 5 | 469 WEST 147 STREET |
| 2062 | 6 | 467 WEST 147 STREET |
| 2062 | 7 | 463 WEST 147 STREET |
| 2062 | 8 | 461 WEST 147 STREET |
| 2062 | 9 | 459 WEST 147 STREET |
| 2062 | 10 | 455 WEST 147 STREET |
| 2062 | 14 | 400 CONVENT AVENUE |
| 2062 | 18 | 441 WEST 147 STREET |
| 2062 | 19 | 439 WEST 147 STREET |
| 2062 | 20 | 437 WEST 147 STREET |
| 2062 | 21 | 433 WEST 147 STREET |
| 2062 | 23 | 427 WEST 147 STREET |
| 2062 | 24 | 425 WEST 147 STREET |
| 2062 | 25 | 421 WEST 147 STREET |
| 2062 | 26 | 419 WEST 147 STREET |
| 2062 | 27 | 415 WEST 147 STREET |
| 2062 | 28 | 413 WEST 147 STREET |
| 2062 | 29 | 409 WEST 147 STREET |
| 2062 | 30 | 405 WEST 147 STREET |
| 2062 | 31 | 401 WEST 147 STREET |
| 2062 | 32 | 745 ST NICHOLAS AVENUE |
| 2062 | 33 | 749 ST NICHOLAS AVENUE |
| 2062 | 34 | 751 ST NICHOLAS AVENUE |
| 2062 | 35 | 753 ST NICHOLAS AVENUE |
| 2062 | 36 | 400 WEST 148 STREET |
| 2062 | 37 | 402 WEST 148 STREET |
| 2062 | 41 | 412 WEST 148 STREET |
| 2062 | 45 | 419 CONVENT AVENUE |
| 2062 | 46 | 415 CONVENT AVENUE |
| 2062 | 47 | 411 CONVENT AVENUE |
| 2062 | 48 | 408 CONVENT AVENUE |
| 2062 | 49 | 410 CONVENT AVENUE |
| 2062 | 50 | 412 CONVENT AVENUE |
| 2062 | 51 | 414 CONVENT AVENUE |
| 2062 | 52 | 416 CONVENT AVENUE |
| 2062 | 53 | 450 WEST 148 STREET |
| 2062 | 54 | 454 WEST 148 STREET |
| 2062 | 60 | 472 WEST 148 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2062 | 61 | 474 WEST 148 STREET |
| 2062 | 62 | 1773 AMSTERDAM AVENUE |
| 2062 | 106 | 465 WEST 147 STREET |
| 2062 | 109 | 457 WEST 147 STREET |
| 2062 | 120 | 435 WEST 147 STREET |
| 2062 | 122 | 429 WEST 147 STREET |
| 2062 | 124 | 423 WEST 147 STREET |
| 2062 | 126 | 417 WEST 147 STREET |
| 2062 | 128 | 411 WEST 147 STREET |
| 2062 | 129 | 407 WEST 147 STREET |
| 2062 | 130 | 403 WEST 147 STREET |
| 2062 | 131 | 741 ST NICHOLAS AVENUE |
| 2062 | 132 | 747 ST NICHOLAS AVENUE |
| 2062 | 145 | 417 CONVENT AVENUE |
| 2062 | 146 | 413 CONVENT AVENUE |
| 2062 | 159 | 470 WEST 148 STREET |
| 2063 | 1 | 1781 AMSTERDAM AVENUE |
| 2063 | 2 | 1783 AMSTERDAM AVENUE |
| 2063 | 3 | 1785 AMSTERDAM AVENUE |
| 2063 | 4 | 1787 AMSTERDAM AVENUE |
| 2063 | 5 | 465 WEST 148 STREET |
| 2063 | 7 | 461 WEST 148 STREET |
| 2063 | 9 | 459 WEST 148 STREET |
| 2063 | 10 | 457 WEST 148 STREET |
| 2063 | 11 | 453 WEST 148 STREET |
| 2063 | 12 | 420 CONVENT AVENUE |
| 2063 | 13 | 424 CONVENT AVENUE |
| 2063 | 14 | 428 CONVENT AVENUE |
| 2063 | 15 | 431 CONVENT AVENUE |
| 2063 | 16 | 429 CONVENT AVENUE |
| 2063 | 17 | 427 CONVENT AVENUE |
| 2063 | 18 | 425 CONVENT AVENUE |
| 2063 | 19 | 423 CONVENT AVENUE |
| 2063 | 20 | 423 WEST 148 STREET |
| 2063 | 21 | 421 WEST 148 STREET |
| 2063 | 22 | 419 WEST 148 STREET |
| 2063 | 23 | 417 WEST 148 STREET |
| 2063 | 24 | 413 WEST 148 STREET |
| 2063 | 25 | 411 WEST 148 STREET |
| 2063 | 26 | 409 WEST 148 STREET |
| 2063 | 27 | 407 WEST 148 STREET |
| 2063 | 28 | 403 WEST 148 STREET |
| 2063 | 29 | 757 ST NICHOLAS AVENUE |
| 2063 | 30 | 761 ST NICHOLAS AVENUE |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2063 | 31 | 763 ST NICHOLAS AVENUE |
| 2063 | 33 | 767 ST NICHOLAS AVENUE |
| 2063 | 34 | 769 ST NICHOLAS AVENUE |
| 2063 | 35 | 771 ST NICHOLAS AVENUE |
| 2063 | 36 | 773 ST NICHOLAS AVENUE |
| 2063 | 37 | 404 WEST 149 STREET |
| 2063 | 38 | 406 WEST 149 STREET |
| 2063 | 39 | 408 WEST 149 STREET |
| 2063 | 40 | 412 WEST 149 STREET |
| 2063 | 41 | 414 WEST 149 STREET |
| 2063 | 42 | 416 WEST 149 STREET |
| 2063 | 46 | 435 CONVENT AVENUE |
| 2063 | 50 | 450 WEST 149 STREET |
| 2063 | 54 | 452 WEST 149 STREET |
| 2063 | 57 | 460 WEST 149 STREET |
| 2063 | 60 | 1795 AMSTERDAM AVENUE |
| 2063 | 61 | 1793 AMSTERDAM AVENUE |
| 2063 | 62 | 1791 AMSTERDAM AVENUE |
| 2063 | 63 | 1789 AMSTERDAM AVENUE |
| 2063 | 110 | 455 WEST 148 STREET |
| 2063 | 112 | 422 CONVENT AVENUE |
| 2063 | 113 | 426 CONVENT AVENUE |
| 2063 | 114 | 430 CONVENT AVENUE |
| 2063 | 123 | 415 WEST 148 STREET |
| 2063 | 127 | 405 WEST 148 STREET |
| 2063 | 129 | 759 ST NICHOLAS AVENUE |
| 2063 | 136 | 775 ST NICHOLAS AVENUE |
| 2063 | 139 | 410 WEST 149 STREET |
| 2063 | 7501 | 765 ST NICHOLAS AVENUE |
| 2064 | 1 | 1801 AMSTERDAM AVENUE |
| 2064 | 9 | 451 WEST 149 STREET |
| 2064 | 18 | 441 CONVENT AVENUE |
| 2064 | 27 | 781 ST NICHOLAS AVENUE |
| 2064 | 29 | 783 ST NICHOLAS AVENUE |
| 2064 | 30 | 785 ST NICHOLAS AVENUE |
| 2064 | 31 | 787 ST NICHOLAS AVENUE |
| 2064 | 33 | 791 ST NICHOLAS AVENUE |
| 2064 | 34 | 793 ST NICHOLAS AVENUE |
| 2064 | 36 | 795 ST NICHOLAS AVENUE |
| 2064 | 39 | 408 WEST 150 STREET |
| 2064 | 42 | 416 WEST 150 STREET |
| 2064 | 43 | 420 WEST 150 STREET |
| 2064 | 45 | 459 CONVENT AVENUE |
| 2064 | 46 | 455 CONVENT AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2064 | 47 | 455 CONVENT AVENUE |
| 2064 | 48 | 453 CONVENT AVENUE |
| 2064 | 49 | 451 CONVENT AVENUE |
| 2064 | 50 | 450 WEST 150 STREET |
| 2064 | 51 | 454 WEST 150 STREET |
| 2064 | 52 | 458 WEST 150 STREET |
| 2064 | 53 | 460 WEST 150 STREET |
| 2064 | 54 | 464 WEST 150 STREET |
| 2064 | 56 | 470 WEST 150 STREET |
| 2064 | 59 | 474 WEST 150 STREET |
| 2064 | 60 | 1813 AMSTERDAM AVENUE |
| 2064 | 62 | 1809 AMSTERDAM AVENUE |
| 2064 | 142 | 418 WEST 150 STREET |
| 2064 | 143 | 422 WEST 150 STREET |
| 2064 | 149 | 449 CONVENT AVENUE |
| 2064 | 151 | 456 WEST 150 STREET |
| 2064 | 7501 | 789 ST NICHOLAS AVENUE |
| 2065 | 1 | 1821 AMSTERDAM AVENUE |
| 2065 | 6 | 475 WEST 150 STREET |
| 2065 | 7 | 465 WEST 150 STREET |
| 2065 | 10 | 463 WEST 150 STREET |
| 2065 | 11 | 461 WEST 150 STREET |
| 2065 | 12 | 457 WEST 150 STREET |
| 2065 | 14 | 460 CONVENT AVENUE |
| 2065 | 19 | 461 CONVENT AVENUE |
| 2065 | 20 | 419 WEST 150 STREET |
| 2065 | 21 | 417 WEST 150 STREET |
| 2065 | 22 | 415 WEST 150 STREET |
| 2065 | 26 | 801 ST NICHOLAS AVENUE |
| 2065 | 36 | 800 ST NICHOLAS AVENUE |
| 2065 | 38 | 809 ST NICHOLAS AVENUE |
| 2065 | 39 | 811 ST NICHOLAS AVENUE |
| 2065 | 40 | 813 ST NICHOLAS AVENUE |
| 2065 | 42 | 400 WEST 151 STREET |
| 2065 | 43 | 416 WEST 151 STREET |
| 2065 | 44 | 471 CONVENT AVENUE |
| 2065 | 48 | 468 CONVENT AVENUE |
| 2065 | 61 | 1835 AMSTERDAM AVENUE |
| 2066 | 1 | 1841 AMSTERDAM AVENUE |
| 2066 | 9 | 445 WEST 151 STREET |
| 2066 | 19 | 480 CONVENT AVENUE |
| 2066 | 21 | 484 CONVENT AVENUE |
| 2066 | 25 | 481 WEST 151 STREET |
| 2066 | 29 | 820 ST NICHOLAS AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2066 | 33 | 828 ST NICHOLAS AVENUE |
| 2066 | 34 | 830 ST NICHOLAS AVENUE |
| 2066 | 35 | 832 ST NICHOLAS AVENUE |
| 2066 | 36 | 400 WEST 152 STREET |
| 2066 | 46 | 486 CONVENT AVENUE |
| 2066 | 49 | 448 WEST 152 STREET |
| 2066 | 51 | 450 WEST 152 STREET |
| 2066 | 54 | 454 WEST 152 STREET |
| 2066 | 55 | 456 WEST 152 STREET |
| 2066 | 56 | 460 WEST 152 STREET |
| 2066 | 57 | 464 WEST 152 STREET |
| 2066 | 59 | 466 WEST 152 STREET |
| 2066 | 61 | 474 WEST 152 STREET |
| 2066 | 155 | 458 WEST 152 STREET |
| 2066 | 7501 | 443 WEST 151 STREET |
| 2067 | 1 | 1861 AMSTERDAM AVENUE |
| 2067 | 7 | 475 WEST 152 STREET |
| 2067 | 8 | 473 WEST 152 STREET |
| 2067 | 12 | 465 WEST 152 STREET |
| 2067 | 16 | 455 WEST 152 STREET |
| 2067 | 18 | 453 WEST 152 STREET |
| 2067 | 20 | 841 ST NICHOLAS AVENUE |
| 2067 | 21 | 845 ST NICHOLAS AVENUE |
| 2067 | 22 | 847 ST NICHOLAS AVENUE |
| 2067 | 24 | 848 ST NICHOLAS AVENUE |
| 2067 | 25 | 846 ST NICHOLAS AVENUE |
| 2067 | 26 | 844 ST NICHOLAS AVENUE |
| 2067 | 27 | 842 ST NICHOLAS AVENUE |
| 2067 | 29 | 401 WEST 152 STREET |
| 2067 | 30 | 43 ST NICHOLAS PLACE |
| 2067 | 31 | 47 ST NICHOLAS PLACE |
| 2067 | 32 | 51 ST NICHOLAS PLACE |
| 2067 | 33 | 53 ST NICHOLAS PLACE |
| 2067 | 34 | 55 ST NICHOLAS PLACE |
| 2067 | 35 | 57 ST NICHOLAS PLACE |
| 2067 | 36 | 61 ST NICHOLAS PLACE |
| 2067 | 38 | 854 ST NICHOLAS AVENUE |
| 2067 | 39 | 852 ST NICHOLAS AVENUE |
| 2067 | 40 | 850 ST NICHOLAS AVENUE |
| 2067 | 43 | 849 ST NICHOLAS AVENUE |
| 2067 | 44 | 853 ST NICHOLAS AVENUE |
| 2067 | 47 | 402 WEST 153 STREET |
| 2067 | 50 | 444 WEST 153 STREET |
| 2067 | 54 | 450 WEST 153 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2067 | 55 | 454 WEST 153 STREET |
| 2067 | 56 | 458 WEST 153 STREET |
| 2067 | 57 | 460 WEST 153 STREET |
| 2067 | 58 | 462 WEST 153 STREET |
| 2067 | 59 | 466 WEST 153 STREET |
| 2067 | 60 | 468 WEST 153 STREET |
| 2067 | 61 | 1879 AMSTERDAM AVENUE |
| 2067 | 62 | 1877 AMSTERDAM AVENUE |
| 2067 | 63 | 1875 AMSTERDAM AVENUE |
| 2067 | 64 | 1871 AMSTERDAM AVENUE |
| 2067 | 108 | 459 WEST 152 STREET |
| 2067 | 120 | 843 ST NICHOLAS AVENUE |
| 2067 | 130 | 45 ST NICHOLAS PLACE |
| 2067 | 131 | 49 ST NICHOLAS PLACE |
| 2067 | 149 | WEST 153 STREET |
| 2067 | 154 | 452 WEST 153 STREET |
| 2067 | 155 | 456 WEST 153 STREET |
| 2067 | 158 | 464 WEST 153 STREET |
| 2067 | 163 | 1873 AMSTERDAM AVENUE |
| 2067 | 7501 | 469 WEST 152 STREET |
| 2068 | 1 | 1881 AMSTERDAM AVENUE |
| 2068 | 2 | 1883 AMSTERDAM AVENUE |
| 2068 | 3 | 1885 AMSTERDAM AVENUE |
| 2068 | 4 | 1887 AMSTERDAM AVENUE |
| 2068 | 5 | 467 WEST 153 STREET |
| 2068 | 6 | 465 WEST 153 STREET |
| 2068 | 7 | 461 WEST 153 STREET |
| 2068 | 8 | 459 WEST 153 STREET |
| 2068 | 9 | 457 WEST 153 STREET |
| 2068 | 11 | 447 WEST 153 STREET |
| 2068 | 13 | 445 WEST 153 STREET |
| 2068 | 20 | ST NICHOLAS AVENUE |
| 2068 | 24 | 869 ST NICHOLAS AVENUE |
| 2068 | 25 | 871 ST NICHOLAS AVENUE |
| 2068 | 26 | 873 ST NICHOLAS AVENUE |
| 2068 | 27 | 875 ST NICHOLAS AVENUE |
| 2068 | 28 | 877 ST NICHOLAS AVENUE |
| 2068 | 29 | 408 WEST 154 STREET |
| 2068 | 30 | 410 WEST 154 STREET |
| 2068 | 31 | 412 WEST 154 STREET |
| 2068 | 32 | 414 WEST 154 STREET |
| 2068 | 33 | 416 WEST 154 STREET |
| 2068 | 34 | 418 WEST 154 STREET |
| 2068 | 35 | 420 WEST 154 STREET |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2068 | 36 | 422 WEST 154 STREET |
| 2068 | 37 | 424 WEST 154 STREET |
| 2068 | 38 | 426 WEST 154 STREET |
| 2068 | 40 | 432 WEST 154 STREET |
| 2068 | 41 | 434 WEST 154 STREET |
| 2068 | 42 | 1895 AMSTERDAM AVENUE |
| 2068 | 43 | 1893 AMSTERDAM AVENUE |
| 2068 | 44 | 1889 AMSTERDAM AVENUE |
| 2068 | 46 | 1901 AMSTERDAM AVENUE |
| 2068 | 51 | 429 WEST 154 STREET |
| 2068 | 53 | 427 WEST 154 STREET |
| 2068 | 54 | 425 WEST 154 STREET |
| 2068 | 55 | 423 WEST 154 STREET |
| 2068 | 56 | 421 WEST 154 STREET |
| 2068 | 57 | 419 WEST 154 STREET |
| 2068 | 58 | 417 WEST 154 STREET |
| 2068 | 59 | 415 WEST 154 STREET |
| 2068 | 60 | 413 WEST 154 STREET |
| 2068 | 61 | 411 WEST 154 STREET |
| 2068 | 62 | 881 ST NICHOLAS AVENUE |
| 2068 | 64 | 883 ST NICHOLAS AVENUE |
| 2068 | 65 | 885 ST NICHOLAS AVENUE |
| 2068 | 66 | 887 ST NICHOLAS AVENUE |
| 2068 | 67 | 889 ST NICHOLAS AVENUE |
| 2068 | 71 | 454 WEST 155 STREET |
| 2068 | 74 | 458 WEST 155 STREET |
| 2068 | 106 | 463 WEST 153 STREET |
| 2068 | 119 | ST NICHOLAS AVENUE |
| 2068 | 138 | 428 WEST 154 STREET |
| 2068 | 7501 | 430 WEST 154 STREET |
| 2069 | 1 | 67 ST NICHOLAS PLACE |
| 2069 | 8 | 79 ST NICHOLAS PLACE |
| 2069 | 11 | 83 ST NICHOLAS PLACE |
| 2069 | 14 | 87 ST NICHOLAS PLACE |
| 2069 | 20 | 89 ST NICHOLAS PLACE |
| 2069 | 21 | 414 WEST 155 STREET |
| 2069 | 26 | 416 WEST 155 STREET |
| 2069 | 28 | 89 ST NICHOLAS PLACE |
| 2069 | 42 | 880 ST NICHOLAS AVENUE |
| 2069 | 46 | 876 ST NICHOLAS AVENUE |
| 2069 | 48 | 870 ST NICHOLAS AVENUE |
| 2070 | 1 | 3410 BROADWAY |
| 2070 | 4 | 543 WEST 138 STREET |
| 2070 | 8 | 30 HAMILTON PLACE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2070 | 12 | 35 HAMILTON PLACE |
| 2070 | 16 | 529 WEST 138 STREET |
| 2070 | 17 | 525 WEST 138 STREET |
| 2070 | 19 | 523 WEST 138 STREET |
| 2070 | 21 | 519 WEST 138 STREET |
| 2070 | 23 | 515 WEST 138 STREET |
| 2070 | 24 | 511 WEST 138 STREET |
| 2070 | 26 | 507 WEST 138 STREET |
| 2070 | 27 | 505 WEST 138 STREET |
| 2070 | 29 | 1580 AMSTERDAM AVENUE |
| 2070 | 36 | 1590 AMSTERDAM AVENUE |
| 2070 | 37 | 504 WEST 139 STREET |
| 2070 | 39 | 508 WEST 139 STREET |
| 2070 | 43 | 518 WEST 139 STREET |
| 2070 | 47 | 526 WEST 139 STREET |
| 2071 | 1 | 3420 BROADWAY |
| 2071 | 5 | 565 WEST 139 STREET |
| 2071 | 8 | 563 WEST 139 STREET |
| 2071 | 9 | 44 HAMILTON PLACE |
| 2071 | 15 | 51 HAMILTON PLACE |
| 2071 | 19 | 519 WEST 139 STREET |
| 2071 | 21 | 515 WEST 139 STREET |
| 2071 | 23 | 511 WEST 139 STREET |
| 2071 | 25 | 507 WEST 139 STREET |
| 2071 | 27 | 503 WEST 139 STREET |
| 2071 | 29 | 1606 AMSTERDAM AVENUE |
| 2071 | 30 | 1608 AMSTERDAM AVENUE |
| 2071 | 32 | 1614 AMSTERDAM AVENUE |
| 2071 | 36 | 1616 AMSTERDAM AVENUE |
| 2071 | 39 | 508 WEST 140 STREET |
| 2071 | 42 | 518 WEST 140 STREET |
| 2071 | 43 | 520 WEST 140 STREET |
| 2071 | 44 | 524 WEST 140 STREET |
| 2071 | 45 | 61 HAMILTON PLACE |
| 2071 | 51 | 48 HAMILTON PLACE |
| 2071 | 52 | 52 HAMILTON PLACE |
| 2071 | 53 | HAMILTON PLACE |
| 2071 | 54 | 58 HAMILTON PLACE |
| 2071 | 55 | 540 WEST 140 STREET |
| 2071 | 56 | 542 WEST 140 STREET |
| 2071 | 57 | 546 WEST 140 STREET |
| 2071 | 58 | 550 WEST 140 STREET |
| 2071 | 61 | 3430 BROADWAY |
| 2071 | 141 | 516 WEST 140 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2071 | 143 | 522 WEST 140 STREET |
| 2071 | 151 | 50 HAMILTON PLACE |
| 2071 | 153 | 56 HAMILTON PLACE |
| 2071 | 156 | 544 WEST 140 STREET |
| 2071 | 157 | 548 WEST 140 STREET |
| 2072 | 1 | 3440 BROADWAY |
| 2072 | 6 | 563 WEST 140 STREET |
| 2072 | 8 | 559 WEST 140 STREET |
| 2072 | 10 | 557 WEST 140 STREET |
| 2072 | 13 | 66 HAMILTON PLACE |
| 2072 | 21 | 79 HAMILTON PLACE |
| 2072 | 22 | 83 HAMILTON PLACE |
| 2072 | 24 | 509 WEST 140 STREET |
| 2072 | 26 | 507 WEST 140 STREET |
| 2072 | 27 | 503 WEST 140 STREET |
| 2072 | 29 | 1624 AMSTERDAM AVENUE |
| 2072 | 30 | 1626 AMSTERDAM AVENUE |
| 2072 | 36 | 1638 AMSTERDAM AVENUE |
| 2072 | 37 | 502 WEST 141 STREET |
| 2072 | 38 | 504 WEST 141 STREET |
| 2072 | 39 | 87 HAMILTON PLACE |
| 2072 | 55 | 552 WEST 141 STREET |
| 2072 | 57 | 556 WEST 141 STREET |
| 2072 | 59 | 572 WEST 141 STREET |
| 2072 | 64 | 3450 BROADWAY |
| 2073 | 1 | 3458 BROADWAY |
| 2073 | 6 | 559 WEST 141 STREET |
| 2073 | 7 | 557 WEST 141 STREET |
| 2073 | 8 | 553 WEST 141 STREET |
| 2073 | 10 | 551 WEST 141 STREET |
| 2073 | 11 | 545 WEST 141 STREET |
| 2073 | 12 | 543 WEST 141 STREET |
| 2073 | 13 | 541 WEST 141 STREET |
| 2073 | 14 | 537 WEST 141 STREET |
| 2073 | 15 | 533 WEST 141 STREET |
| 2073 | 16 | 529 WEST 141 STREET |
| 2073 | 17 | 525 WEST 141 STREET |
| 2073 | 18 | 523 WEST 141 STREET |
| 2073 | 19 | 519 WEST 141 STREET |
| 2073 | 20 | 90 HAMILTON PLACE |
| 2073 | 24 | 99 HAMILTON PLACE |
| 2073 | 25 | 93 HAMILTON PLACE |
| 2073 | 28 | 503 WEST 141 STREET |
| 2073 | 29 | 1640 AMSTERDAM AVENUE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2073 | 32 | 1646 AMSTERDAM AVENUE |
| 2073 | 33 | 1648 AMSTERDAM AVENUE |
| 2073 | 34 | 1650 AMSTERDAM AVENUE |
| 2073 | 35 | 1652 AMSTERDAM AVENUE |
| 2073 | 36 | 1654 AMSTERDAM AVENUE |
| 2073 | 37 | 502 WEST 142 STREET |
| 2073 | 38 | 107 HAMILTON PLACE |
| 2073 | 39 | 105 HAMILTON PLACE |
| 2073 | 40 | 103 HAMILTON PLACE |
| 2073 | 41 | 101 HAMILTON PLACE |
| 2073 | 42 | 98 HAMILTON PLACE |
| 2073 | 43 | 504 WEST 142 STREET |
| 2073 | 44 | 506 WEST 142 STREET |
| 2073 | 45 | 508 WEST 142 STREET |
| 2073 | 46 | 512 WEST 142 STREET |
| 2073 | 47 | 514 WEST 142 STREET |
| 2073 | 48 | 518 WEST 142 STREET |
| 2073 | 49 | 520 WEST 142 STREET |
| 2073 | 50 | 524 WEST 142 STREET |
| 2073 | 51 | 528 WEST 142 STREET |
| 2073 | 52 | 530 WEST 142 STREET |
| 2073 | 53 | 532 WEST 142 STREET |
| 2073 | 54 | 536 WEST 142 STREET |
| 2073 | 55 | 538 WEST 142 STREET |
| 2073 | 56 | 542 WEST 142 STREET |
| 2073 | 57 | 544 WEST 142 STREET |
| 2073 | 58 | 548 WEST 142 STREET |
| 2073 | 59 | 550 WEST 142 STREET |
| 2073 | 60 | 554 WEST 142 STREET |
| 2073 | 61 | 3478 BROADWAY |
| 2073 | 62 | 3476 BROADWAY |
| 2073 | 63 | 3474 BROADWAY |
| 2073 | 64 | 3470 BROADWAY |
| 2073 | 113 | 539 WEST 141 STREET |
| 2073 | 114 | 535 WEST 141 STREET |
| 2073 | 115 | 531 WEST 141 STREET |
| 2073 | 116 | 527 WEST 141 STREET |
| 2073 | 118 | 521 WEST 141 STREET |
| 2073 | 145 | 510 WEST 142 STREET |
| 2073 | 147 | 516 WEST 142 STREET |
| 2073 | 149 | 522 WEST 142 STREET |
| 2073 | 150 | 526 WEST 142 STREET |
| 2073 | 153 | 534 WEST 142 STREET |
| 2073 | 155 | 540 WEST 142 STREET |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2073 | 157 | 546 WEST 142 STREET |
| 2073 | 159 | 552 WEST 142 STREET |
| 2073 | 163 | 3472 BROADWAY |
| 2074 | 1 | 3486 BROADWAY |
| 2074 | 6 | 545 WEST 142 STREET |
| 2074 | 7 | 541 WEST 142 STREET |
| 2074 | 9 | 539 WEST 142 STREET |
| 2074 | 10 | 537 WEST 142 STREET |
| 2074 | 11 | 535 WEST 142 STREET |
| 2074 | 12 | 533 WEST 142 STREET |
| 2074 | 13 | 529 WEST 142 STREET |
| 2074 | 14 | 527 WEST 142 STREET |
| 2074 | 15 | 525 WEST 142 STREET |
| 2074 | 16 | 523 WEST 142 STREET |
| 2074 | 18 | 517 WEST 142 STREET |
| 2074 | 19 | 515 WEST 142 STREET |
| 2074 | 20 | 511 WEST 142 STREET |
| 2074 | 21 | 509 WEST 142 STREET |
| 2074 | 23 | 507 WEST 142 STREET |
| 2074 | 25 | 116 HAMILTON PLACE |
| 2074 | 29 | 1656 AMSTERDAM AVENUE |
| 2074 | 30 | 115 HAMILTON PLACE |
| 2074 | 32 | 1664 AMSTERDAM AVENUE |
| 2074 | 33 | 135 HAMILTON PLACE |
| 2074 | 40 | 122 HAMILTON PLACE |
| 2074 | 42 | 502 WEST 143 STREET |
| 2074 | 44 | 504 WEST 143 STREET |
| 2074 | 45 | 506 WEST 143 STREET |
| 2074 | 46 | 508 WEST 143 STREET |
| 2074 | 47 | 512 WEST 143 STREET |
| 2074 | 48 | 514 WEST 143 STREET |
| 2074 | 49 | 516 WEST 143 STREET |
| 2074 | 53 | 520 WEST 143 STREET |
| 2074 | 54 | 524 WEST 143 STREET |
| 2074 | 55 | 528 WEST 143 STREET |
| 2074 | 56 | 530 WEST 143 STREET |
| 2074 | 57 | 532 WEST 143 STREET |
| 2074 | 59 | 536 WEST 143 STREET |
| 2074 | 61 | 3488 BROADWAY |
| 2074 | 112 | 531 WEST 142 STREET |
| 2074 | 117 | 519 WEST 142 STREET |
| 2074 | 119 | 513 WEST 142 STREET |
| 2074 | 146 | 510 WEST 143 STREET |
| 2074 | 153 | 522 WEST 143 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2074 | 154 | 526 WEST 143 STREET |
| 2075 | 1 | 3502 BROADWAY |
| 2075 | 5 | 529 WEST 143 STREET |
| 2075 | 8 | 527 WEST 143 STREET |
| 2075 | 11 | 523 WEST 143 STREET |
| 2075 | 14 | 519 WEST 143 STREET |
| 2075 | 17 | 515 WEST 143 STREET |
| 2075 | 20 | 511 WEST 143 STREET |
| 2075 | 23 | 505 WEST 143 STREET |
| 2075 | 26 | 501 WEST 143 STREET |
| 2075 | 29 | ALEX HAMILTON SQUARE |
| 2075 | 36 | 144 HAMILTON PLACE |
| 2075 | 39 | 510 WEST 144 STREET |
| 2075 | 43 | 520 WEST 144 STREET |
| 2075 | 46 | 530 WEST 144 STREET |
| 2075 | 49 | 540 WEST 144 STREET |
| 2075 | 53 | 550 WEST 144 STREET |
| 2075 | 56 | 560 WEST 144 STREET |
| 2075 | 61 | 3512 BROADWAY |
| 2076 | 1 | 3520 BROADWAY |
| 2076 | 5 | 561 WEST 144 STREET |
| 2076 | 7 | 557 WEST 144 STREET |
| 2076 | 10 | 553 WEST 144 STREET |
| 2076 | 13 | 549 WEST 144 STREET |
| 2076 | 14 | 545 WEST 144 STREET |
| 2076 | 16 | 541 WEST 144 STREET |
| 2076 | 18 | 537 WEST 144 STREET |
| 2076 | 19 | 533 WEST 144 STREET |
| 2076 | 20 | 531 WEST 144 STREET |
| 2076 | 21 | 521 WEST 144 STREET |
| 2076 | 23 | 517 WEST 144 STREET |
| 2076 | 25 | 515 WEST 144 STREET |
| 2076 | 26 | 511 WEST 144 STREET |
| 2076 | 27 | 509 WEST 144 STREET |
| 2076 | 28 | 505 WEST 144 STREET |
| 2076 | 29 | 1700 AMSTERDAM AVENUE |
| 2076 | 30 | 1702 AMSTERDAM AVENUE |
| 2076 | 31 | 1704 AMSTERDAM AVENUE |
| 2076 | 36 | 1714 AMSTERDAM AVENUE |
| 2076 | 38 | 504 WEST 145 STREET |
| 2076 | 39 | 506 WEST 145 STREET |
| 2076 | 40 | 508 WEST 145 STREET |
| 2076 | 41 | 510 WEST 145 STREET |
| 2076 | 45 | 518 WEST 145 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2076 | 46 | 520 WEST 145 STREET |
| 2076 | 49 | 524 WEST 145 STREET |
| 2076 | 53 | 532 WEST 145 STREET |
| 2076 | 56 | 538 WEST 145 STREET |
| 2076 | 61 | 3534 BROADWAY |
| 2076 | 118 | 535 WEST 144 STREET |
| 2076 | 120 | 529 WEST 144 STREET |
| 2076 | 125 | 513 WEST 144 STREET |
| 2076 | 127 | 507 WEST 144 STREET |
| 2076 | 128 | 503 WEST 144 STREET |
| 2076 | 7501 | 539 WEST 144 STREET |
| 2077 | 1 | 3542 BROADWAY |
| 2077 | 6 | 543 WEST 145 STREET |
| 2077 | 10 | 533 WEST 145 STREET |
| 2077 | 12 | 531 WEST 145 STREET |
| 2077 | 13 | 529 WEST 145 STREET |
| 2077 | 14 | 525 WEST 145 STREET |
| 2077 | 20 | 515 WEST 145 STREET |
| 2077 | 22 | 513 WEST 145 STREET |
| 2077 | 23 | 511 WEST 145 STREET |
| 2077 | 24 | 507 WEST 145 STREET |
| 2077 | 26 | 505 WEST 145 STREET |
| 2077 | 29 | 1720 AMSTERDAM AVENUE |
| 2077 | 30 | 1722 AMSTERDAM AVENUE |
| 2077 | 31 | 1724 AMSTERDAM AVENUE |
| 2077 | 32 | 1726 AMSTERDAM AVENUE |
| 2077 | 33 | 1728 AMSTERDAM AVENUE |
| 2077 | 34 | 1730 AMSTERDAM AVENUE |
| 2077 | 35 | 1732 AMSTERDAM AVENUE |
| 2077 | 36 | 1734 AMSTERDAM AVENUE |
| 2077 | 37 | 506 WEST 146 STREET |
| 2077 | 38 | 510 WEST 146 STREET |
| 2077 | 39 | 514 WEST 146 STREET |
| 2077 | 41 | 518 WEST 146 STREET |
| 2077 | 43 | 522 WEST 146 STREET |
| 2077 | 50 | 540 WEST 146 STREET |
| 2077 | 53 | 546 WEST 146 STREET |
| 2077 | 55 | 550 WEST 146 STREET |
| 2077 | 57 | 552 WEST 146 STREET |
| 2077 | 59 | 3556 BROADWAY |
| 2077 | 60 | 3550 BROADWAY |
| 2077 | 136 | 504 WEST 146 STREET |
| 2078 | 1 | 3560 BROADWAY |
| 2078 | 5 | 553 WEST 146 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2078 | 11 | 543 WEST 146 STREET |
| 2078 | 15 | 525 WEST 146 STREET |
| 2078 | 17 | 523 WEST 146 STREET |
| 2078 | 19 | 1740 AMSTERDAM AVENUE |
| 2078 | 47 | 522 WEST 147 STREET |
| 2078 | 49 | 526 WEST 147 STREET |
| 2078 | 51 | 530 WEST 147 STREET |
| 2078 | 53 | 534 WEST 147 STREET |
| 2078 | 55 | 538 WEST 147 STREET |
| 2078 | 57 | 542 WEST 147 STREET |
| 2078 | 59 | 544 WEST 147 STREET |
| 2078 | 61 | 3570 BROADWAY |
| 2079 | 1 | 3580 BROADWAY |
| 2079 | 7 | 547 WEST 147 STREET |
| 2079 | 11 | WEST 147 STREET |
| 2079 | 12 | 543 WEST 147 STREET |
| 2079 | 13 | 539 WEST 147 STREET |
| 2079 | 14 | 537 WEST 147 STREET |
| 2079 | 15 | 533 WEST 147 STREET |
| 2079 | 17 | 527 WEST 147 STREET |
| 2079 | 19 | 519 WEST 147 STREET |
| 2079 | 21 | 515 WEST 147 STREET |
| 2079 | 23 | 511 WEST 147 STREET |
| 2079 | 25 | 507 WEST 147 STREET |
| 2079 | 27 | 505 WEST 147 STREET |
| 2079 | 28 | 503 WEST 147 STREET |
| 2079 | 29 | 1760 AMSTERDAM AVENUE |
| 2079 | 30 | 1764 AMSTERDAM AVENUE |
| 2079 | 31 | 1766 AMSTERDAM AVENUE |
| 2079 | 32 | 1768 AMSTERDAM AVENUE |
| 2079 | 33 | 1770 AMSTERDAM AVENUE |
| 2079 | 34 | 1772 AMSTERDAM AVENUE |
| 2079 | 36 | 1774 AMSTERDAM AVENUE |
| 2079 | 37 | 502 WEST 148 STREET |
| 2079 | 39 | 506 WEST 148 STREET |
| 2079 | 41 | 510 WEST 148 STREET |
| 2079 | 42 | 514 WEST 148 STREET |
| 2079 | 44 | 518 WEST 148 STREET |
| 2079 | 46 | 522 WEST 148 STREET |
| 2079 | 47 | 530 WEST 148 STREET |
| 2079 | 48 | 534 WEST 148 STREET |
| 2079 | 49 | 536 WEST 148 STREET |
| 2079 | 50 | 540 WEST 148 STREET |
| 2079 | 51 | 544 WEST 148 STREET |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2079 | 52 | 546 WEST 148 STREET |
| 2079 | 53 | 550 WEST 148 STREET |
| 2079 | 54 | 552 WEST 148 STREET |
| 2079 | 55 | 554 WEST 148 STREET |
| 2079 | 57 | 558 WEST 148 STREET |
| 2079 | 61 | 3590 BROADWAY |
| 2079 | 112 | 541 WEST 147 STREET |
| 2079 | 114 | 535 WEST 147 STREET |
| 2079 | 118 | 523 WEST 147 STREET |
| 2079 | 147 | 532 WEST 148 STREET |
| 2079 | 149 | 538 WEST 148 STREET |
| 2079 | 150 | 542 WEST 148 STREET |
| 2079 | 152 | 548 WEST 148 STREET |
| 2079 | 7501 | 529 WEST 147 STREET |
| 2080 | 1 | 3600 BROADWAY |
| 2080 | 3 | 3604 BROADWAY |
| 2080 | 5 | 557 WEST 148 STREET |
| 2080 | 9 | 555 WEST 148 STREET |
| 2080 | 10 | 553 WEST 148 STREET |
| 2080 | 11 | 545 WEST 148 STREET |
| 2080 | 14 | 539 WEST 148 STREET |
| 2080 | 15 | 537 WEST 148 STREET |
| 2080 | 16 | 535 WEST 148 STREET |
| 2080 | 17 | 531 WEST 148 STREET |
| 2080 | 18 | 529 WEST 148 STREET |
| 2080 | 19 | 525 WEST 148 STREET |
| 2080 | 20 | 523 WEST 148 STREET |
| 2080 | 21 | 519 WEST 148 STREET |
| 2080 | 22 | 517 WEST 148 STREET |
| 2080 | 23 | 511 WEST 148 STREET |
| 2080 | 25 | 505 WEST 148 STREET |
| 2080 | 27 | 503 WEST 148 STREET |
| 2080 | 28 | 1780 AMSTERDAM AVENUE |
| 2080 | 30 | 1784 AMSTERDAM AVENUE |
| 2080 | 31 | 1786 AMSTERDAM AVENUE |
| 2080 | 32 | 1788 AMSTERDAM AVENUE |
| 2080 | 33 | 1790 AMSTERDAM AVENUE |
| 2080 | 34 | 1792 AMSTERDAM AVENUE |
| 2080 | 35 | 1794 AMSTERDAM AVENUE |
| 2080 | 36 | 502 WEST 149 STREET |
| 2080 | 37 | 504 WEST 149 STREET |
| 2080 | 38 | 508 WEST 149 STREET |
| 2080 | 39 | 512 WEST 149 STREET |
| 2080 | 40 | 514 WEST 149 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2080 | 41 | 518 WEST 149 STREET |
| 2080 | 42 | 522 WEST 149 STREET |
| 2080 | 43 | 524 WEST 149 STREET |
| 2080 | 44 | 528 WEST 149 STREET |
| 2080 | 45 | 532 WEST 149 STREET |
| 2080 | 46 | 534 WEST 149 STREET |
| 2080 | 47 | 536 WEST 149 STREET |
| 2080 | 48 | 540 WEST 149 STREET |
| 2080 | 49 | 542 WEST 149 STREET |
| 2080 | 51 | 548 WEST 149 STREET |
| 2080 | 52 | 552 WEST 149 STREET |
| 2080 | 54 | 558 WEST 149 STREET |
| 2080 | 55 | 560 WEST 149 STREET |
| 2080 | 56 | 562 WEST 149 STREET |
| 2080 | 58 | 564 WEST 149 STREET |
| 2080 | 59 | 3612 BROADWAY |
| 2080 | 62 | 3608 BROADWAY |
| 2080 | 110 | 551 WEST 148 STREET |
| 2080 | 116 | 533 WEST 148 STREET |
| 2080 | 118 | 527 WEST 148 STREET |
| 2080 | 120 | 521 WEST 148 STREET |
| 2080 | 122 | 515 WEST 148 STREET |
| 2080 | 137 | 506 WEST 149 STREET |
| 2080 | 138 | 510 WEST 149 STREET |
| 2080 | 140 | 516 WEST 149 STREET |
| 2080 | 141 | 520 WEST 149 STREET |
| 2080 | 143 | 526 WEST 149 STREET |
| 2080 | 144 | 530 WEST 149 STREET |
| 2080 | 147 | 538 WEST 149 STREET |
| 2080 | 151 | 550 WEST 149 STREET |
| 2081 | 1 | 3624 BROADWAY |
| 2081 | 6 | 561 WEST 149 STREET |
| 2081 | 10 | 551 WEST 149 STREET |
| 2081 | 12 | 549 WEST 149 STREET |
| 2081 | 13 | 547 WEST 149 STREET |
| 2081 | 14 | 537 WEST 149 STREET |
| 2081 | 17 | 535 WEST 149 STREET |
| 2081 | 18 | 533 WEST 149 STREET |
| 2081 | 19 | 529 WEST 149 STREET |
| 2081 | 20 | 525 WEST 149 STREET |
| 2081 | 21 | 523 WEST 149 STREET |
| 2081 | 22 | 519 WEST 149 STREET |
| 2081 | 23 | 515 WEST 149 STREET |
| 2081 | 25 | 509 WEST 149 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2081 | 26 | 507 WEST 149 STREET |
| 2081 | 27 | 505 WEST 149 STREET |
| 2081 | 28 | 503 WEST 149 STREET |
| 2081 | 29 | 1800 AMSTERDAM AVENUE |
| 2081 | 30 | 1802 AMSTERDAM AVENUE |
| 2081 | 31 | 1804 AMSTERDAM AVENUE |
| 2081 | 32 | 1806 AMSTERDAM AVENUE |
| 2081 | 33 | 1808 AMSTERDAM AVENUE |
| 2081 | 34 | 1810 AMSTERDAM AVENUE |
| 2081 | 35 | 1812 AMSTERDAM AVENUE |
| 2081 | 36 | 1814 AMSTERDAM AVENUE |
| 2081 | 37 | 506 WEST 150 STREET |
| 2081 | 39 | 510 WEST 150 STREET |
| 2081 | 41 | 520 WEST 150 STREET |
| 2081 | 42 | 522 WEST 150 STREET |
| 2081 | 43 | 526 WEST 150 STREET |
| 2081 | 44 | 530 WEST 150 STREET |
| 2081 | 45 | 534 WEST 150 STREET |
| 2081 | 46 | 536 WEST 150 STREET |
| 2081 | 47 | 540 WEST 150 STREET |
| 2081 | 48 | 542 WEST 150 STREET |
| 2081 | 49 | 544 WEST 150 STREET |
| 2081 | 50 | 548 WEST 150 STREET |
| 2081 | 51 | 552 WEST 150 STREET |
| 2081 | 52 | 554 WEST 150 STREET |
| 2081 | 53 | 556 WEST 150 STREET |
| 2081 | 54 | 558 WEST 150 STREET |
| 2081 | 55 | 560 WEST 150 STREET |
| 2081 | 56 | 564 WEST 150 STREET |
| 2081 | 59 | 570 WEST 150 STREET |
| 2081 | 61 | 3632 BROADWAY |
| 2081 | 113 | 545 WEST 149 STREET |
| 2081 | 118 | 531 WEST 149 STREET |
| 2081 | 119 | 527 WEST 149 STREET |
| 2081 | 121 | 521 WEST 149 STREET |
| 2081 | 124 | 511 WEST 149 STREET |
| 2081 | 140 | 518 WEST 150 STREET |
| 2081 | 142 | 524 WEST 150 STREET |
| 2081 | 143 | 528 WEST 150 STREET |
| 2081 | 144 | 532 WEST 150 STREET |
| 2081 | 146 | 538 WEST 150 STREET |
| 2081 | 149 | 546 WEST 150 STREET |
| 2081 | 150 | 550 WEST 150 STREET |
| 2081 | 7501 | 555 WEST 149 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2081 | 7502 | 513 WEST 149 STREET |
| 2081 | 7503 | 517 WEST 149 STREET |
| 2082 | 1 | 3640 BROADWAY |
| 2082 | 5 | 563 WEST 150 STREET |
| 2082 | 7 | 557 WEST 150 STREET |
| 2082 | 9 | 545 WEST 150 STREET |
| 2082 | 11 | 541 WEST 150 STREET |
| 2082 | 13 | 537 WEST 150 STREET |
| 2082 | 15 | 533 WEST 150 STREET |
| 2082 | 17 | 531 WEST 150 STREET |
| 2082 | 18 | 529 WEST 150 STREET |
| 2082 | 19 | 525 WEST 150 STREET |
| 2082 | 20 | 523 WEST 150 STREET |
| 2082 | 21 | 519 WEST 150 STREET |
| 2082 | 22 | 517 WEST 150 STREET |
| 2082 | 23 | 513 WEST 150 STREET |
| 2082 | 24 | 511 WEST 150 STREET |
| 2082 | 25 | 507 WEST 150 STREET |
| 2082 | 26 | 505 WEST 150 STREET |
| 2082 | 27 | 501 WEST 150 STREET |
| 2082 | 28 | 1820 AMSTERDAM AVENUE |
| 2082 | 36 | 502 WEST 151 STREET |
| 2082 | 39 | 506 WEST 151 STREET |
| 2082 | 40 | 508 WEST 151 STREET |
| 2082 | 42 | 510 WEST 151 STREET |
| 2082 | 43 | 512 WEST 151 STREET |
| 2082 | 45 | 516 WEST 151 STREET |
| 2082 | 47 | 520 WEST 151 STREET |
| 2082 | 49 | 522 WEST 151 STREET |
| 2082 | 50 | 524 WEST 151 STREET |
| 2082 | 52 | 526 WEST 151 STREET |
| 2082 | 56 | 558 WEST 151 STREET |
| 2082 | 57 | 560 WEST 151 STREET |
| 2082 | 59 | 3656 BROADWAY |
| 2082 | 60 | 3652 BROADWAY |
| 2082 | 62 | 3650 BROADWAY |
| 2082 | 118 | 527 WEST 150 STREET |
| 2082 | 120 | 521 WEST 150 STREET |
| 2082 | 122 | 515 WEST 150 STREET |
| 2082 | 124 | 509 WEST 150 STREET |
| 2082 | 126 | 503 WEST 150 STREET |
| 2082 | 127 | 499 WEST 150 STREET |
| 2083 | 1 | 3660 BROADWAY |
| 2083 | 8 | 535 WEST 151 STREET |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2083 | 11 | 533 WEST 151 STREET |
| 2083 | 13 | 531 WEST 151 STREET |
| 2083 | 15 | 529 WEST 151 STREET |
| 2083 | 16 | 527 WEST 151 STREET |
| 2083 | 17 | 525 WEST 151 STREET |
| 2083 | 19 | 523 WEST 151 STREET |
| 2083 | 21 | 521 WEST 151 STREET |
| 2083 | 22 | 519 WEST 151 STREET |
| 2083 | 23 | 517 WEST 151 STREET |
| 2083 | 25 | 515 WEST 151 STREET |
| 2083 | 26 | 511 WEST 151 STREET |
| 2083 | 28 | 503 WEST 151 STREET |
| 2083 | 29 | 1840 AMSTERDAM AVENUE |
| 2083 | 30 | 1842 AMSTERDAM AVENUE |
| 2083 | 31 | 1846 AMSTERDAM AVENUE |
| 2083 | 32 | 1848 AMSTERDAM AVENUE |
| 2083 | 33 | 1850 AMSTERDAM AVENUE |
| 2083 | 35 | 1854 AMSTERDAM AVENUE |
| 2083 | 37 | 502 WEST 152 STREET |
| 2083 | 40 | 510 WEST 152 STREET |
| 2083 | 42 | 514 WEST 152 STREET |
| 2083 | 43 | 518 WEST 152 STREET |
| 2083 | 45 | 522 WEST 152 STREET |
| 2083 | 47 | 524 WEST 152 STREET |
| 2083 | 48 | 526 WEST 152 STREET |
| 2083 | 49 | 528 WEST 152 STREET |
| 2083 | 51 | 530 WEST 152 STREET |
| 2083 | 53 | 532 WEST 152 STREET |
| 2083 | 55 | 534 WEST 152 STREET |
| 2083 | 58 | 584 WEST 152 STREET |
| 2083 | 60 | 588 WEST 152 STREET |
| 2083 | 61 | 590 WEST 152 STREET |
| 2083 | 62 | 594 WEST 152 STREET |
| 2083 | 63 | 598 WEST 152 STREET |
| 2083 | 64 | 3668 BROADWAY |
| 2083 | 161 | 592 WEST 152 STREET |
| 2083 | 162 | 596 WEST 152 STREET |
| 2084 | 1 | 3680 BROADWAY |
| 2084 | 2 | 3682 BROADWAY |
| 2084 | 3 | 3686 BROADWAY |
| 2084 | 4 | 3688 BROADWAY |
| 2084 | 5 | 559 WEST 152 STREET |
| 2084 | 6 | 557 WEST 152 STREET |
| 2084 | 7 | 553 WEST 152 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2084 | 8 | 549 WEST 152 STREET |
| 2084 | 9 | 547 WEST 152 STREET |
| 2084 | 10 | 539 WEST 152 STREET |
| 2084 | 13 | 537 WEST 152 STREET |
| 2084 | 14 | 535 WEST 152 STREET |
| 2084 | 15 | 531 WEST 152 STREET |
| 2084 | 16 | 529 WEST 152 STREET |
| 2084 | 17 | 527 WEST 152 STREET |
| 2084 | 18 | 523 WEST 152 STREET |
| 2084 | 20 | 519 WEST 152 STREET |
| 2084 | 22 | 517 WEST 152 STREET |
| 2084 | 23 | 515 WEST 152 STREET |
| 2084 | 24 | 513 WEST 152 STREET |
| 2084 | 25 | 509 WEST 152 STREET |
| 2084 | 29 | 1864 AMSTERDAM AVENUE |
| 2084 | 33 | 1868 AMSTERDAM AVENUE |
| 2084 | 34 | 1870 AMSTERDAM AVENUE |
| 2084 | 37 | 504 WEST 153 STREET |
| 2084 | 39 | 506 WEST 153 STREET |
| 2084 | 40 | 508 WEST 153 STREET |
| 2084 | 42 | 512 WEST 153 STREET |
| 2084 | 43 | 514 WEST 153 STREET |
| 2084 | 44 | 516 WEST 153 STREET |
| 2084 | 45 | 520 WEST 153 STREET |
| 2084 | 46 | 522 WEST 153 STREET |
| 2084 | 47 | 524 WEST 153 STREET |
| 2084 | 48 | 526 WEST 153 STREET |
| 2084 | 49 | 528 WEST 153 STREET |
| 2084 | 50 | 530 WEST 153 STREET |
| 2084 | 52 | 534 WEST 153 STREET |
| 2084 | 53 | 536 WEST 153 STREET |
| 2084 | 56 | 542 WEST 153 STREET |
| 2084 | 61 | 550 WEST 153 STREET |
| 2084 | 62 | 3694 BROADWAY |
| 2084 | 64 | 3692 BROADWAY |
| 2084 | 102 | 3684 BROADWAY |
| 2084 | 104 | 3690 BROADWAY |
| 2084 | 106 | 555 WEST 152 STREET |
| 2084 | 107 | 551 WEST 152 STREET |
| 2084 | 109 | 545 WEST 152 STREET |
| 2084 | 114 | 533 WEST 152 STREET |
| 2084 | 124 | 511 WEST 152 STREET |
| 2084 | 125 | 507 WEST 152 STREET |
| 2084 | 144 | 518 WEST 153 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2086 | 11 | 600 RIVERSIDE DRIVE |
| 2086 | 16 | 609 WEST 137 STREET |
| 2086 | 20 | 607 WEST 137 STREET |
| 2086 | 24 | 605 WEST 137 STREET |
| 2086 | 29 | 3381 BROADWAY |
| 2086 | 36 | 3393 BROADWAY |
| 2086 | 37 | 602 WEST 138 STREET |
| 2086 | 38 | 604 WEST 138 STREET |
| 2086 | 40 | 610 WEST 138 STREET |
| 2086 | 41 | 612 WEST 138 STREET |
| 2086 | 42 | 616 WEST 138 STREET |
| 2086 | 43 | 618 WEST 138 STREET |
| 2086 | 44 | 620 WEST 138 STREET |
| 2086 | 45 | 622 WEST 138 STREET |
| 2086 | 46 | 626 WEST 138 STREET |
| 2086 | 47 | 630 WEST 138 STREET |
| 2086 | 48 | 634 WEST 138 STREET |
| 2086 | 49 | 636 WEST 138 STREET |
| 2086 | 51 | 642 WEST 138 STREET |
| 2086 | 54 | 604 RIVERSIDE DRIVE |
| 2086 | 139 | 608 WEST 138 STREET |
| 2086 | 141 | 614 WEST 138 STREET |
| 2086 | 146 | 628 WEST 138 STREET |
| 2086 | 147 | 632 WEST 138 STREET |
| 2086 | 150 | 640 WEST 138 STREET |
| 2087 | 15 | 610 RIVERSIDE DRIVE |
| 2087 | 16 | 629 WEST 138 STREET |
| 2087 | 18 | 625 WEST 138 STREET |
| 2087 | 20 | 621 WEST 138 STREET |
| 2087 | 21 | 617 WEST 138 STREET |
| 2087 | 22 | 613 WEST 138 STREET |
| 2087 | 23 | 611 WEST 138 STREET |
| 2087 | 24 | 607 WEST 138 STREET |
| 2087 | 25 | 603 WEST 138 STREET |
| 2087 | 29 | 3401 BROADWAY |
| 2087 | 31 | 3405 BROADWAY |
| 2087 | 33 | 3409 BROADWAY |
| 2087 | 34 | 3413 BROADWAY |
| 2087 | 36 | 3417 BROADWAY |
| 2087 | 38 | 602 WEST 139 STREET |
| 2087 | 41 | 608 WEST 139 STREET |
| 2087 | 46 | 624 WEST 139 STREET |
| 2087 | 48 | 628 WEST 139 STREET |
| 2087 | 50 | 640 WEST 139 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2087 | 78 | 626 RIVERSIDE DRIVE |
| 2087 | 88 | 607 WEST 139 STREET |
| 2087 | 91 | 603 WEST 139 STREET |
| 2087 | 93 | 3421 BROADWAY |
| 2087 | 97 | 3427 BROADWAY |
| 2087 | 101 | 604 WEST 140 STREET |
| 2087 | 102 | 606 WEST 140 STREET |
| 2087 | 104 | 612 WEST 140 STREET |
| 2087 | 120 | 619 WEST 138 STREET |
| 2087 | 121 | 615 WEST 138 STREET |
| 2087 | 123 | 609 WEST 138 STREET |
| 2088 | 12 | 630 RIVERSIDE DRIVE |
| 2088 | 16 | 625 WEST 140 STREET |
| 2088 | 19 | 613 WEST 140 STREET |
| 2088 | 27 | 603 WEST 140 STREET |
| 2088 | 29 | 3441 BROADWAY |
| 2088 | 36 | 3449 BROADWAY |
| 2088 | 38 | 602 WEST 141 STREET |
| 2088 | 43 | 620 WEST 141 STREET |
| 2088 | 47 | 622 WEST 141 STREET |
| 2088 | 51 | 635 RIVERSIDE DRIVE |
| 2088 | 74 | 640 RIVERSIDE DRIVE |
| 2088 | 80 | 617 WEST 141 STREET |
| 2088 | 84 | 609 WEST 141 STREET |
| 2088 | 87 | 605 WEST 141 STREET |
| 2088 | 91 | 3461 BROADWAY |
| 2088 | 98 | 3471 BROADWAY |
| 2088 | 100 | 606 WEST 142 STREET |
| 2088 | 106 | 618 WEST 142 STREET |
| 2088 | 114 | 644 RIVERSIDE DRIVE |
| 2089 | 14 | RIVERSIDE DRIVE |
| 2089 | 15 | 639 WEST 142 STREET |
| 2089 | 16 | 635 WEST 142 STREET |
| 2089 | 17 | 633 WEST 142 STREET |
| 2089 | 18 | 629 WEST 142 STREET |
| 2089 | 19 | 625 WEST 142 STREET |
| 2089 | 20 | 623 WEST 142 STREET |
| 2089 | 21 | 619 WEST 142 STREET |
| 2089 | 22 | 615 WEST 142 STREET |
| 2089 | 23 | 613 WEST 142 STREET |
| 2089 | 24 | 605 WEST 142 STREET |
| 2089 | 29 | 601 WEST 142 STREET |
| 2089 | 31 | 3485 BROADWAY |
| 2089 | 33 | 3489 BROADWAY |

**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2089 | 39 | WEST 143 STREET |
| 2089 | 41 | 610 WEST 143 STREET |
| 2089 | 45 | 620 WEST 143 STREET |
| 2089 | 49 | 655 RIVERSIDE DRIVE |
| 2089 | 115 | 637 WEST 142 STREET |
| 2089 | 117 | 631 WEST 142 STREET |
| 2089 | 118 | 627 WEST 142 STREET |
| 2089 | 120 | 621 WEST 142 STREET |
| 2089 | 121 | 617 WEST 142 STREET |
| 2089 | 123 | 611 WEST 142 STREET |
| 2090 | 19 | 619 WEST 143 STREET |
| 2090 | 21 | 617 WEST 143 STREET |
| 2090 | 24 | 615 WEST 143 STREET |
| 2090 | 29 | 3501 BROADWAY |
| 2090 | 36 | 3513 BROADWAY |
| 2090 | 40 | 612 WEST 144 STREET |
| 2090 | 7501 | 660 RIVERSIDE DRIVE |
| 2090 | 7502 | 668 RIVERSIDE DRIVE |
| 2091 | 17 | 670 RIVERSIDE DRIVE |
| 2091 | 22 | 617 WEST 144 STREET |
| 2091 | 24 | 613 WEST 144 STREET |
| 2091 | 26 | 605 WEST 144 STREET |
| 2091 | 32 | 3517 BROADWAY |
| 2091 | 36 | 3531 BROADWAY |
| 2091 | 38 | 606 WEST 145 STREET |
| 2091 | 48 | 676 RIVERSIDE DRIVE |
| 2092 | 20 | 623 WEST 145 STREET |
| 2092 | 21 | 621 WEST 145 STREET |
| 2092 | 22 | 619 WEST 145 STREET |
| 2092 | 23 | 615 WEST 145 STREET |
| 2092 | 24 | 611 WEST 145 STREET |
| 2092 | 25 | 609 WEST 145 STREET |
| 2092 | 26 | 3543 BROADWAY |
| 2092 | 36 | 3551 BROADWAY |
| 2092 | 38 | 602 WEST 146 STREET |
| 2092 | 40 | 606 WEST 146 STREET |
| 2092 | 41 | 610 WEST 146 STREET |
| 2092 | 42 | 612 WEST 146 STREET |
| 2092 | 43 | 614 WEST 146 STREET |
| 2092 | 46 | 684 RIVERSIDE DRIVE |
| 2092 | 122 | 617 WEST 145 STREET |
| 2092 | 123 | 613 WEST 145 STREET |
| 2092 | 125 | 607 WEST 145 STREET |
| 2092 | 140 | 608 WEST 146 STREET |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2092 | 7501 | 680 RIVERSIDE DRIVE |
| 2093 | 23 | 613 WEST 146 STREET |
| 2093 | 24 | 611 WEST 146 STREET |
| 2093 | 25 | 609 WEST 146 STREET |
| 2093 | 26 | 607 WEST 146 STREET |
| 2093 | 27 | 603 WEST 146 STREET |
| 2093 | 29 | 3565 BROADWAY |
| 2093 | 34 | 3571 BROADWAY |
| 2093 | 35 | 604 WEST 147 STREET |
| 2093 | 36 | 608 WEST 147 STREET |
| 2093 | 37 | 610 WEST 147 STREET |
| 2093 | 38 | 612 WEST 147 STREET |
| 2093 | 39 | 616 WEST 147 STREET |
| 2093 | 40 | 618 WEST 147 STREET |
| 2093 | 41 | 622 WEST 147 STREET |
| 2093 | 42 | 624 WEST 147 STREET |
| 2093 | 43 | 628 WEST 147 STREET |
| 2093 | 44 | 632 WEST 147 STREET |
| 2093 | 45 | 634 WEST 147 STREET |
| 2093 | 126 | 605 WEST 146 STREET |
| 2093 | 134 | 602 WEST 147 STREET |
| 2093 | 135 | 606 WEST 147 STREET |
| 2093 | 138 | 614 WEST 147 STREET |
| 2093 | 140 | 620 WEST 147 STREET |
| 2093 | 142 | 626 WEST 147 STREET |
| 2093 | 143 | 630 WEST 147 STREET |
| 2093 | 7501 | 690 RIVERSIDE DRIVE |
| 2094 | 23 | 617 WEST 147 STREET |
| 2094 | 24 | 615 WEST 147 STREET |
| 2094 | 25 | 613 WEST 147 STREET |
| 2094 | 26 | 607 WEST 147 STREET |
| 2094 | 29 | 3581 BROADWAY |
| 2094 | 37 | 606 WEST 148 STREET |
| 2094 | 38 | 610 WEST 148 STREET |
| 2094 | 39 | 612 WEST 148 STREET |
| 2094 | 40 | 616 WEST 148 STREET |
| 2094 | 41 | 620 WEST 148 STREET |
| 2094 | 125 | 611 WEST 147 STREET |
| 2094 | 126 | 609 WEST 147 STREET |
| 2094 | 127 | 605 WEST 147 STREET |
| 2094 | 137 | 608 WEST 148 STREET |
| 2094 | 139 | 614 WEST 148 STREET |
| 2094 | 140 | 618 WEST 148 STREET |
| 2094 | 7501 | 706 RIVERSIDE DRIVE |



**Table 1:**

**List of Blocks and Lots Included in Proposed Rezoning Area**

| Block | Lot | Address |
|---|---|---|
| 2094 | 7502 | 700 RIVERSIDE DRIVE |
| 2095 | 20 | 710 RIVERSIDE DRIVE |
| 2095 | 23 | 611 WEST 148 STREET |
| 2095 | 29 | 3601 BROADWAY |
| 2095 | 31 | 3603 BROADWAY |
| 2095 | 32 | 3605 BROADWAY |
| 2095 | 33 | 3607 BROADWAY |
| 2095 | 46 | 715 RIVERSIDE DRIVE |
| 2095 | 7501 | 603 WEST 148 STREET |
| 2096 | 17 | 720 RIVERSIDE DRIVE |
| 2096 | 26 | 3621 BROADWAY |
| 2096 | 34 | 3631 BROADWAY |
| 2096 | 40 | 608 WEST 150 STREET |
| 2096 | 7501 | 725 RIVERSIDE DRIVE |
| 2097 | 14 | 730 RIVERSIDE DRIVE |
| 2097 | 20 | 615 WEST 150 STREET |
| 2097 | 27 | 3643 BROADWAY |
| 2097 | 34 | 3653 BROADWAY |
| 2097 | 40 | 618 WEST 151 STREET |
| 2097 | 47 | 736 RIVERSIDE DRIVE |
| 2098 | 13 | 740 RIVERSIDE DRIVE |
| 2098 | 19 | 609 WEST 151 STREET |
| 2098 | 23 | 605 WEST 151 STREET |
| 2098 | 29 | 3661 BROADWAY |
| 2098 | 36 | 3671 BROADWAY |
| 2098 | 40 | 610 WEST 152 STREET |
| 2098 | 43 | 614 WEST 152 STREET |
| 2098 | 47 | 620 WEST 152 STREET |
| 2098 | 53 | 745 RIVERSIDE DRIVE |
| 2099 | 8 | 750 RIVERSIDE DRIVE |
| 2099 | 10 | 633 WEST 152 STREET |
| 2099 | 11 | 631 WEST 152 STREET |
| 2099 | 15 | 625 WEST 152 STREET |
| 2099 | 17 | 623 WEST 152 STREET |
| 2099 | 22 | 615 WEST 152 STREET |
| 2099 | 25 | 611 WEST 152 STREET |
| 2099 | 29 | 3675 BROADWAY |
| 2099 | 36 | 3681 BROADWAY |
| 2099 | 40 | 614 WEST 153 STREET |
| 2099 | 49 | 640 WEST 153 STREET |
| 2099 | 63 | 760 RIVERSIDE DRIVE |

# APPENDIX 2

## Reasonable Worst-Case Development Scenario Tables for Projected and Potential Development Sites

## TABLE A2-1a
## RWCDS Projected Development Sites

| Site Data | | | | | | Existing Condition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | Height |
| Site | Block | Lot(s) | Lot Area | Existing Zoning | Proposed Zoning | Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | (ft) |
| 1 | 2069 | 20 | 8,423 | C8-3 | R8A/C2-4 | - | - | - | - | - | 2,824 | 3,106 | - | - | 14 |
| 2 | 2054 | 69 | 13,162 | R7-2 | R8A/C2-4 | - | - | - | 11,778 | 12,956 | - | - | - | - | 26 |
| 4 | 2078 | 55 | 4,990 | R7-2 | R7A | - | - | - | - | - | - | - | - | - | - |
| 5 | 2092 | 26 | 10,000 | R8/C1-4 | C6-3X IH / C1-4 | - | - | - | 8,693 | 9,562 | - | - | - | - | 58 |
| **6a (Deed Restriction)** | 2077 | 14 | 29,985 | R7-2/C2-4 | R8A IH/C2-4/R7A | - | - | - | - | - | - | - | - | - | 80 |
| **6b (No Deed Restrction)** | 2077 | 14 | 29,985 | R7-2/C2-4 | R8A IH/C2-4/R7A | - | - | - | - | - | - | - | - | - | 80 |
| 7 | 2076 | 61 | 9,992 | R8/C1-4 | C6-3X IH | - | - | - | 19,884 | 21,872 | - | - | - | - | 31 |
| 8 | 2076 | 45 | 3,339 | R7-2/C2-4 | R8A IH | - | - | - | 9,990 | 10,989 | 9,990 | 10,989 | - | - | 24 |
| 9 | 2076 | 40, 41 | 12,890 | R7-2/C2-4 | R8A IH | - | - | - | - | - | - | - | 20,870 | 22,957 | 14 / 25 |
| 10 | 2072 | 38 | 2,498 | R7-2 | R7A | - | - | - | - | - | - | - | - | - | - |
| 11 | 1988 | 14 | 4,796 | R7-2 | R7A | - | - | - | - | - | - | - | - | - | - |
| 12 | 1988 | 18 | 3,938 | R7-2 | R7A | - | - | - | - | - | - | - | - | - | - |
| 13 | 1970 | 9 | 2,498 | R7-2 | R7A | - | - | - | - | - | - | - | - | - | - |
| 14 | 1967 | 85 | 14,913 | M1-1 | MX M1-5/R7-2 | - | - | - | - | - | 13,400 | 14,740 | - | - | 30 |
| 15 | 1967 | 66 | 10,500 | M1-1 | MX M1-5/R7-2 | - | - | - | - | - | 20,000 | 22,000 | - | - | 23 |
| 17 | 1953 | 54 | 2,498 | R7-2 | R7A | - | - | - | - | - | - | - | - | - | - |
| 18 | 1966 | 78, 80, 81, 82, 83 | 14,519 | M1-1 | MX M1-5/R7-2 | - | - | - | - | - | 5,016 | 5,518 | - | - | 17 |
| 19 | 1966 | 77 | 5,475 | M1-1 | MX M1-5/R7-2 | - | - | - | - | - | - | - | - | - | - |
| **40a (Conversion)** | 1967 | 89, 40, 45, 50, 60 | 83,473 | M1-1 | MX M1-5/R7-2 | - | - | - | - | - | 246,580 | 271,238 | - | - | 0 /75 |
| **40b (New Development)** | 1967 | 89, 40, 45, 50, 60 | 83,473 | M1-1 | MX M1-5/R7-2 | - | - | - | - | - | 246,580 | 271,238 | - | - | 0 / 75 |
| 50 | 1966 | 41, 95 | 37,479 | M1-1 | MX M1-5/R7-2 | - | - | - | 2,500 | 2,750 | 15,000 | 16,500 | - | - | 25 / 50 |
| 51 | 2091 | 38 | 16,950 | R8 | R8 / C1-4 | 86 | 65,058 | 67,010 | - | - | - | - | - | - | 68 |
| 52 | 2060 | 25 | 5,995 | R7-2 | R6A / C1-4 | 35 | 17,022 | 17,533 | - | - | - | - | - | - | 76 |
| 53 | 2050 | 150 | 1,549 | R7-2 | R6A / C1-4 | 1 | 4,928 | 5,076 | - | - | - | - | - | - | 48 |
| 54 | 2070 | 8 | 12,472 | R7-2 | R7A / C1-4 | - | - | - | - | - | - | - | 66,044 | 72,648 | 73 |
| 55 | 2070 | 12 | 28,000 | R7-2 | R7A / C1-4 | 93 | 103,192 | 106,288 | - | - | - | - | - | - | 71 |
| **TOTALS** | | | | | | **215** | **190,200** | **195,907** | **52,845** | **58,129** | **312,810** | **344,091** | **86,914** | **95,605** | |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

## TABLE A2-1b
## RWCDS Projected Development Sites

| Future Without-Action Condition | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | | | |
| Site | Type of Development[1] | Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | Parking Facility SF[2] | Parking Spaces | Height (ft) |
| 1 | N/C | - | - | - | - | - | 2,824 | 3,106 | - | - | - | - | 14 |
| 2 | New | 57 | 51,069 | 52,601 | - | - | - | - | - | - | - | - | 80 |
| 4 | New | 19 | 16,733 | 17,235 | - | - | - | - | - | - | - | - | 80 |
| 5 | New | 106 | 95,366 | 98,227 | 7,650 | 8,415 | - | - | - | - | - | - | 120 |
| **6a (Deed Restriction)** | New | - | - | - | 6,746 | 7,421 | - | - | 188,254 | 207,079 | - | - | 243 |
| **6b (No Deed Restriction)** | New | - | - | - | 6,746 | 7,421 | - | - | 188,254 | 207,079 | - | - | 243 |
| 7 | New | 71 | 63,880 | 65,796 | 7,194 | 7,913 | - | - | - | - | - | - | 120 |
| 8 | New | 12 | 10,854 | 11,180 | 2,406 | 2,647 | - | - | - | - | - | - | 75 |
| 9 | New | 47 | 42,137 | 43,401 | 9,288 | 10,217 | - | - | - | - | - | - | 80 |
| 10 | New | 9 | 8,488 | 8,743 | - | - | - | - | - | - | - | - | 60 |
| 11 | New | 18 | 16,063 | 16,545 | - | - | - | - | - | - | - | - | 70 |
| 12 | New | 15 | 13,383 | 13,784 | - | - | - | - | - | - | - | - | 60 |
| 13 | New | 9 | 8,245 | 8,492 | - | - | - | - | - | - | - | - | 60 |
| 14 | N/C | - | - | - | - | - | 13,400 | 14,740 | - | - | - | - | 30 |
| 15 | N/C | - | - | - | - | - | 20,000 | 22,000 | - | - | - | - | 23 |
| 17 | New | 9 | 8,488 | 8,743 | - | - | - | - | - | - | - | - | 60 |
| 18 | New | - | - | - | - | - | 13,058 | 14,364 | - | - | - | - | 15 |
| 19 | N/C | - | - | - | - | - | - | - | - | - | - | - | - |
| **40a (Conversion)** | N/C | - | - | - | - | - | 246,580 | 271,238 | - | - | - | - | 75 |
| **40b (New Development)** | N/C | - | - | - | - | - | 246,580 | 271,238 | - | - | - | - | 75 |
| 50 | Conv | | - | - | 8,432 | 9,275 | 67,461 | 74,207 | 13,929 | 15,322 | - | - | 50 |
| 51 | Conv | 74 | 54,221 | 55,848 | - | - | - | - | 10,839 | 11,923 | - | - | 68 |
| 52 | Conv / Enl | 33 | 15,311 | 15,770 | - | - | - | - | 1,710 | 1,881 | - | - | 76 |
| 53 | Conv | 1 | 4,072 | 4,194 | - | - | - | - | 855 | 941 | - | - | 48 |
| 54 | Conv | - | - | - | - | - | - | - | 70,044 | 77,048 | - | - | 73 |
| 55 | Conv | 87 | 98,092 | 101,035 | - | - | - | - | 5,100 | 5,610 | - | - | 71 |
| **TOTALS** | | **567** | **506,402** | **521,594** | **41,716** | **45,888** | **363,323** | **399,655** | **290,731** | **319,804** | **-** | **-** | |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

# TABLE A2-1c
# RWCDS Projected Development Sites

| Future With-Action Condition | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | | | |
| Site | Type of Development[1] | Total Dwelling Units | Affordable Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | Parking Facility SF[2] | Parking Spaces | Height (ft) |
| 1 | New | 44 | - | 39,708 | 40,899 | 5,263 | 5,789 | - | - | - | - | - | - | 85 |
| 2 | New | 77 | - | 69,943 | 72,041 | 10,214 | 11,235 | - | - | - | - | - | - | 100 |
| 4 | New | 21 | - | 18,915 | 19,482 | - | - | - | - | - | - | - | - | 80 |
| 5 | New | 112 | 22 | 100,541 | 103,557 | 11,250 | 12,375 | - | - | - | - | - | - | 140 |
| **6a (Deed Restriction)** | New | - | - | - | - | 6,746 | 7,421 | - | - | 128,840 | 141,724 | - | - | 120 |
| **6b (No Deed Restriction)** | New | 155 | 21 | 139,521 | 143,707 | 6,746 | 7,421 | | - | 20,237 | 22,261 | 9,200 | 46 | 120 |
| 7 | New | 71 | 19 | 63,524 | 65,430 | 14,388 | 15,827 | 14,388 | 15,827 | - | - | - | - | 170 |
| 8 | New | 18 | 4 | 16,209 | 16,695 | 2,406 | 2,647 | - | - | - | - | - | - | 100 |
| 9 | New | 82 | 16 | 73,827 | 76,042 | 9,288 | 10,217 | - | - | - | - | - | - | 120 |
| 10 | New | 11 | - | 9,450 | 9,734 | - | - | - | - | - | - | - | - | 80 |
| 11 | New | 20 | - | 18,158 | 18,703 | - | - | - | - | - | - | - | - | 80 |
| 12 | New | 17 | - | 14,913 | 15,360 | - | - | - | - | - | - | - | - | 80 |
| 13 | New | 11 | - | 9,458 | 9,742 | - | - | - | - | - | - | - | - | 80 |
| 14 | New | - | - | - | - | - | - | 64,116 | 70,528 | 32,148 | 35,363 | - | - | 125 |
| 15 | New | - | - | | - | 7,590 | 8,349 | - | - | 55,029 | 60,532 | - | - | 111 |
| 17 | New | 11 | - | 9,821 | 10,116 | - | - | - | - | - | - | - | - | 80 |
| 18 | New | 50 | - | 45,445 | 46,808 | 10,446 | 11,491 | - | - | 31,339 | 34,473 | - | - | 130 |
| 19 | New | 13 | - | 11,292 | 11,631 | 2,502 | 2,752 | - | - | - | - | - | - | 65 |
| **40a (Conversion)** | Conv/New | 158 | - | 142,266 | 146,534 | 30,165 | 33,182 | 214,322 | 235,754 | 155,009 | 170,510 | 15,800 | 79 | 172 |
| **40b (New Development)** | New | 228 | - | 205,344 | 211,504 | 52,423 | 57,665 | 155,260 | 170,786 | 127,714 | 140,485 | 22,800 | 114 | 175 |
| 50 | New | - | - | - | - | 22,000 | 24,200 | 144,000 | 158,400 | 74,000 | 81,400 | 20,000 | 50 | 128 |
| 51 | Conv | 74 | - | 54,221 | 55,848 | 10,839 | 11,923 | - | - | - | - | - | - | 68 |
| 52 | Conv / Enl | 33 | - | 15,311 | 15,770 | 1,710 | 1,881 | - | - | - | - | - | - | 76 |
| 53 | Conv | 1 | - | 4,072 | 4,194 | 855 | 941 | - | - | - | - | - | - | 48 |
| 54 | Conv | - | - | - | - | 4,000 | 4,400 | - | - | 66,044 | 72,648 | - | - | 73 |
| 55 | Conv | 87 | - | 98,092 | 101,035 | 5,100 | 5,610 | - | - | - | - | - | - | 71 |
| **TOTALS** | | | | | | | | | | | | | | |
| **SCENARIO 1** - **6a** (Deed Restriction) and **40a** (Conversion) | | **911** | **61** | **815,166** | **839,621** | **154,762** | **170,238** | **436,826** | **480,509** | **542,409** | **596,650** | **35,800** | **129** | |
| **SCENARIO 2** - **6a** (Deed Restriction) and **40b** (New Development) | | **981** | **61** | **878,244** | **904,591** | **177,020** | **194,722** | **377,764** | **415,540** | **515,114** | **566,625** | **42,800** | **164** | |
| **SCENARIO 3** - **6b** (No Deed REstriction) and **40a** (Conversion) | | **1,066** | **82** | **954,687** | **983,328** | **154,762** | **170,238** | **436,826** | **480,509** | **433,806** | **477,187** | **45,000** | **175** | |
| **SCENARIO 4** - **6b** (No Deed Restriction) and **40b** (New Development) | | **1,136** | **82** | **1,017,765** | **1,048,298** | **177,020** | **194,722** | **377,764** | **415,540** | **406,511** | **447,162** | **52,000** | **210** | |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

# TABLE A2-1d
# RWCDS Projected Development Sites

| Increment | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Dwelling | Affordable | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | Parking | Parking | Height |
| Site | Units | Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | Facility SF[2] | Spaces | (ft) |
| 1 | 44 | - | 39,708 | 40,899 | 5,263 | 5,789 | (2,824) | (3,106) | - | - | - | - | 71 |
| 2 | 20 | - | 18,874 | 19,440 | 10,214 | 11,235 | - | - | - | - | - | - | 20 |
| 4 | 2 | - | 2,182 | 2,247 | - | - | - | - | - | - | - | - | - |
| 5 | 6 | 22 | 5,175 | 5,330 | 3,600 | 3,960 | - | - | - | - | - | - | 20 |
| **6a (Deed Restriction)** | - | - | - | - | - | - | - | - | (59,414) | (65,355) | - | - | (123) |
| **6b (No Deed Retriction)** | 155 | 21 | 139,521 | 143,707 | - | - | - | - | (168,017) | (184,819) | 9,200 | 46 | (123) |
| 7 | - | 19 | (356) | (367) | 7,194 | 7,913 | 14,388 | 15,827 | - | - | - | - | 50 |
| 8 | 6 | 4 | 5,355 | 5,516 | - | - | - | - | - | - | - | - | 25 |
| 9 | 35 | 16 | 31,690 | 32,641 | - | - | - | - | - | - | - | - | 40 |
| 10 | 2 | - | 962 | 991 | - | - | - | - | - | - | - | - | 20 |
| 11 | 2 | - | 2,095 | 2,158 | - | - | - | - | - | - | - | - | 10 |
| 12 | 2 | - | 1,530 | 1,576 | - | - | - | - | - | - | - | - | 20 |
| 13 | 2 | - | 1,213 | 1,249 | - | - | - | - | - | - | - | - | 20 |
| 14 | - | - | - | - | - | - | 50,716 | 55,788 | 32,148 | 35,363 | - | - | 95 |
| 15 | - | - | - | - | 7,590 | 8,349 | (20,000) | (22,000) | 55,029 | 60,532 | - | - | 88 |
| 17 | 2 | - | 1,333 | 1,373 | - | - | - | - | - | - | - | - | 20 |
| 18 | 50 | - | 45,445 | 46,808 | 10,446 | 11,491 | (13,058) | (14,364) | 31,339 | 34,473 | - | - | 115 |
| 19 | 13 | - | 11,292 | 11,631 | 2,502 | 2,752 | - | - | - | - | - | - | 65 |
| **40a (Conversion)** | 158 | - | 142,266 | 146,534 | 30,165 | 33,182 | (32,258) | (35,484) | 155,009 | 170,510 | 15,800 | 79 | 97 |
| **40b (New Development)** | 228 | - | 205,344 | 211,504 | 52,423 | 57,665 | (91,320) | (100,452) | 127,714 | 140,485 | 22,800 | 114 | 100 |
| 50 | - | - | - | - | 13,568 | 14,925 | 76,539 | 84,193 | 60,071 | 66,078 | 20,000 | 50 | 78 |
| 51 | - | - | - | - | 10,839 | 11,923 | - | - | (10,839) | (11,923) | - | - | - |
| 52 | - | - | - | - | 1,710 | 1,881 | - | - | (1,710) | (1,881) | - | - | - |
| 53 | - | - | - | - | 855 | 941 | - | - | (855) | (941) | - | - | - |
| 54 | - | - | - | - | 4,000 | 4,400 | - | - | (4,000) | (4,400) | - | - | - |
| 55 | - | - | - | - | 5,100 | 5,610 | - | - | (5,100) | (5,610) | - | - | - |
| **TOTALS** | | | | | | | | | | | | | |
| **SCENARIO 1** - **6a** (Deed Restriction) and **40a** (Conversion) | **344** | **61** | **308,764** | **318,027** | **113,046** | **124,350** | **73,503** | **80,854** | **251,678** | **276,846** | **35,800** | **129** | |
| **SCENARIO 2** - **6a** (Deed Restriction) and **40b** (New Development) | **414** | **61** | **371,842** | **382,997** | **135,304** | **148,834** | **14,441** | **15,885** | **224,383** | **246,821** | **42,800** | **164** | |
| **SCENARIO 3** - **6b** (No Deed Retriction) and **40a** (Conversion) | **499** | **82** | **448,285** | **461,734** | **113,046** | **124,350** | **73,503** | **80,854** | **143,075** | **157,383** | **45,000** | **175** | |
| **SCENARIO 4** - **6b** (No Deed Restriction) and **40b** (New Development) | **569** | **82** | **511,363** | **526,704** | **135,304** | **148,834** | **14,441** | **15,885** | **115,780** | **127,358** | **52,000** | **210** | |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

## TABLE A2-2a
## RWCDS Potential Development Sites

| Site Data | | | | | | Existing Condition | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | Height |
| Site | Block | Lot(s) | Lot Area | Existing Zoning | Proposed Zoning | Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | (ft) |
| 20 | 2065 | 6 | 2,498 | R7-2 | R7A | 2 | 2,500 | 2,575 | 2,042 | 2,246 | 2,500 | 2,750 | - | - | 34 |
| 21 | 2065 | 10 | 2,498 | R7-2 | R7A | - | - | - | - | - | 2,448 | 2,693 | - | - | 25 |
| 22 | 2078 | 17 | 4,996 | R7-2 | R7A | - | - | - | - | - | - | - | 4,900 | 5,390 | 28 |
| 23 | 2077 | 6 | 9,992 | R7-2 | R8A IH | - | - | - | 9,492 | 10,441 | 9,492 | 10,441 | - | - | 27 |
| 24 | 2077 | 24 | 3,997 | R7-2 | R8A IH | - | - | - | - | - | - | - | 7,510 | 8,261 | 47 |
| 25 | 2091 | 36 | 9,992 | R8 | C6-3X IH / C1-4 | - | - | - | 10,517 | 11,569 | - | - | - | - | 25 |
| 26 | 2076 | 25, 125 | 3,323 | R7-2 | R7A | 9 | 5,181 | 5,336 | - | - | - | - | - | - | 40 |
| 27 | 2076 | 27, 127 | 3,298 | R7-2 | R7A | 7 | 5,839 | 6,014 | - | - | - | - | - | - | 40 |
| 28 | 2051 | 56, 57 | 3,248 | R7-2 | R8A | 6 | 3,136 | 3,230 | 1,100 | 1,210 | - | - | - | - | 47 |
| 29 | 2051 | 58, 59 | 3,072 | R7-2 | R8A | 6 | 4,848 | 4,993 | 720 | 792 | - | - | - | - | 46 |
| 30 | 2071 | 42, 141 | 2,998 | R7-2 | R7A | 2 | 5,622 | 5,791 | - | - | - | - | - | - | - |
| 31 | 1968 | 16 | 24,191 | M1-1 | MX M1-5 / R7-2 | - | - | - | - | - | 48,400 | 53,240 | - | - | 22 |
| 32 | 1966 | 107, 108 | 5,000 | M1-1 | MX M1-5 / R7-2 | - | - | - | 8,625 | 9,488 | - | - | - | - | 27 |
| 33 | 1967 | 9,10,12 | 9,303 | M1-1 | MX M1-5 / R7-2 | - | - | - | - | - | - | - | - | - | - |
| 56 | 2092 | 21 | 2,498 | R8 | R6A / C1-4 | 3 | 2,513 | 2,588 | - | - | - | - | - | - | 40 |
| 57 | 2060 | 10 | 2,498 | R7-2 | R6A / C1-4 | - | - | - | - | - | - | - | - | - | - |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

## TABLE A2-2b
## RWCDS Potential Development Sites

| | | Future Without-Action Condition | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | Parking | Parking | Height |
| Site | Type of Development[1] | Dwelling Units | ZSF | GSF[3] | Retail ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | Facility SF[2] | Spaces | (ft) |
| 20 | New | 9 | 8,245 | 8,492 | - | - | - | - | - | - | - | - | 60 |
| 21 | New | 9 | 8,245 | 8,492 | - | - | - | - | - | - | - | - | 60 |
| 22 | New | 19 | 17,121 | 17,635 | - | - | - | - | - | - | - | - | 80 |
| 23 | New | 35 | 31,525 | 32,471 | 7,200 | 7,920 | - | - | - | - | - | - | 85 |
| 24 | New | 14 | 12,610 | 12,988 | 2,880 | 3,168 | - | - | - | - | - | - | 65 |
| 25 | New | 71 | 64,171 | 66,096 | 7,194 | 7,913 | - | - | - | - | - | - | 120 |
| 26 | New | 11 | 9,603 | 9,891 | - | - | - | - | - | - | - | - | 60 |
| 27 | New | 13 | 11,204 | 11,540 | - | - | - | - | - | - | - | - | 60 |
| 28 | New | 11 | 9,700 | 9,991 | 2,328 | 2,561 | - | - | - | - | - | - | 60 |
| 29 | New | 11 | 9,882 | 10,178 | 2,328 | 2,561 | - | - | - | - | - | - | 60 |
| 30 | New | 11 | 10,234 | 10,541 | - | - | - | - | - | - | - | - | 60 |
| 31 | New | - | - | - | - | - | 48,400 | 53,240 | - | - | - | - | 22 |
| 32 | New | - | - | - | 8,625 | 9,488 | - | - | - | - | - | - | 27 |
| 33 | N/C | - | - | - | - | - | - | - | - | - | - | - | - |
| 56 | Conv | 2 | 1,580 | 1,627 | - | - | - | - | 933 | 1,026 | - | - | 40 |
| 57 | New | - | - | - | - | - | - | - | 4,496 | 4,946 | | | 30 |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

## TABLE A2-2c
## RWCDS Potential Development Sites

| | | Future With-Action Condition | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | Parking | Parking | Height |
| Site | Type of Development[1] | Total Dwelling Units | Affordable Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | Facility SF[2] | Spaces | (ft) |
| 20 | New | 11 | - | 9,821 | 10,116 | - | - | - | - | - | - | - | - | 70 |
| 21 | New | 11 | - | 9,821 | 10,116 | - | - | - | - | - | - | - | - | 80 |
| 22 | New | 22 | - | 19,643 | 20,232 | - | - | - | - | - | - | - | - | 80 |
| 23 | New | 64 | 13 | 57,230 | 58,947 | 7,200 | 7,920 | - | - | - | - | - | - | 120 |
| 24 | New | 22 | 4 | 19,400 | 19,982 | 2,880 | 3,168 | - | - | - | - | - | - | 100 |
| 25 | New | 76 | 20 | 68,086 | 70,129 | 7,194 | 7,913 | - | - | - | - | - | - | 165 |
| 26 | New | 15 | - | 13,260 | 13,658 | - | - | - | - | - | - | - | - | 80 |
| 27 | New | 14 | - | 11,396 | 11,738 | - | - | - | - | - | - | - | - | 80 |
| 28 | New | 19 | - | 11,349 | 11,689 | 2,328 | 2,561 | - | - | - | - | - | - | 100 |
| 29 | New | 17 | - | 15,684 | 16,155 | 2,328 | 2,561 | - | - | - | - | - | - | 100 |
| 30 | New | 13 | - | 11,786 | 12,140 | - | - | - | - | - | - | - | - | 80 |
| 31 | New | 91 | - | 82,218 | 84,685 | 22,929 | 25,222 | - | - | - | - | 9,100 | 46 | 75 |
| 32 | New | 18 | - | 21,002 | 21,632 | 4,473 | 4,920 | - | - | - | - | - | - | 70 |
| 33 | New | 35 | - | 31,525 | 32,471 | 8,373 | 9,210 | - | - | - | - | - | - | 85 |
| 56 | Conv | 2 | - | 1,580 | 1,627 | 933 | 1,026 | - | - | - | - | - | - | 40 |
| 57 | New | - | - | - | - | 4,496 | 4,946 | - | - | - | - | - | - | 30 |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

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## TABLE A2-2d
## RWCDS Potential Development Sites

| | Increment | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Residential SF | | Retail SF | | Other Commercial SF | | Community Facility SF | | | | |
| Site | Dwelling Units | Affordable Dwelling Units | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | ZSF | GSF[3] | Parking Facility SF[2] | Parking Spaces | Height (ft) |
| 20 | 2 | - | 1,576 | 1,623 | - | - | - | - | - | - | - | - | 10 |
| 21 | 2 | - | 1,576 | 1,623 | - | - | - | - | - | - | - | - | 20 |
| 22 | 3 | - | 2,522 | 2,598 | - | - | - | - | - | - | - | - | - |
| 23 | 29 | 13 | 25,705 | 26,476 | - | - | - | - | - | - | - | - | 35 |
| 24 | 8 | 4 | 6,790 | 6,994 | - | - | - | - | - | - | - | - | 35 |
| 25 | 5 | 20 | 3,915 | 4,032 | - | - | - | - | - | - | - | - | 45 |
| 26 | 4 | - | 3,657 | 3,767 | - | - | - | - | - | - | - | - | 20 |
| 27 | 1 | - | 192 | 198 | - | - | - | - | - | - | - | - | 20 |
| 28 | 8 | - | 1,649 | 1,698 | - | - | - | - | - | - | - | - | 40 |
| 29 | 6 | - | 5,802 | 5,976 | - | - | - | - | - | - | - | - | 40 |
| 30 | 2 | - | 1,552 | 1,599 | - | - | - | - | - | - | - | - | 20 |
| 31 | 91 | - | 82,218 | 84,685 | 22,929 | 25,222 | (48,400) | (53,240) | - | - | 9,100 | 46 | 53 |
| 32 | 18 | - | 21,002 | 21,632 | (4,152) | (4,567) | - | - | - | - | - | - | 43 |
| 33 | 35 | - | 31,525 | 32,471 | 8,373 | 9,210 | | - | - | - | - | - | 85 |
| 56 | - | - | - | - | 933 | 1,026 | | 0 | (933) | (1,026) | - | - | - |
| 57 | - | - | - | - | 4496 | 4946 | | 0 | (4,496) | (4,946) | - | - | - |

**Notes**

1 Types of Development - "N/C" = No change; "New"= New development; "Conv" = Conversion; "Enl" = Enlargement

2 Parking facilities would be provided below grade, therefore it is not counted as "zoning" square footage

3 Estimated gross floor area represents a 3% increase in zoning floor area for residential uses, and a 10% increase in zoning floor area for commercial, retail, and community facility uses

**APPENDIX 3**

**Transportation Planning Factors Memorandum**

**Philip Habib & Associates**
Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

# DRAFT
# TECHNICAL MEMORANDUM

**TO:** **NYCDCP**

**FROM:** **Philip Habib & Associates**

**DATE:** **May 2, 2012**

**PROJECT:** **West Harlem Rezoning (PHA #0769D)**

**RE:** **Transportation Planning Factors**

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This memorandum summarizes the transportation planning factors used for the analyses of traffic, parking, transit, and pedestrian conditions for the environmental review of the proposed West Harlem Rezoning. Travel demand forecasts based on these factors are also presented for four potential reasonable worst case development scenarios, one of which was selected for detailed analysis based on the amount of new travel demand that would be generated. Traffic and transit assignments for this scenario are provided along with a study area for the transportation analyses.

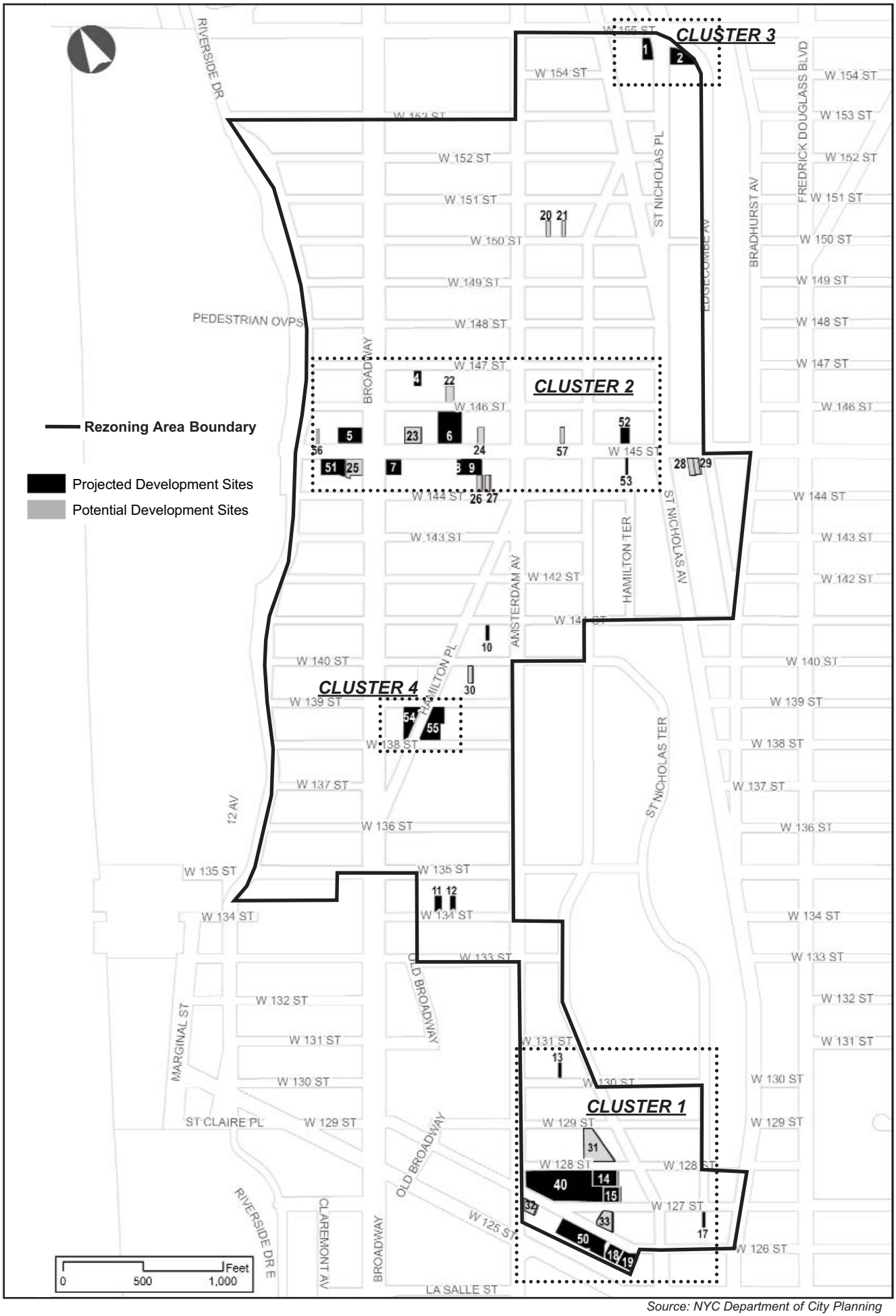
## THE PROPOSED ACTION

The Proposed Action includes zoning map changes and a zoning text amendment for approximately 90 blocks in West Harlem in Manhattan Community District 9. As shown in Figure 1, the rezoning area is generally bounded by West 126$^{th}$ Street on the south, West 155$^{th}$ Street on the north, Edgecombe, Bradhurst and St. Nicholas avenues on the east and Riverside Drive on the west. The proposed rezoning would allow for the addition of affordable housing and mixed-use development with bulk controls that reflect the existing character and scale in the West Harlem area.

The rezoning area is currently mapped R7-2, R8, C8-3, and M1-1. The proposed West Harlem Rezoning Project would preserve the low-scale residential character of the neighborhood while allowing for modest residential growth where appropriate by mapping contextual zoning districts within the rezoning area. The proposed zoning map and text changes would create C6-3X-IH, R8A-IH, R8A, R8*, R7A, R6A, MX (M1-5/R7-2), C1-4 and C2-4 overlays.

A related zoning text amendment would allow for additional affordable housing while maintaining existing building patterns that are characteristic to the area. The text amendment would also clarify that mid-block residences would be low-scale brownstones and rowhouses.

**RWCDS Projected and Potential Development Sites**




*Source: NYC Department of City Planning*

The MX District would be used by the community for various public events and community activities, which was a goal in Manhattan Community Board 9's 197-a Plan.

## PROJECTED DEVELOPMENT

Based on the reasonable worst case development scenarios (RWCDS) developed by NYCDCP, 24 projected development, conversion, or enlargement sites have been identified, including two sites with alternate scenarios (Nos. 6 and 40). These sites are judged most likely to be developed by 2021, the analysis year for the Proposed Action. In addition, there are 16 potential development sites, which are considered less likely to be developed in the next decade. The locations of all projected and potential development sites are shown in Figure 1. As shown in Table 1, compared to future conditions without the Proposed Action, the RWCDS associated with the proposed rezoning anticipates that the 22 projected sites without alternate scenarios would result in a net increase of 186 dwelling units, 4,119 square feet (sf) of local retail space, 87,051 sf of destination retail space, 116,338 sf of office and other commercial space, and 171,691 sf of community facility space. Also shown in Table 1 are the net increments for each of the alternate scenarios for projected development sites 6 and 40.

## TRANSPORTATION PLANNING FACTORS

Table 2 shows the transportation planning factors to be used for the travel demand forecast generated by the RWCDS in the weekday AM, midday, and PM and Saturday midday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies and truck trip factors for office, residential, retail and community facility uses. The factors in Table 2 were based on accepted *City Environmental Quality Review (CEQR) Technical Manual* criteria, data from the *2000 U.S. Census,* and data from other EISs for projects on the west side of Manhatttan, including the 2008 *125th Street Corridor Rezoning and Related Actions FEIS*, the 2007 *Manhattanville in West Harlem Rezoning and Academic Mixed-Use Development FEIS*, and the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS*.

### Office

The forecast of travel demand from office development was based on the trip rates and temporal distribution cited in the *CEQR Technical Manual*. Modal and directional splits and vehicle occupancies were determined based upon 2000 Census reverse journey-to-work data and data from the *125th Street Rezoning and Related Actions FEIS*.

### Residential

The forecast of travel demand from projected residential development was based on trip rate and temporal distribution data cited in the *CEQR Technical Manual.* The residential modal split reflects journey-to-work data from the 2000 Census. Although residential-based trips in the weekday and Saturday midday periods would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal split based on census journey-to-work data is conservatively assumed for these periods for analysis purposes.

**Table 1**
**Net Change in Land Uses on Projected Development Sites Under the RWCDS**

| | Dwelling Units | Local Retail (sf) | Destination Retail (sf)* | Office/Other Commercial (sf) | Community Facility (sf) |
|---|---|---|---|---|---|
| **RWCDS Without Projected Development Sites 6 and 40** | | | | | |
| No-Action | 567 | 28,250 | 10,217 | 128,417 | 112,725 |
| With-Action | 753 | 32,369 | 97,268 | 244,755 | 284,416 |
| Net Increment | 186 | 4,119 | 87,051 | 116,338 | 171,691 |
| **Projected Site 6a – 85 Percent Community Facility** | | | | | |
| No-Action | 0 | 7,421 | 0 | 0 | 207,079 |
| With-Action | 0 | 7,421 | 0 | 0 | 141,724 |
| Net Increment | 0 | 0 | 0 | 0 | (65,355) |
| **Projected Site 6b – Remove Deed Restriction** | | | | | |
| No-Action | 0 | 7,421 | 0 | 0 | 207,079 |
| With-Action | 155 | 7,421 | 0 | 0 | 22,261 |
| Net Increment | 155 | 0 | 0 | 0 | (184,818) |
| **Projected Site 40a – Retain Existing Buildings** | | | | | |
| No-Action | 0 | 0 | 0 | 271,238 | 0 |
| With-Action | 158 | 0 | 33,182 | 235,754 | 170,510 |
| Net Increment | 158 | 0 | 33,182 | (35,484) | 170,510 |
| **Projected Site 40b – New Development** | | | | | |
| No-Action | 0 | 0 | 0 | 271,238 | 0 |
| With-Action | 228 | 0 | 57,665 | 170,786 | 140,485 |
| Net Increment | 228 | 0 | 57,665 | (100,452) | 140,485 |

| | | | | | |
|---|---|---|---|---|---|
| **Scenario 1 – 6a & 40a** | | | | | |
| No-Action | 567 | 35,671 | 10,217 | 399,655 | 319,804 |
| With-Action | 911 | 39,790 | 130,450 | 480,509 | 596,650 |
| Net Increment | 344 | 4,119 | 120,233 | 80,854 | 276,846 |
| **Scenario 2 – 6a & 40b** | | | | | |
| No-Action | 567 | 35,671 | 10,217 | 399,655 | 319,804 |
| With-Action | 981 | 39,790 | 154,933 | 415,541 | 566,625 |
| Net Increment | 414 | 4,119 | 144,716 | 15,886 | 246,821 |
| **Scenario 3 – 6b & 40a** | | | | | |
| No-Action | 567 | 35,671 | 10,217 | 399,655 | 319,804 |
| With-Action | 1,066 | 39,790 | 130,450 | 480,509 | 477,187 |
| Net Increment | 499 | 4,119 | 120,233 | 80,854 | 157,383 |
| **Scenario 4 – 6b & 40b** | | | | | |
| No-Action | 567 | 35,671 | 10,217 | 399,655 | 319,804 |
| With-Action | 1,136 | 39,790 | 154,933 | 415,541 | 447,162 |
| Net Increment | 569 | 4,119 | 144,716 | 15,886 | 127,358 |

*Source: NYCDCP.*

***** Any site with more than 10,000 sf of retail is assumed to consist of destination retail.

## TABLE 2
## Transportation Planning Factors

| Land Use: | Office | | Residential | | Destination Retail | | Local Retail | | Community Facility (Office) | | Community Facility (Recreation) | | Community Facility (Dormitory) | | Community Facility (Museum) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Trip Generation:** | (1) | | (1) | | (1) | | (1) | | (1) | | (4) | | (5) | | (1) | |
| Weekday | 18 | | 8.075 | | 78.2 | | 205 | | 18 | | 44.7 | | 4 | | 27 | |
| Saturday | 3.9 | | 9.6 | | 92.5 | | 240 | | 3.9 | | 26.6 | | 4 | | 20.6 | |
| | per 1,000 sf | | per DU | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per Unit | | per 1,000 sf | |
| **Temporal Distribution:** | (1) | | (1) | | (1) | | (1) | | (4) | | (4) | | (1,5) | | (1) | |
| AM (8-9) | 12.0% | | 10.0% | | 3.0% | | 3.0% | | 12.0% | | 5.8% | | 9.1% | | 1.0% | |
| MD ( 12-1) | 15.0% | | 5.0% | | 9.0% | | 19.0% | | 15.0% | | 7.4% | | 4.7% | | 16.0% | |
| PM ( 5-6) | 14.0% | | 11.0% | | 9.0% | | 10.0% | | 14.0% | | 7.6% | | 10.7% | | 13.0% | |
| Sat MD (1-2) | 17.0% | | 8.0% | | 11.0% | | 10.0% | | 17.0% | | 10.0% | | 8.0% | | 17.0% | |
| | (3) | | (2) | | (4) | | (4) | | (3,4) | | (4) | | (5) | | (6) | |
| **Modal Splits:** | AM/PM/SAT | MD | AM/MD/PM/SAT | | AM/MD/PM/SAT | | AM/MD/PM/SAT | | AM/PM/SAT | MD | AM/MD/PM/SAT | | AM/MD/PM/SAT | | AM/MD/PM | SAT |
| Auto | 38.7% | 5.0% | 16.7% | | 9.0% | | 2.0% | | 38.7% | 5.0% | 4.0% | | 12.0% | | 12.0% | 14.0% |
| Taxi | 1.9% | 5.0% | 2.0% | | 14.5% | | 3.0% | | 1.9% | 5.0% | 9.0% | | 3.0% | | 10.0% | 10.0% |
| Subway | 32.1% | 10.0% | 56.7% | | 21.5% | | 6.0% | | 32.1% | 10.0% | 12.0% | | 41.5% | | 7.0% | 7.0% |
| Bus | 11.9% | 5.0% | 14.6% | | 20.0% | | 6.0% | | 11.9% | 5.0% | 5.0% | | 14.5% | | 29.0% | 29.0% |
| Walk/Other | 15.4% | 75.0% | 10.0% | | 35.0% | | 83.0% | | 15.4% | 75.0% | 70.0% | | 29.0% | | 42.0% | 40.0% |
| | 100.0% | 100.0% | 100.0% | | 100.0% | | 100.0% | | 100.0% | 100.0% | 100.0% | | 100.0% | | 100.0% | 100.0% |
| | (4) | | (4) | | (4) | | (4) | | (4) | | (4) | | (5) | | (6) | |
| **In/Out Splits:** | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM (8-9) | 95% | 5% | 16% | 84% | 50% | 50% | 50% | 50% | 95% | 5% | 66% | 34% | 20% | 80% | 50% | 50% |
| MD ( 12-1) | 48% | 52% | 50% | 50% | 50% | 50% | 50% | 50% | 48% | 52% | 58% | 42% | 51% | 49% | 63% | 37% |
| PM ( 5-6) | 15% | 85% | 67% | 33% | 50% | 50% | 50% | 50% | 15% | 85% | 34% | 66% | 65% | 35% | 52% | 48% |
| Sat MD (1-2) | 60% | 40% | 53% | 47% | 50% | 50% | 50% | 50% | 60% | 40% | 58% | 42% | 51% | 49% | 63% | 37% |
| **Vehicle Occupancy:** | ( 3,4) | | ( 3,4) | | ( 4) | | ( 4) | | (3,4) | | (4) | | (5) | | (6) | |
| Auto | 1.14 | | 1.26 | | 2.00 | | 2.00 | | 1.14 | | 1.40 | | 1.20 | | 2.34 | |
| Taxi | 1.40 | | 1.40 | | 2.00 | | 2.00 | | 1.40 | | 1.40 | | 1.20 | | 1.90 | |
| **Truck Trip Generation:** | (1) | | (1) | | (1) | | (1) | | (4) | | (4) | | (1,5) | | (6) | |
| | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday | Weekday | Saturday |
| | 0.32 | 0.01 | 0.06 | 0.02 | 0.35 | 0.04 | 0.35 | 0.04 | 0.32 | 0.01 | 0.04 | 0.01 | 0.03 | 0.01 | 0.05 | 0.01 |
| | per 1,000 sf | | per DU | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | | per 1,000 sf | |
| | (1) | | (1) | | (1) | | (1) | | (4) | | (4) | | (1,5) | | (6) | |
| AM (8-9) | 10.0% | | 12.2% | | 8.0% | | 8.0% | | 10.0% | | 7.7% | | 9.7% | | 9.6% | |
| MD ( 12-1) | 11.0% | | 9.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 9.1% | | 11.0% | |
| PM ( 5-6) | 2.0% | | 2.0% | | 2.0% | | 2.0% | | 2.0% | | 2.0% | | 5.1% | | 1.0% | |
| Sat MD (1-2) | 11.0% | | 9.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | | 11.0% | |
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| All Peak Hours | 50.0% | 50.0% | 50.0% | 50.0% | 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) Source: *CEQR Technical Manual* .

(2) Based on 2000 US Census Journey-to-Work Data for Manhattan Tracts 213.01, 213.02, 217.01, 217.02, 219, 221.01, 221.02, 223.01, 223.02, 224, 225, 226, 227.01, 227.02, 229, 231.01, 231.02, 233, 235.01, 235.02 and 237.

(3) Based on 2000 US Census Reverse Journey-to-Work Data (see above for tracts).

(4) *125th Street Corridor Rezoning and Related Actions FEIS* , February 2008.

(5) *Manhattanville in WestHarlem Rezoning and Academic Mixed-Use Development FEIS* , 2007.

(6) *No. 7 Subway Extension- Hudson Yard Rezoning and Development Program FGEIS* , 2004.

**Destination Retail**

For the purposes of the travel demand forecast, any site with greater than 10,000 sf of retail space is assumed to be destination retail. As shown in Table 2, trip generation rates and temporal distributions for destination retail uses were based on data from the *CEQR Technical Manual*, while modal splits, vehicle occupancy and directional distributions were based on data from the *125th Street Corridor Rezoning and Related Actions FEIS*.

**Local Retail**

It is anticipated that the local ("or neighborhood") retail uses developed under both the No-Action and With-Action scenarios would attract trips primarily from the residential and worker populations on-site and in surrounding neighborhoods. It is therefore anticipated that the majority of these trips would be via the walk mode and would not represent the addition of considerable numbers of new discrete trips to the study area street and transit systems. For the purposes of the travel demand forecast, it is assumed that 83 percent of local retail trips would be walk-only trips based on data from the *125th Street Corridor Rezoning and Related Actions FEIS*. Trip generation rates and temporal and directional distributions were also based on data from this source and from the *CEQR Technical Manual*.

**Community Facility**

Table 3 shows the specific types of community facility uses that would be developed on each of the projected development sites under the RWCDS. These would include community facility-related office uses as well as recreation, dormitory and museum uses. As shown in Table 2, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the *CEQR Technical Manual,* 2000 Census data and several EISs for other projects in Manhattan.

## TRIP GENERATION

A travel demand forecast was prepared for each of the four reasonable worst case development scenarios based on the factors shown in Table 2 and discussed above. These scenarios include:

**Scenario 1** – includes all sites without alternate scenarios plus sites 6a (85 percent community facility) and 40a (retain existing buildings);

**Scenario 2** – includes all sites without alternate scenarios plus sites 6a (85 percent community facility) and 40b (new development);

**Scenario 3** – includes all sites without alternate scenarios plus sites 6b (remove deed restriction) and 40a (retain existing buildings); and

**Scenario 4** – includes all sites without alternate scenarios plus sites 6b (remove deed restriction) and 40b (new development).

**Table 3**
**Net Change in Community Facility Uses on Projected Development Sites Under the RWCDS**

| Site | Office (sf) | Recreation (sf) | Museum (sf) | Dormitory (sf/DU) | Total (sf) |
|---|---|---|---|---|---|
| 6a | | | | (65,355) / (99) | (65,355) |
| 6b | | | | (184,819) / ( 279) | (184,819) |
| 14 | 35,363 | | | | 35,363 |
| 15 | | | | 60,532 / 91 | 60,532 |
| 18 | 34,473 | | | | 34,473 |
| 40a | 56,837 | 56,837 | 56,837 | | 170,511 |
| 40b | 46,828 | 46,828 | 46,828 | | 140,484 |
| 50 | 33,039 | 33,039 | | | 66,078 |
| 51 | (11,923) | | | | (11,923) |
| 52 | (1,881) | | | | (1,881) |
| 53 | (941) | | | | (941) |
| 54 | | (4,400) | | | (4,400) |
| 55 | (5,610) | | | | (5,610) |

Source: NYCDCP

Table 4 summarizes the results of the travel demand forecasts for these four scenarios. The data in Table 4 compare the net incremental increase (versus the No-Action condition) in the numbers of peak hour person and vehicle trips that would be generated by each scenario in 2021 with implementation of the Proposed Action. (More detailed travel demand forecast data for each scenario are presented in Tables A-1 through A-4 in the appendix.) As shown in Table 4, on weekdays, Scenario 3 would generate the greatest incremental increase in daily person trips (25,021 in and out combined) as well as vehicle trips (3,636). Weekday peak hour vehicle trips (in and out combined) under this scenario would total 295, 299 and 414 in the AM, midday and PM peak hours, respectively. (Vehicle trips include auto and truck trips, and trips by taxi which have been balanced to reflect that some taxis arrive or depart empty.) Scenario 3 would also generate the greatest incremental increase in transit trips during the peak weekday AM and PM commuter periods, with 413 subway trips and 157 bus trips in the AM and 563 subway trips and 313 bus trips in the PM.

On Saturdays, Scenario 4 would generate the greatest incremental increase in daily person trips (24,213 compared to 22,607 for Scenario 3) and vehicle trips (3,021 compared to 2,755 for Scenario 3). However, the incremental increase in total peak hour vehicle trips during the Saturday midday (326) would only amount to 14 additional trips compared to the 312 trips that would be generated under Scenario 3. Therefore, based on the travel demand forecast data presented in Table 4, Scenario 3 (RWCDS 3) was selected as the reasonable worst case development scenario for the transportation analyses.

**Table 4**

**Comparison of Travel Demand From the Four Reasonable Worst Case Development Scenarios**

| | Peak Hour | | | | | | | | | | | | Weekday | | Saturday | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | | | Midday | | | PM | | | Saturday Midday | | | | | | |
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | Total Daily Person Trips | Total Daily Vehicle Trips (1) | Total Daily Person Trips | Total Daily Vehicle Trips (1) |
| **Scenario 1** | | | | | | | | | | | | | | | | |
| Total Person Trips | 808 | 535 | 1,343 | 1,521 | 1,411 | 2,932 | 1,054 | 1,402 | 2,456 | 1,212 | 1,067 | 2,279 | | | | |
| Auto Trips | 172 | 60 | 232 | 84 | 75 | 159 | 105 | 219 | 324 | 111 | 90 | 201 | | | | |
| Taxi Trips | 41 | 30 | 71 | 99 | 88 | 187 | 70 | 85 | 155 | 92 | 79 | 171 | | | | |
| Subway Trips | 195 | 174 | 369 | 185 | 174 | 359 | 228 | 290 | 518 | 223 | 197 | 420 | 24,248 | 3,539 | 21,597 | 2,619 |
| Bus Trips | 85 | 64 | 149 | 159 | 137 | 296 | 139 | 167 | 306 | 159 | 137 | 296 | | | | |
| Walk-Only Trips | 315 | 207 | 522 | 994 | 937 | 1,931 | 512 | 641 | 1,153 | 627 | 564 | 1,191 | | | | |
| Vehicle Trips (1) | 193 | 93 | 286 | 152 | 149 | 301 | 152 | 253 | 405 | 157 | 143 | 300 | | | | |
| **Scenario 2** | | | | | | | | | | | | | | | | |
| Total Person Trips | 667 | 587 | 1,254 | 1,453 | 1,355 | 2,808 | 1,102 | 1,286 | 2,388 | 1,266 | 1,145 | 2,411 | | | | |
| Auto Trips | 116 | 67 | 183 | 81 | 74 | 155 | 103 | 162 | 265 | 110 | 94 | 204 | | | | |
| Taxi Trips | 41 | 33 | 74 | 100 | 90 | 190 | 77 | 88 | 165 | 99 | 90 | 189 | | | | |
| Subway Trips | 151 | 200 | 351 | 192 | 182 | 374 | 254 | 261 | 515 | 247 | 223 | 470 | 24,181 | 3,435 | 23,203 | 2,886 |
| Bus Trips | 71 | 74 | 145 | 160 | 143 | 303 | 148 | 157 | 305 | 172 | 154 | 326 | | | | |
| Walk-Only Trips | 288 | 213 | 501 | 920 | 866 | 1,786 | 520 | 618 | 1,138 | 638 | 584 | 1,222 | | | | |
| Vehicle Trips (1) | 142 | 97 | 239 | 148 | 145 | 293 | 155 | 207 | 362 | 161 | 151 | 312 | | | | |
| **Scenario 3** | | | | | | | | | | | | | | | | |
| Total Person Trips | 815 | 587 | 1,402 | 1,535 | 1,425 | 2,960 | 1,096 | 1,419 | 2,515 | 1,245 | 1,094 | 2,339 | | | | |
| Auto Trips | 174 | 71 | 245 | 87 | 78 | 165 | 115 | 223 | 338 | 118 | 95 | 213 | | | | |
| Taxi Trips | 41 | 30 | 71 | 99 | 88 | 187 | 70 | 85 | 155 | 92 | 80 | 172 | | | | |
| Subway Trips | 201 | 212 | 413 | 196 | 185 | 381 | 259 | 304 | 563 | 246 | 217 | 463 | 25,021 | 3,636 | 22,607 | 2,755 |
| Bus Trips | 86 | 71 | 157 | 161 | 139 | 300 | 144 | 169 | 313 | 165 | 141 | 306 | | | | |
| Walk-Only Trips | 313 | 203 | 516 | 992 | 935 | 1,927 | 508 | 638 | 1,146 | 624 | 561 | 1,185 | | | | |
| Vehicle Trips (1) | 194 | 101 | 295 | 151 | 148 | 299 | 159 | 255 | 414 | 164 | 148 | 312 | | | | |

**Table 4 (continued)**
**Comparison of Travel Demand Under RWCDS 1-4**

| | Peak Hour | | | | | | | | | | | | Weekday | | Saturday | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | AM | | | Midday | | | PM | | | Saturday Midday | | | | | | |
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total | Total Daily Person Trips | Total Daily Vehicle Trips (1) | Total Daily Person Trips | Total Daily Vehicle Trips (1) |
| **Scenario 4** | | | | | | | | | | | | | | | | |
| Total Person Trips | 673 | 638 | 1,311 | 1,466 | 1,368 | 2,834 | 1,143 | 1,304 | 2,447 | 1,298 | 1,170 | 2,468 | | | | |
| Auto Trips | 117 | 77 | 194 | 84 | 77 | 161 | 113 | 167 | 280 | 117 | 99 | 216 | | | | |
| Taxi Trips | 41 | 33 | 74 | 99 | 89 | 188 | 77 | 88 | 165 | 100 | 90 | 190 | | | | |
| Subway Trips | 157 | 238 | 395 | 203 | 193 | 396 | 285 | 275 | 560 | 269 | 242 | 511 | 24,955 | 3,532 | 24,213 | 3,021 |
| Bus Trips | 72 | 81 | 153 | 162 | 145 | 307 | 153 | 159 | 312 | 177 | 158 | 335 | | | | |
| Walk-Only Trips | 286 | 209 | 495 | 918 | 864 | 1,782 | 515 | 615 | 1,130 | 635 | 581 | 1,216 | | | | |
| Vehicle Trips (1) | 143 | 105 | 248 | 149 | 146 | 295 | 161 | 209 | 370 | 169 | 157 | 326 | | | | |

(1) Vehicle trips include auto, truck and balanced taxi trips.

## PARKING

Parking demand from retail and commercial uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period. The parking analyses therefore document changes in off-street parking utilization in proximity to projected development sites during the weekday midday and overnight periods under the No-Action condition and the With-Action condition under Scenario 3. On-street parking conditions (existing curbside regulations and parking utilization) in the vicinity of projected development sites are also documented for these periods. As it is anticipated that available parking capacity would be limited within ¼-mile of the projected development sites that are expected to generate the most parking demand, the off-street public parking analysis study area encompasses a ½-mile radius around these sites. This is to reflect the fact that some project-generated parking demand would likely occur at more distant parking facilities, as well as to provide data to facilitate the assignment of project-generated auto trips to off-site parking.

Parking demand generated by new residential development is forecast based on the most recently available Census auto ownership data by income group for the proposed rezoning area. Parking demand from retail and other commercial uses and from community facility uses is derived from the forecasts of daily auto trips from these uses. The forecast of new parking supply is based on the net change in parking spaces on projected development sites, consistent with the RWCDS.

## SELECTION OF PEAK HOURS FOR ANALYSIS

As discussed above, under the RWCDS for the transportation analyses (Scenario 3), the Proposed Action would result in a net increase of 295, 299, 414, and 312 vehicle trips in the weekday AM, midday and PM, and Saturday midday peak hours, respectively. Under *CEQR Technical Manual* criteria, if a proposed action in any area of the city would generate greater than 50 peak hour vehicle trip ends, there is likely a need for further analysis. The EIS traffic analyses therefore quantitatively examine conditions in the weekday AM, midday, PM and Saturday midday peak hours. Based on automatic traffic recorder counts of existing traffic volumes along major corridors in the study area, the peak hours selected for the weekday analyses are 7:45-8:45 AM, 1-2 PM and 4:45-5:45 PM. The Saturday analysis focuses on the 1-2 PM peak hour.

Transit (subway and bus) analyses generally examine conditions during the weekday 8-9 AM and 5-6 PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. The analyses of transit conditions therefore focus on these two periods.

Walk-only trips from projected development sites (i.e., walk trips not associated with other modes) would be widely dispersed among pedestrian facilities throughout the proposed rezoning area. However, concentrations of new pedestrian trips are expected during the AM and PM commuter peak periods along corridors connecting projected development sites to area subway stations. The analyses of pedestrian conditions therefore focus on the weekday AM and PM peak hours for commuter demand, as well as the weekday and Saturday midday peak hours to assess the effects of midday pedestrian demand from commercial and retail uses.

## TRIP ASSIGNMENT AND ANALYSIS LOCATIONS

As shown in Figure 1, there are a total of 24 projected development sites in the proposed rezoning area, generally concentrated in four specific geographic areas. Therefore, for analysis purposes, a majority of the sites have been aggregated into the following four "clusters":

**Cluster 1**: Sites 13, 14, 15, 17, 18, 19, 40a and 50

**Cluster 2**: Sites 4, 5, 6b, 7, 8, 9, 51, 52 and 53

**Cluster 3**: Sites 1 and 2

**Cluster 4**: Sites 54 and 55

Sites 10, 11 and 12 were considered "outliers" because they are relatively small sites that are not located in proximity to any of the clusters identified above.

As discussed above, Scenario 3 was selected as the RWCDS for the transportation analyses. Tables 5 and 6, below, summarize the net incremental change in peak hour person trips and vehicle trips, respectively, that would be generated under the RWCDS by each of the four projected development site clusters along with the three outlier sites. (Detailed demand forecasts for each of the four projected development site clusters and the three outlier sites are provided in Tables A-5 through A-11 in the appendix.) As shown in Table 5, Cluster 1 (comprised of development sites in the vicinity of West 126$^{th}$ Street) would generate a net total of 1,127, 1,926, 1,834 and 1,515 person trips in the weekday AM, midday, PM and Saturday midday peak hours, respectively. As shown in Table 6, vehicle trips (auto, taxi and truck trips combined) generated by Cluster 1 would total 268, 246, 370 and 244 during these periods, respectively. Overall, it is estimated that this development cluster would account for approximately 65 percent to 80 percent of the total person trips and 76 percent to 88 percent of the total vehicle trips generated by the RWCDS. Clusters 2, 3 and 4 would each generate 43 or fewer vehicle trips in any one peak hour, and these trips would be widely dispersed along the street network in the central and northern portions of the rezoning area. Lastly, as also shown in Table 6, given their relatively small development programs (i.e., two dwelling units each), outlier projected development sites 10, 11 and 12 are not expected to generate an appreciable number of vehicle trips in any peak hour.

**Table 5**
**Net Incremental Person Trips Generated by Projected Development Sites Under Scenario 3**

| | AM | Midday | PM | Saturday Midday |
|---|---|---|---|---|
| Cluster 1 | 1,127 | 1,926 | 1,834 | 1,515 |
| Cluster 2 | 154 | 525 | 353 | 423 |
| Cluster 3 | 91 | 246 | 197 | 237 |
| Cluster 4 | 23 | 263 | 125 | 165 |
| Site 10 | 2 | 1 | 2 | 2 |
| Site 11 | 2 | 1 | 2 | 2 |
| Site 12 | 2 | 1 | 2 | 2 |
| Total | 1,401 | 2,963 | 2,515 | 2,346 |

**Table 6**
**Net Incremental Vehicle Trips Generated by Projected Development Sites Under Scenario 3**

| | AM | Midday | PM | Saturday Midday |
|---|---|---|---|---|
| Cluster 1 | 268 | 246 | 370 | 244 |
| Cluster 2 | 25 | 39 | 34 | 43 |
| Cluster 3 | 13 | 24 | 22 | 28 |
| Cluster 4 | -2 | 8 | -1 | 6 |
| Site 10 | 0 | 0 | 0 | 0 |
| Site 11 | 0 | 0 | 0 | 0 |
| Site 12 | 0 | 0 | 0 | 0 |
| Total | 304 | 317 | 425 | 321 |

**Note:** The sum of peak hour vehicle trips by cluster may differ slightly from the numbers shown in Table 4 due to rounding and the balancing of taxis on a cluster by cluster basis.

## Vehicle Trip Assignment

*Rezoning Area Street Network*

The rezoning area street system consists of urban arterials connecting with an irregular grid network of West Harlem's local streets (see Figure 2). The east-west local grid is discontinuous between West 130th and West 141st Streets, while the north-south arterial grid is generally continuous throughout the area. Principal arterials within and in the immediate vicinity of the rezoning area include West 155th Street to the north, West 125th Street to the south and, from west to east, Broadway, Amsterdam, Morningside, and St. Nicholas avenues, and Frederick Douglass and Adam Clayton Powell Jr. boulevards.

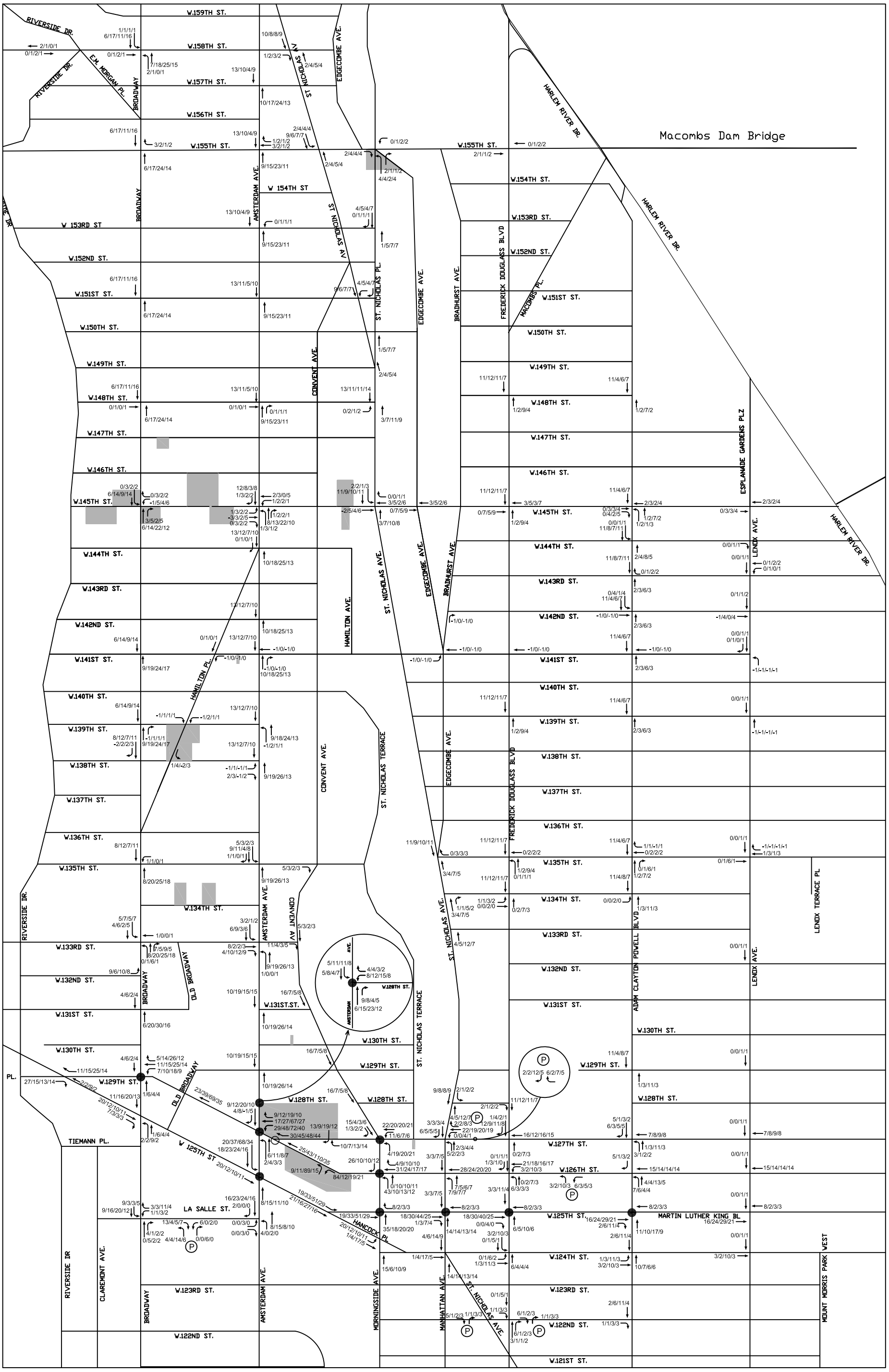
North-South Avenues

The westernmost of the north-south arterials expected to be used by appreciable numbers of project-generated trips is **Broadway**, which operates two-way with two to three travel lanes in each direction plus curbside parking/loading. Exclusive left-turn lanes are typically provided at major intersections, and the roadway is bisected by support columns for the elevated subway structure carrying NYC Transit's Broadway Line (No. 1 trains). Broadway is a designated local truck route.

Paralleling Broadway to the east is two-way **Amsterdam Avenue** which typically operates with two travel lanes and curbside parking/loading in each direction and is a designated local truck route. Continuing east, the next north-south arterial is two-way **Morningside Avenue**. To the south of West 126th Street, Morningside Avenue typically operates with two travel lanes in each direction with parking/loading along each curb. North of West 126th Street, Morningside Avenue narrows to one travel lane in each direction plus curbside parking/loading. North of West 127th Street the roadway continues as Convent Avenue.

**St. Nicholas Avenue** is a two-way roadway that approaches the study area from the southeast on a diagonal alignment until intersecting Manhattan Avenue at West 124th Street where it continues on an alignment generally parallel to the other north-south avenues in the

**Figure 2**
**Project Increment Peak Hour Traffic Volumes Under RWCDS 3**




Legend:

- Analyzed Signalized Intersection
- Analyzed Unsignalized Intersection
- 21/16/27/16 = AM/MD/PM/Sat MD
- Projected Development Site
- Ⓟ Public Parking Facility

rezoning area. It typically operates with one travel lane and a bicycle lane in each direction plus parking/loading along both curbs.

One of two key arterials to the east of the rezoning area is **Frederick Douglas Boulevard (Eighth Avenue)**, which operates two-way with two travel lanes plus curbside parking/loading in each direction. The second key north-south arterial to the east of the rezoning area is **Adam Clayton Powell Jr. Boulevard (Seventh Avenue)** which operates two-way with three moving lanes plus curbside parking/loading in each direction. The northbound and southbound lanes are separated by a planted median, and the street is a designated local truck route.

East-West Cross Streets

The east-west street system in the vicinity of the rezoning area is generally discontinuous with the exception of West 125th Street and West 126th Street. The major river to river east-west corridor in proximity to Cluster 1 is **West 125th Street (Dr. Martin Luther King Jr. Boulevard)**, which operates two-way, typically with two moving lanes plus curbside parking/loading in each direction. The street is a major retail corridor characterized by heavy pedestrian activity (especially east of Morningside Avenue), and it is a designated local truck route.

One block north is **West 126th Street** which is one-way westbound. Although it operates as a local street, generally with one to two moving lanes plus curbside parking/loading, it also functions as a parallel diversion route to West 125th Street. West 126th Street ends at Broadway opposite West 129th Street. The next cross street to the north is **West 127th Street** which also operates one-way westbound, generally with one moving lane plus curbside parking/loading. West 127th Street ends to the east of Amsterdam Avenue where it intersects West 126th Street.

*Traffic Assignment and Analysis Locations*

The assignments of auto and taxi trips were based on the locations of individual projected development sites (or groups of development sites) within each cluster, the locations of off-street public parking garages that would likely be used by project-generated auto trips, and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips were determined based upon 2000 Census journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations were based on population density in proximity to the rezoning area.

Truck trips en route to and from each cluster were assigned based on the most direct paths to and from designated local and through truck routes. Local truck routes in the vicinity of the rezoning area include Broadway, Amsterdam Avenue, West 145$^{th}$ Street and West 125$^{th}$ Street.

Figure 2 shows the assignment of vehicle trips (including auto, taxi and truck trips) generated by all development sites under RWCDS 3 during the weekday AM, midday and PM and Saturday midday peak hours. (Vehicle trip assignments for each individual development cluster are shown in Figures A-1 through A-4 in the appendix.) As shown in Figure 2, action-generated vehicle trips would be most concentrated in the vicinity of Cluster 1 which would generate the majority of new travel demand under RWCDS 3. The maximum number of vehicles through any one intersection in any peak hour is expected to be approximately 188 vehicles at the intersection of West 126$^{th}$ Street and Amsterdam Avenue in the PM peak hour.

Overall, as shown in Figure 2, project-generated traffic is expected to exceed the 50-trip *CEQR Technical Manual* analysis threshold at a total of 11 intersections (10 signalized and one unsignalized) along the West 125th Street, West 126th Street, West 127th Street and West 128th Street corridors in one or more peak hours. Therefore, based on this traffic assignment, these 11 intersections have been selected for detailed analysis.

**Transit Trip Assignment**

*Subway*

There are a total of eight subway stations located in proximity to the rezoning area. As shown in Figure 3, these include four IND stations along St. Nicholas Avenue including express stops at West 125th Street and West 145th Street (served by A, B, C and D trains), and local stops at West 135th Street (B, C) and West 155th Street (C); three IRT stations along Broadway at West 125th Street, West 137th Street-City College and West 145th Street (all served by No. 1 trains); and an IND station at West 155th Street and Eighth Avenue (served by B and D trains).

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 line (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 or subway analysis would be warranted.

Table 7 shows the forecast of weekday AM and PM peak hour transit trips for the clusters of projected development sites. (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 7, it is estimated that under RWCDS 3, projected development sites in Cluster 1 would generate a total of 317 and 428 new subway trips in the weekday AM and PM peak hours, respectively. The remaining clusters and outlying development sites would each generate 83 or fewer new subway trips in any peak hour, and these trips are expected to occur at different subway stations than those serving Cluster 1. Therefore, only the two subway stations in proximity to Cluster 1 – the IND station at St. Nicholas Avenue and West 125th Street (served by A, B, C and D trains), and the IRT station at Broadway at West 125th Street (served by No. 1 trains) – would potentially experience an increase of 200 or more peak hour trips as a result of the Proposed Action.

To determine if both of these subway stations would require detailed analysis, the subway trips generated by Cluster 1 were assigned to each based on proximity to station entrances and existing ridership patterns for the subway routes serving each station. Based on 2010 turnstile registration data, it was estimated that approximately 77 percent of all the subway trips generated by Cluster 1 would use the IND station at St. Nicholas Avenue, while 23 percent would use the IRT local stop on Broadway. As shown in Table 8, based on this assignment, only the 125th Street IND station on St. Nicholas Avenue is expected to experience more than 200 action-generated trips, with approximately 244 trips in the AM peak hour and 330 in the PM peak hour. The 125th Street IRT station at Broadway would experience 73 and 98 trips during these peak hours, respectively. Therefore, the analysis of conditions at subway stations serving the rezoning area focus on street stairs and fare arrays at the 125th Street IND station at St. Nicholas Avenue that are expected to be used by project-generated trips in the AM and PM peak hours.

# West Harlem Rezoning

Figure 3

## Rezoning Area Subway and Bus Services

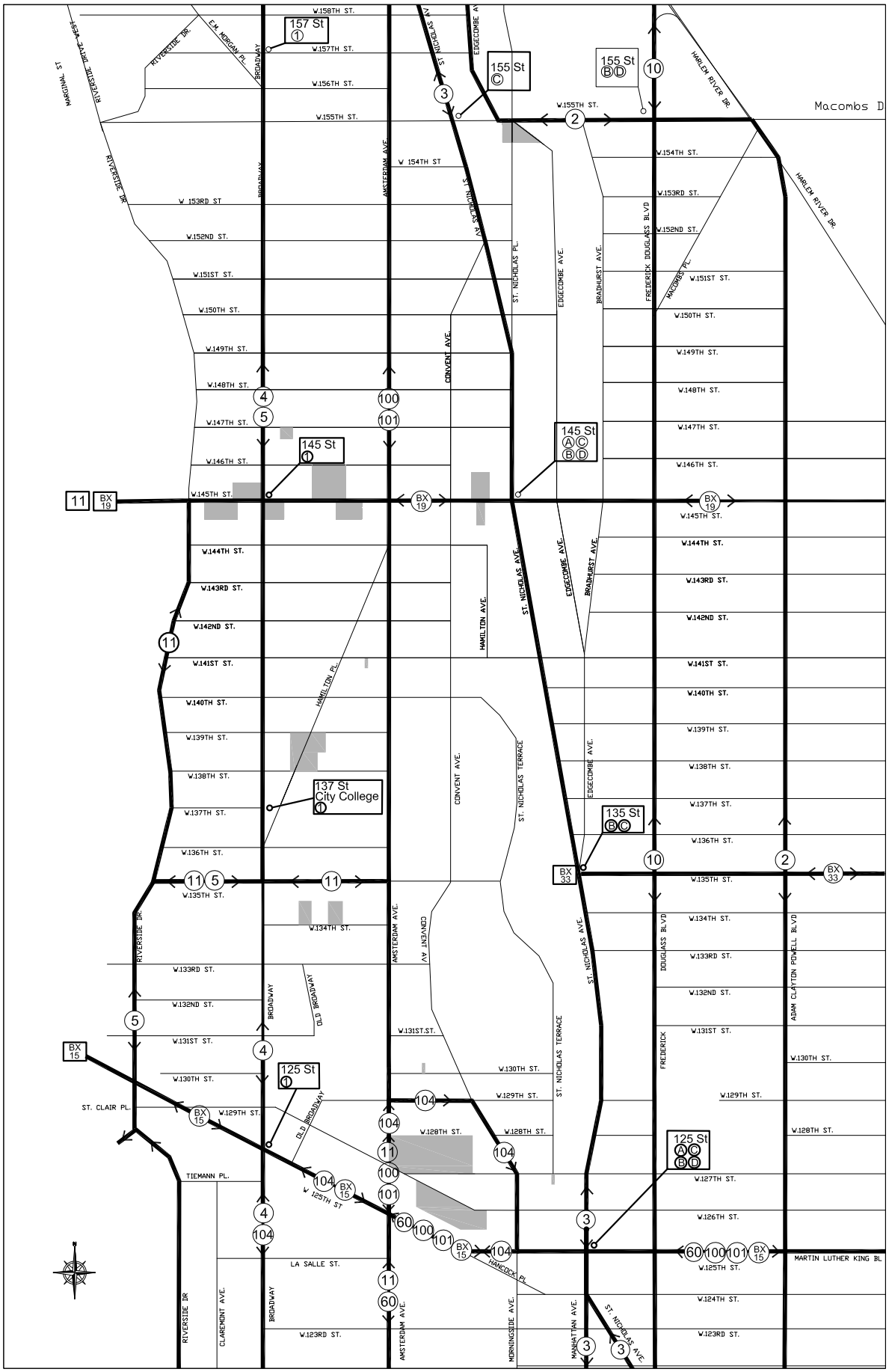


**Table 7**
**Net Incremental Transit Trips Generated by**
**by Projected Development Sites Under RWCDS 3**

| | Subway | | Bus | |
|---|---|---|---|---|
| | AM | PM | AM | PM |
| Cluster 1 | 317 | 428 | 126 | 245 |
| Cluster 2 | 59 | 83 | 17 | 36 |
| Cluster 3 | 34 | 49 | 12 | 26 |
| Cluster 4 | -3 | 3 | 1 | 9 |
| Site 10 | 1 | 1 | 0 | 0 |
| Site 11 | 1 | 1 | 0 | 0 |
| Site 12 | 1 | 1 | 0 | 0 |
| Total | 410 | 566 | 156 | 316 |

**Note:** The sum of peak hour subway trips by cluster may differ slightly from the totals shown in Table 4 due to rounding.

**Table 8**
**Project Increment Subway Trip Assignment by Station**
**Under RWCDS 3 - Cluster 1**

| Subway Station | AM Peak Hour | PM Peak Hour |
|---|---|---|
| West 125th Street & St. Nicholas Avenue (A, B, C, D) | 244 | 330 |
| West 125th Street & Broadway (1) | 73 | 98 |
| Total | 317 | 428 |

Subway Line Haul

The proposed rezoning area is served by a total of five NYC Transit subway routes, including A and D express and B and C local services along the IND Eighth Avenue Line, and No. 1 local service on the IRT Broadway/Seventh Avenue Line. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of subway line haul conditions is generally not required if a Proposed Action is projected to result in fewer than 200 peak hour trips being assigned to a single route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in Table 7, it is estimated that all of the projected development sites within the proposed rezoning area would generate a combined total of 410 and 566 new subway trips in the weekday AM and PM peak hours, respectively. As these trips would be distributed among a total of five subway routes, it is unlikely that any one route would experience 200 or more trips in one direction in any peak hour. Therefore, the Proposed Action is not expected to result in any significant adverse impacts to subway line haul conditions based on *CEQR Technical Manual* criteria, and a detailed analysis is not warranted.

*Bus*

The proposed rezoning area is served by ten NYC Transit local bus routes that connect the area with other parts of Manhattan. As shown in Figure 3, these include the M2, M3, M4, M5, M10, M11, M60, M100, M101 and M104 routes. The rezoning area is also served by three NYC Transit local bus routes that connect Manhattan with the Bronx – the Bx6, Bx15 and Bx19.

According to the general thresholds used by the Metropolitan Transportation Authority (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 line (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in Table 7, it is estimated that all of the projected development sites within the proposed rezoning area would generate a total of 156 and 316 new bus trips in the weekday AM and PM peak hours, respectively. As these trips would be widely disbursed throughout the study area and distributed among a total of 13 bus routes, it is highly unlikely that any one route would experience 50 or more trips in one direction in any peak hour. A preliminary assignment of bus trips was prepared to confirm this assumption, and this assignment is shown in Table A-12 in the appendix. To be conservative, all of the project-generated bus trips were assumed to be concentrated on the ten routes operating primarily in Manhattan. Trips were assigned to each route based on proximity to individual projected development sites and current ridership patterns. As shown in Table A-12, no one route is expected to experience more than 32 trips in one direction in either the AM or PM peak hours, below the 50-trip *CEQR Technical Manual* analysis threshold. Therefore, the Proposed Action is not expected to result in any significant adverse impacts to bus transit services based on *CEQR Technical Manual* criteria, and a detailed bus analysis is not warranted.

**Pedestrian Trip Assignment**

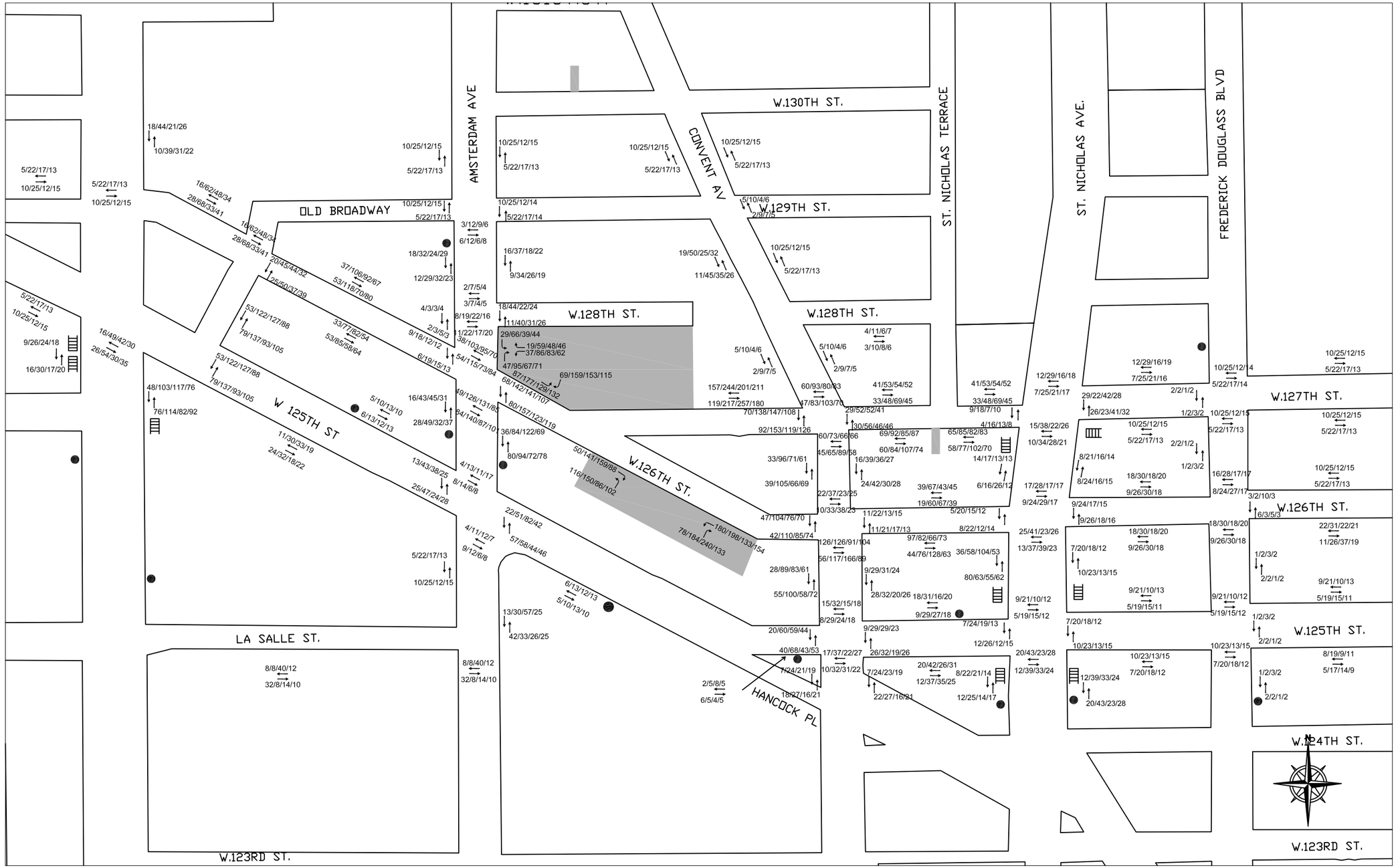
According to *CEQR Technical Manual* criteria, projected pedestrian volume increases of less than 200 pedestrians per hour at any pedestrian element would not typically be considered a significant impact, since that level of increase would not generally be noticeable and therefore would not require further analysis. As shown in Table 9, the maximum number of pedestrian trips generated by projected development site clusters 2, 3 and 4 in any one peak hour (including walk-only trips and walk trips to area subway stations and bus stops), is expected to total 479, 218 and 253, respectively. (Pedestrian trips generated by the three outlier sites are expected to be negligible.) However these trips would be widely dispersed among the sidewalks and crosswalks in proximity to each of the projected development sites within each of these clusters, and the total number of new trips at any one sidewalk or crosswalk is not expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold.

By contrast, as shown in Table 9, substantially greater numbers of walk-only and transit-related pedestrian trips are expected to be generated by Cluster 1, with a total of approximately 846 in the AM peak hour, 1,662 in the midday, 1,410 in the PM, and 1,217 during the Saturday midday. In addition, based on the assignment of project-generated auto trips, there would be an estimated 94, 42, 140 and 78 new pedestrian trips en route between Cluster 1 and outlying off-street public parking facilities in these same peak hours, respectively. Although these pedestrian trips would be dispersed throughout the portion of the rezoning area encompassing Cluster 1, concentrations of new pedestrian trips would likely occur along corridors connecting this cluster to bus routes and the two subway stations in the vicinity. Figure 4 shows the assignment of project increment pedestrian trips to area sidewalks

# West Harlem Rezoning

**Figure 4**

## Peak Hour Project Increment Sidewalk and Crosswalk Volumes for RWCDS 3 - Cluster 1




Legend:

15/47/29/28 = AM/MD/PM/SAT. MD

Projected Development Site Cluster 1

Subway Stair

Bus Stop

**Table 9**
**Net Incremental Pedestrian Trips Generated by Projected Development Sites Under Scenario 3**

| | AM | Midday | PM | Saturday Midday |
|---|---|---|---|---|
| Cluster 1 | 846 | 1,662 | 1,410 | 1,217 |
| Cluster 2 | 127 | 479 | 312 | 373 |
| Cluster 3 | 78 | 218 | 174 | 204 |
| Cluster 4 | 26 | 253 | 127 | 159 |
| Site 10 | 1 | 0 | 1 | 0 |
| Site 11 | 1 | 0 | 1 | 0 |
| Site 12 | 1 | 0 | 1 | 0 |
| Total | 1,080 | 2,612 | 2,026 | 1,983 |

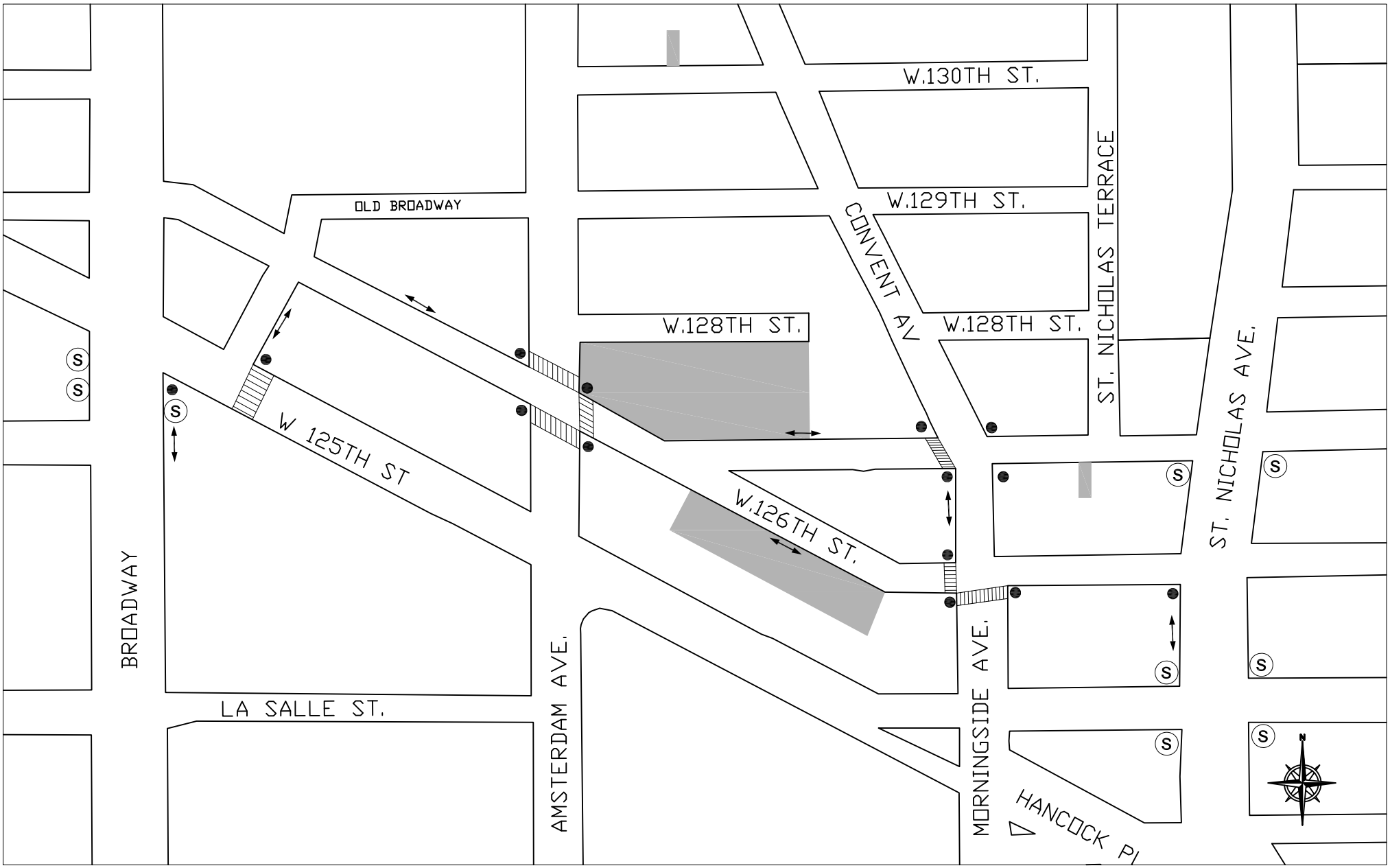
and crosswalks in the weekday and Saturday peak hours. Subway and bus trips were assigned to the most direct routes between these transit services and projected development sites, while walk-only trips to/from projected development sites were assumed to be distributed throughout the area. Pedestrian trips en route between Cluster 1 and off-street public parking garages in the vicinity are also reflected in the volumes shown in Figure 4. Based on this assignment, a total of seven sidewalks, 14 corner reservoir areas and seven crosswalks were identified where project-generated pedestrian trips are expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or more peak hours. As shown in Figure 4, these pedestrian elements are generally located along the West 126$^{th}$ Street and West 127$^{th}$ Street corridors, as well as along West 125$^{th}$ Street at Morningside Avenue and Broadway. Therefore, a quantitative pedestrian impact analysis is provided in the EIS focusing on these seven sidewalks, 14 corner areas and seven crosswalks, which are shown in Figure 5.

**Parking**

As a quantitative traffic analysis is necessary, analyses of on-street (curbside) and off-street parking conditions are also provided. These analyses focus on the existing and future parking supply and demand in proximity to projected development site Cluster 1, which would generate the majority of the new vehicle trips and parking demand resulting from the proposed action.

# West Harlem Rezoning

**Figure 5**
**Pedestrian Analysis Locations**



# APPENDIX

**Table A-1**
**Travel Demand Forecast - Scenario 1**

| Land Use: | | Office | | Residential | | Destination Retail | | Local Retail | | Community Facility (Office) | | Community Facility (Recreation) | | Community Facility (Dormitory) | | Community Facility (Museum) | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Size/Units:** | | 80,854 | gsf | 344 | DU | 82,755 | gsf | 41,595 | gsf | 104,884 | gsf | 119,949 | gsf | -4,823<br>-7 | gsf<br>Unit | 56,837 | gsf | | | |
| **Peak Hour Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| | AM (8-9) | 175 | | 278 | | 146 | | 192 | | 227 | | 311 | | -3 | | 15 | | 1,340 | | |
| | MD ( 12-1) | 218 | | 139 | | 437 | | 1,215 | | 283 | | 397 | | -1 | | 246 | | 2,933 | | |
| | PM ( 5-6) | 204 | | 306 | | 437 | | 640 | | 264 | | 407 | | -3 | | 199 | | 2,454 | | |
| | Sat MD (1-2) | 54 | | 264 | | 632 | | 749 | | 70 | | 319 | | -2 | | 199 | | 2,283 | | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **AM** | **Auto** | 64 | 3 | 7 | 39 | 7 | 7 | 2 | 2 | 83 | 4 | 8 | 4 | 0 | 0 | 1 | 1 | 172 | 60 | 232 |
| | **Taxi** | 3 | 0 | 1 | 5 | 11 | 11 | 3 | 3 | 4 | 0 | 18 | 10 | 0 | 0 | 1 | 1 | 41 | 30 | 71 |
| | **Subway** | 53 | 3 | 25 | 132 | 16 | 16 | 6 | 6 | 69 | 4 | 25 | 13 | 0 | -1 | 1 | 1 | 195 | 174 | 369 |
| | **Bus** | 20 | 1 | 6 | 34 | 15 | 15 | 6 | 6 | 26 | 1 | 10 | 5 | 0 | 0 | 2 | 2 | 85 | 64 | 149 |
| | **Walk/Other** | 26 | 1 | 4 | 23 | 25 | 25 | 80 | 80 | 33 | 2 | 144 | 74 | 0 | -1 | 3 | 3 | 315 | 207 | 522 |
| | **Total** | 166 | 8 | 43 | 233 | 74 | 74 | 97 | 97 | 215 | 11 | 205 | 106 | 0 | -2 | 8 | 8 | 808 | 535 | 1,343 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **MD** | **Auto** | 5 | 6 | 12 | 12 | 20 | 20 | 12 | 12 | 7 | 7 | 9 | 7 | 0 | 0 | 19 | 11 | 84 | 75 | 159 |
| | **Taxi** | 5 | 6 | 1 | 1 | 32 | 32 | 18 | 18 | 7 | 7 | 21 | 15 | 0 | 0 | 15 | 9 | 99 | 88 | 187 |
| | **Subway** | 10 | 11 | 39 | 39 | 47 | 47 | 36 | 36 | 14 | 15 | 28 | 20 | 0 | 0 | 11 | 6 | 185 | 174 | 359 |
| | **Bus** | 5 | 6 | 10 | 10 | 44 | 44 | 36 | 36 | 7 | 7 | 12 | 8 | 0 | 0 | 45 | 26 | 159 | 137 | 296 |
| | **Walk/Other** | 79 | 85 | 7 | 7 | 76 | 76 | 504 | 504 | 102 | 110 | 161 | 117 | 0 | 0 | 65 | 38 | 994 | 937 | 1,931 |
| | **Total** | 104 | 114 | 69 | 69 | 219 | 219 | 606 | 606 | 137 | 146 | 231 | 167 | 0 | 0 | 155 | 90 | 1,521 | 1,411 | 2,932 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **PM** | **Auto** | 12 | 67 | 34 | 17 | 20 | 20 | 6 | 6 | 15 | 87 | 6 | 11 | 0 | 0 | 12 | 11 | 105 | 219 | 324 |
| | **Taxi** | 1 | 3 | 4 | 2 | 32 | 32 | 10 | 10 | 1 | 4 | 12 | 24 | 0 | 0 | 10 | 10 | 70 | 85 | 155 |
| | **Subway** | 10 | 56 | 116 | 57 | 47 | 47 | 19 | 19 | 13 | 72 | 17 | 32 | -1 | 0 | 7 | 7 | 228 | 290 | 518 |
| | **Bus** | 4 | 21 | 30 | 15 | 44 | 44 | 19 | 19 | 5 | 27 | 7 | 13 | 0 | 0 | 30 | 28 | 139 | 167 | 306 |
| | **Walk/Other** | 5 | 27 | 20 | 10 | 76 | 76 | 265 | 265 | 6 | 35 | 97 | 188 | -1 | 0 | 44 | 40 | 512 | 641 | 1,153 |
| | **Total** | 32 | 174 | 204 | 101 | 219 | 219 | 319 | 319 | 40 | 225 | 139 | 268 | -2 | 0 | 103 | 96 | 1,054 | 1,402 | 2,456 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **Sat MD** | **Auto** | 12 | 8 | 23 | 21 | 28 | 28 | 7 | 7 | 16 | 11 | 7 | 5 | 0 | 0 | 18 | 10 | 111 | 90 | 201 |
| | **Taxi** | 1 | 0 | 3 | 2 | 46 | 46 | 11 | 11 | 1 | 1 | 17 | 12 | 0 | 0 | 13 | 7 | 92 | 79 | 171 |
| | **Subway** | 10 | 7 | 79 | 70 | 68 | 68 | 22 | 22 | 13 | 9 | 22 | 16 | 0 | 0 | 9 | 5 | 223 | 197 | 420 |
| | **Bus** | 4 | 3 | 20 | 18 | 63 | 63 | 22 | 22 | 5 | 3 | 9 | 7 | 0 | 0 | 36 | 21 | 159 | 137 | 296 |
| | **Walk/Other** | 5 | 3 | 14 | 12 | 111 | 111 | 311 | 311 | 6 | 4 | 130 | 94 | 0 | 0 | 50 | 29 | 627 | 564 | 1,191 |
| | **Total** | 32 | 21 | 139 | 123 | 316 | 316 | 373 | 373 | 41 | 28 | 185 | 134 | 0 | 0 | 126 | 72 | 1,212 | 1,067 | 2,279 |
| **Vehicle Trips :** | | | | | | | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **AM** | **Auto (Total)** | 56 | 3 | 6 | 31 | 4 | 4 | 1 | 1 | 73 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 146 | 46 | 192 |
| | **Taxi** | 2 | 0 | 1 | 4 | 6 | 6 | 2 | 2 | 3 | 0 | 13 | 7 | 0 | 0 | 1 | 1 | 28 | 20 | |
| | **Taxi Balanced** | 2 | 2 | 4 | 4 | 11 | 11 | 3 | 3 | 3 | 3 | 17 | 17 | 0 | 0 | 2 | 2 | 41 | 41 | 82 |
| | **Truck** | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 11 |
| | **Total** | 59 | 6 | 11 | 36 | 16 | 16 | 5 | 5 | 78 | 9 | 23 | 20 | 0 | 0 | 2 | 2 | 193 | 93 | 286 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **MD** | **Auto (Total)** | 4 | 5 | 10 | 10 | 10 | 10 | 6 | 6 | 6 | 6 | 6 | 5 | 0 | 0 | 8 | 5 | 50 | 47 | 97 |
| | **Taxi** | 4 | 4 | 1 | 1 | 16 | 16 | 9 | 9 | 5 | 5 | 15 | 11 | 0 | 0 | 8 | 5 | 58 | 51 | |
| | **Taxi Balanced** | 7 | 7 | 2 | 2 | 28 | 28 | 16 | 16 | 9 | 9 | 23 | 23 | 0 | 0 | 11 | 11 | 95 | 95 | 190 |
| | **Truck** | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Total** | 12 | 13 | 13 | 13 | 40 | 40 | 23 | 23 | 17 | 17 | 29 | 28 | 0 | 0 | 19 | 16 | 152 | 149 | 301 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **PM** | **Auto (Total)** | 11 | 59 | 27 | 13 | 10 | 10 | 3 | 3 | 13 | 76 | 4 | 8 | 0 | 0 | 5 | 5 | 73 | 174 | 247 |
| | **Taxi** | 1 | 2 | 3 | 1 | 16 | 16 | 5 | 5 | 1 | 3 | 9 | 17 | 0 | 0 | 5 | 5 | 40 | 49 | |
| | **Taxi Balanced** | 3 | 3 | 4 | 4 | 28 | 28 | 9 | 9 | 4 | 4 | 23 | 23 | 0 | 0 | 9 | 9 | 79 | 79 | 158 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 14 | 62 | 31 | 17 | 38 | 38 | 12 | 12 | 17 | 80 | 27 | 31 | 0 | 0 | 14 | 14 | 152 | 253 | 405 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **Sat MD** | **Auto (Total)** | 11 | 7 | 18 | 17 | 14 | 14 | 4 | 4 | 14 | 10 | 5 | 4 | 0 | 0 | 8 | 4 | 74 | 60 | 134 |
| | **Taxi** | 1 | 0 | 2 | 1 | 23 | 23 | 6 | 6 | 1 | 1 | 12 | 9 | 0 | 0 | 7 | 4 | 52 | 44 | |
| | **Taxi Balanced** | 1 | 1 | 3 | 3 | 38 | 38 | 10 | 10 | 2 | 2 | 18 | 18 | 0 | 0 | 10 | 10 | 83 | 83 | 166 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 12 | 8 | 21 | 20 | 52 | 52 | 14 | 14 | 16 | 12 | 23 | 22 | 0 | 0 | 18 | 14 | 157 | 143 | 300 |

| | Total Vehicle Trips | In | Out | Total |
|---|---|---|---|---|
| | **AM (8-9)** | **193** | **93** | **286** |
| | **MD ( 12-1)** | **152** | **149** | **301** |
| | **PM ( 5-6)** | **152** | **253** | **405** |
| | **Sat MD (1-2)** | **157** | **143** | **300** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-2**
**Travel Demand Forecast - Scenario 2**

| Land Use: | | Office | | Residential | | Destination Retail | | Local Retail | | Community Facility (Office) | | Community Facility (Recreation) | | Community Facility (Dormitory) | | Community Facility (Museum) | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | | 15,885 | gsf | 414 | DU | 107,239 | gsf | 41,595 | gsf | 94,875 | gsf | 109,940 | gsf | -4,823<br>-7 | gsf<br>Unit | 46,828 | gsf | | | |
| Peak Hour Person Trips: | | | | | | | | | | | | | | | | | | | | |
| | AM (8-9) | 34 | | 334 | | 189 | | 192 | | 205 | | 285 | | -3 | | 13 | | 1,249 | | |
| | MD ( 12-1) | 43 | | 167 | | 566 | | 1,215 | | 256 | | 364 | | -1 | | 202 | | 2,812 | | |
| | PM ( 5-6) | 40 | | 368 | | 566 | | 640 | | 239 | | 373 | | -3 | | 164 | | 2,387 | | |
| | Sat MD (1-2) | 11 | | 318 | | 818 | | 749 | | 63 | | 292 | | -2 | | 164 | | 2,413 | | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| AM | Auto | 13 | 1 | 9 | 47 | 8 | 8 | 2 | 2 | 75 | 4 | 8 | 4 | 0 | 0 | 1 | 1 | 116 | 67 | 183 |
| | Taxi | 1 | 0 | 1 | 6 | 14 | 14 | 3 | 3 | 4 | 0 | 17 | 9 | 0 | 0 | 1 | 1 | 41 | 33 | 74 |
| | Subway | 10 | 1 | 30 | 159 | 20 | 20 | 6 | 6 | 62 | 3 | 23 | 12 | 0 | -1 | 0 | 0 | 151 | 200 | 351 |
| | Bus | 4 | 0 | 8 | 41 | 19 | 19 | 6 | 6 | 23 | 1 | 9 | 5 | 0 | 0 | 2 | 2 | 71 | 74 | 145 |
| | Walk/Other | 5 | 0 | 5 | 28 | 33 | 33 | 80 | 80 | 30 | 2 | 132 | 68 | 0 | -1 | 3 | 3 | 288 | 213 | 501 |
| | Total | 33 | 2 | 53 | 281 | 94 | 94 | 97 | 97 | 194 | 10 | 189 | 98 | 0 | -2 | 7 | 7 | 667 | 587 | 1,254 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| MD | Auto | 1 | 1 | 14 | 14 | 25 | 25 | 12 | 12 | 6 | 7 | 8 | 6 | 0 | 0 | 15 | 9 | 81 | 74 | 155 |
| | Taxi | 1 | 1 | 2 | 2 | 41 | 41 | 18 | 18 | 6 | 7 | 19 | 14 | 0 | 0 | 13 | 7 | 100 | 90 | 190 |
| | Subway | 2 | 2 | 47 | 47 | 61 | 61 | 36 | 36 | 12 | 13 | 25 | 18 | 0 | 0 | 9 | 5 | 192 | 182 | 374 |
| | Bus | 1 | 1 | 12 | 12 | 57 | 57 | 36 | 36 | 6 | 7 | 11 | 8 | 0 | 0 | 37 | 22 | 160 | 143 | 303 |
| | Walk/Other | 15 | 17 | 8 | 8 | 99 | 99 | 504 | 504 | 92 | 100 | 148 | 107 | 0 | 0 | 54 | 31 | 920 | 866 | 1,786 |
| | Total | 20 | 22 | 83 | 83 | 283 | 283 | 606 | 606 | 122 | 134 | 211 | 153 | 0 | 0 | 128 | 74 | 1,453 | 1,355 | 2,808 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| PM | Auto | 2 | 13 | 41 | 20 | 25 | 25 | 6 | 6 | 14 | 79 | 5 | 10 | 0 | 0 | 10 | 9 | 103 | 162 | 265 |
| | Taxi | 0 | 1 | 5 | 2 | 41 | 41 | 10 | 10 | 1 | 4 | 11 | 22 | 0 | 0 | 9 | 8 | 77 | 88 | 165 |
| | Subway | 2 | 11 | 140 | 69 | 61 | 61 | 19 | 19 | 12 | 65 | 15 | 30 | -1 | 0 | 6 | 6 | 254 | 261 | 515 |
| | Bus | 1 | 4 | 36 | 18 | 57 | 57 | 19 | 19 | 4 | 24 | 6 | 12 | 0 | 0 | 25 | 23 | 148 | 157 | 305 |
| | Walk/Other | 1 | 5 | 25 | 12 | 99 | 99 | 265 | 265 | 6 | 31 | 89 | 173 | -1 | 0 | 36 | 33 | 520 | 618 | 1,138 |
| | Total | 6 | 34 | 247 | 121 | 283 | 283 | 319 | 319 | 37 | 203 | 126 | 247 | -2 | 0 | 86 | 79 | 1,102 | 1,286 | 2,388 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Sat MD | Auto | 2 | 2 | 28 | 25 | 37 | 37 | 7 | 7 | 15 | 10 | 7 | 5 | 0 | 0 | 14 | 8 | 110 | 94 | 204 |
| | Taxi | 0 | 0 | 3 | 3 | 59 | 59 | 11 | 11 | 1 | 0 | 15 | 11 | 0 | 0 | 10 | 6 | 99 | 90 | 189 |
| | Subway | 2 | 1 | 96 | 85 | 88 | 88 | 22 | 22 | 12 | 8 | 20 | 15 | 0 | 0 | 7 | 4 | 247 | 223 | 470 |
| | Bus | 1 | 1 | 25 | 22 | 82 | 82 | 22 | 22 | 4 | 3 | 8 | 6 | 0 | 0 | 30 | 18 | 172 | 154 | 326 |
| | Walk/Other | 1 | 1 | 17 | 15 | 143 | 143 | 311 | 311 | 6 | 4 | 119 | 86 | 0 | 0 | 41 | 24 | 638 | 584 | 1,222 |
| | Total | 6 | 5 | 169 | 150 | 409 | 409 | 373 | 373 | 38 | 25 | 169 | 123 | 0 | 0 | 102 | 60 | 1,266 | 1,145 | 2,411 |
| **Vehicle Trips :** | | | | | | | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| AM | Auto (Total) | 11 | 1 | 7 | 37 | 4 | 4 | 1 | 1 | 66 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 95 | 50 | 145 |
| | Taxi | 1 | 0 | 1 | 4 | 7 | 7 | 2 | 2 | 3 | 0 | 12 | 6 | 0 | 0 | 1 | 1 | 27 | 20 | |
| | Taxi Balanced | 1 | 1 | 4 | 4 | 13 | 13 | 3 | 3 | 3 | 3 | 15 | 15 | 0 | 0 | 2 | 2 | 40 | 40 | 80 |
| | Truck | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 13 |
| | Total | 12 | 2 | 13 | 43 | 19 | 19 | 5 | 5 | 71 | 9 | 21 | 18 | 0 | 0 | 2 | 2 | 142 | 97 | 239 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| MD | Auto (Total) | 1 | 1 | 11 | 11 | 13 | 13 | 6 | 6 | 5 | 6 | 6 | 4 | 0 | 0 | 6 | 4 | 48 | 45 | 93 |
| | Taxi | 1 | 1 | 1 | 1 | 21 | 21 | 9 | 9 | 4 | 5 | 14 | 10 | 0 | 0 | 7 | 4 | 57 | 51 | |
| | Taxi Balanced | 2 | 2 | 2 | 2 | 36 | 36 | 16 | 16 | 8 | 8 | 21 | 21 | 0 | 0 | 10 | 10 | 94 | 94 | 188 |
| | Truck | 0 | 0 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 |
| | Total | 3 | 3 | 14 | 14 | 51 | 51 | 23 | 23 | 15 | 16 | 27 | 25 | 0 | 0 | 16 | 14 | 148 | 145 | 293 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| PM | Auto (Total) | 2 | 11 | 33 | 16 | 13 | 13 | 3 | 3 | 12 | 69 | 4 | 7 | 0 | 0 | 4 | 4 | 71 | 123 | 194 |
| | Taxi | 0 | 1 | 4 | 1 | 21 | 21 | 5 | 5 | 1 | 3 | 8 | 16 | 0 | 0 | 5 | 4 | 44 | 51 | |
| | Taxi Balanced | 1 | 1 | 4 | 4 | 38 | 38 | 9 | 9 | 4 | 4 | 21 | 21 | 0 | 0 | 8 | 8 | 84 | 84 | 168 |
| | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 3 | 12 | 37 | 20 | 51 | 51 | 12 | 12 | 16 | 73 | 25 | 28 | 0 | 0 | 12 | 12 | 155 | 207 | 362 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| Sat MD | Auto (Total) | 2 | 2 | 22 | 20 | 19 | 19 | 4 | 4 | 13 | 9 | 5 | 4 | 0 | 0 | 6 | 3 | 71 | 61 | 132 |
| | Taxi | 0 | 0 | 2 | 2 | 30 | 30 | 6 | 6 | 1 | 0 | 11 | 8 | 0 | 0 | 5 | 3 | 55 | 49 | |
| | Taxi Balanced | 0 | 0 | 3 | 3 | 51 | 51 | 10 | 10 | 1 | 1 | 16 | 16 | 0 | 0 | 7 | 7 | 90 | 90 | 180 |
| | Truck | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Total | 2 | 2 | 25 | 23 | 70 | 70 | 14 | 14 | 14 | 10 | 21 | 20 | 0 | 0 | 13 | 10 | 161 | 151 | 312 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| AM (8-9) | 142 | 97 | 239 |
| MD ( 12-1) | 148 | 145 | 293 |
| PM ( 5-6) | 155 | 207 | 362 |
| Sat MD (1-2) | 161 | 151 | 312 |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-3**
**Travel Demand Forecast - Scenario 3**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 80,854 gsf | 499 DU | 82,755 gsf | 41,595 gsf | 104,884 gsf | 119,949 gsf | -124,287 gsf<br>-188 Unit | 56,837 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 175 | 403 | 146 | 192 | 227 | 311 | -68 | 15 | 1,399 |
| MD ( 12-1) | 218 | 201 | 437 | 1,215 | 283 | 397 | -35 | 246 | 2,962 |
| PM ( 5-6) | 204 | 443 | 437 | 640 | 264 | 407 | -80 | 199 | 2,514 |
| Sat MD (1-2) | 54 | 383 | 632 | 749 | 70 | 319 | -60 | 199 | 2,345 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 64 | 3 | 11 | 57 | 7 | 7 | 2 | 2 | 83 | 4 | 8 | 4 | -2 | -7 | 1 | 1 | 174 | 71 | 245 |
| | **Taxi** | 3 | 0 | 1 | 7 | 11 | 11 | 3 | 3 | 4 | 0 | 18 | 10 | 0 | -2 | 1 | 1 | 41 | 30 | 71 |
| | **Subway** | 53 | 3 | 37 | 192 | 16 | 16 | 6 | 6 | 69 | 4 | 25 | 13 | -6 | -23 | 1 | 1 | 201 | 212 | 413 |
| | **Bus** | 20 | 1 | 9 | 49 | 15 | 15 | 6 | 6 | 26 | 1 | 10 | 5 | -2 | -8 | 2 | 2 | 86 | 71 | 157 |
| | **Walk/Other** | 26 | 1 | 6 | 34 | 25 | 25 | 80 | 80 | 33 | 2 | 144 | 74 | -4 | -16 | 3 | 3 | 313 | 203 | 516 |
| | **Total** | 166 | 8 | 64 | 339 | 74 | 74 | 97 | 97 | 215 | 11 | 205 | 106 | -14 | -56 | 8 | 8 | 815 | 587 | 1,402 |
| **MD** | **Auto** | 5 | 6 | 17 | 17 | 20 | 20 | 12 | 12 | 7 | 7 | 9 | 7 | -2 | -2 | 19 | 11 | 87 | 78 | 165 |
| | **Taxi** | 5 | 6 | 2 | 2 | 32 | 32 | 18 | 18 | 7 | 7 | 21 | 15 | -1 | -1 | 15 | 9 | 99 | 88 | 187 |
| | **Subway** | 10 | 11 | 57 | 57 | 47 | 47 | 36 | 36 | 14 | 15 | 28 | 20 | -7 | -7 | 11 | 6 | 196 | 185 | 381 |
| | **Bus** | 5 | 6 | 15 | 15 | 44 | 44 | 36 | 36 | 7 | 7 | 12 | 8 | -3 | -3 | 45 | 26 | 161 | 139 | 300 |
| | **Walk/Other** | 79 | 85 | 10 | 10 | 76 | 76 | 504 | 504 | 102 | 110 | 161 | 117 | -5 | -5 | 65 | 38 | 992 | 935 | 1,927 |
| | **Total** | 104 | 114 | 101 | 101 | 219 | 219 | 606 | 606 | 137 | 146 | 231 | 167 | -18 | -18 | 155 | 90 | 1,535 | 1,425 | 2,960 |
| **PM** | **Auto** | 12 | 67 | 50 | 24 | 20 | 20 | 6 | 6 | 15 | 87 | 6 | 11 | -6 | -3 | 12 | 11 | 115 | 223 | 338 |
| | **Taxi** | 1 | 3 | 6 | 3 | 32 | 32 | 10 | 10 | 1 | 4 | 12 | 24 | -2 | -1 | 10 | 10 | 70 | 85 | 155 |
| | **Subway** | 10 | 56 | 168 | 83 | 47 | 47 | 19 | 19 | 13 | 72 | 17 | 32 | -22 | -12 | 7 | 7 | 259 | 304 | 563 |
| | **Bus** | 4 | 21 | 43 | 21 | 44 | 44 | 19 | 19 | 5 | 27 | 7 | 13 | -8 | -4 | 30 | 28 | 144 | 169 | 313 |
| | **Walk/Other** | 5 | 27 | 30 | 15 | 76 | 76 | 265 | 265 | 6 | 35 | 97 | 188 | -15 | -8 | 44 | 40 | 508 | 638 | 1,146 |
| | **Total** | 32 | 174 | 297 | 146 | 219 | 219 | 319 | 319 | 40 | 225 | 139 | 268 | -53 | -28 | 103 | 96 | 1,096 | 1,419 | 2,515 |
| **Sat MD** | **Auto** | 12 | 8 | 34 | 30 | 28 | 28 | 7 | 7 | 16 | 11 | 7 | 5 | -4 | -4 | 18 | 10 | 118 | 95 | 213 |
| | **Taxi** | 1 | 0 | 4 | 4 | 46 | 46 | 11 | 11 | 1 | 1 | 17 | 12 | -1 | -1 | 13 | 7 | 92 | 80 | 172 |
| | **Subway** | 10 | 7 | 115 | 102 | 68 | 68 | 22 | 22 | 13 | 9 | 22 | 16 | -13 | -12 | 9 | 5 | 246 | 217 | 463 |
| | **Bus** | 4 | 3 | 30 | 26 | 63 | 63 | 22 | 22 | 5 | 3 | 9 | 7 | -4 | -4 | 36 | 21 | 165 | 141 | 306 |
| | **Walk/Other** | 5 | 3 | 20 | 18 | 111 | 111 | 311 | 311 | 6 | 4 | 130 | 94 | -9 | -9 | 50 | 29 | 624 | 561 | 1,185 |
| | **Total** | 32 | 21 | 203 | 180 | 316 | 316 | 373 | 373 | 41 | 28 | 185 | 134 | -31 | -30 | 126 | 72 | 1,245 | 1,094 | 2,339 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 56 | 3 | 9 | 45 | 4 | 4 | 1 | 1 | 73 | 4 | 6 | 3 | -2 | -6 | 0 | 0 | 147 | 54 | 201 |
| | **Taxi** | 2 | 0 | 1 | 5 | 6 | 6 | 2 | 2 | 3 | 0 | 13 | 7 | 0 | -2 | 1 | 1 | 28 | 19 | |
| | **Taxi Balanced** | 2 | 2 | 5 | 5 | 11 | 11 | 3 | 3 | 3 | 3 | 17 | 17 | -2 | -2 | 2 | 2 | 40 | 40 | 80 |
| | **Truck** | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 13 |
| | **Total** | 59 | 6 | 16 | 52 | 16 | 16 | 5 | 5 | 78 | 9 | 23 | 20 | -4 | -8 | 2 | 2 | 194 | 101 | 295 |
| **MD** | **Auto (Total)** | 4 | 5 | 13 | 13 | 10 | 10 | 6 | 6 | 6 | 6 | 6 | 5 | -2 | -2 | 8 | 5 | 51 | 48 | 99 |
| | **Taxi** | 4 | 4 | 1 | 1 | 16 | 16 | 9 | 9 | 5 | 5 | 15 | 11 | -1 | -1 | 8 | 5 | 57 | 50 | |
| | **Taxi Balanced** | 7 | 7 | 2 | 2 | 28 | 28 | 16 | 16 | 9 | 9 | 23 | 23 | -2 | -2 | 11 | 11 | 93 | 93 | 186 |
| | **Truck** | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Total** | 12 | 13 | 16 | 16 | 40 | 40 | 23 | 23 | 17 | 17 | 29 | 28 | -4 | -4 | 19 | 16 | 151 | 148 | 299 |
| **PM** | **Auto (Total)** | 11 | 59 | 40 | 19 | 10 | 10 | 3 | 3 | 13 | 76 | 4 | 8 | -5 | -3 | 5 | 5 | 81 | 177 | 258 |
| | **Taxi** | 1 | 2 | 4 | 2 | 16 | 16 | 5 | 5 | 1 | 3 | 9 | 17 | -2 | -1 | 5 | 5 | 39 | 49 | |
| | **Taxi Balanced** | 3 | 3 | 5 | 5 | 29 | 29 | 9 | 9 | 4 | 4 | 23 | 23 | -3 | -3 | 9 | 9 | 78 | 78 | 156 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 14 | 62 | 45 | 24 | 39 | 39 | 12 | 12 | 17 | 80 | 27 | 31 | -8 | -6 | 14 | 14 | 159 | 255 | 414 |
| **Sat MD** | **Auto (Total)** | 11 | 7 | 27 | 24 | 14 | 14 | 4 | 4 | 14 | 10 | 5 | 4 | -3 | -3 | 8 | 4 | 80 | 64 | 144 |
| | **Taxi** | 1 | 0 | 3 | 3 | 23 | 23 | 6 | 6 | 1 | 1 | 12 | 9 | -1 | -1 | 7 | 4 | 52 | 45 | |
| | **Taxi Balanced** | 1 | 1 | 5 | 5 | 39 | 39 | 10 | 10 | 2 | 2 | 18 | 18 | -2 | -2 | 10 | 10 | 84 | 84 | 168 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 12 | 8 | 32 | 29 | 53 | 53 | 14 | 14 | 16 | 12 | 23 | 22 | -5 | -5 | 18 | 14 | 164 | 148 | 312 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **194** | **101** | **295** |
| **MD ( 12-1)** | **151** | **148** | **299** |
| **PM ( 5-6)** | **159** | **255** | **414** |
| **Sat MD (1-2)** | **164** | **148** | **312** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-4**
**Travel Demand Forecast - Scenario 4**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 15,885 gsf | 569 DU | 107,239 gsf | 41,595 gsf | 94,875 gsf | 109,940 gsf | -124,287 gsf<br>-188 Unit | 46,828 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 34 | 459 | 189 | 192 | 205 | 285 | -68 | 13 | 1,308 |
| MD ( 12-1) | 43 | 230 | 566 | 1,215 | 256 | 364 | -35 | 202 | 2,841 |
| PM ( 5-6) | 40 | 505 | 566 | 640 | 239 | 373 | -80 | 164 | 2,448 |
| Sat MD (1-2) | 11 | 437 | 818 | 749 | 63 | 292 | -60 | 164 | 2,474 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 13 | 1 | 12 | 64 | 8 | 8 | 2 | 2 | 75 | 4 | 8 | 4 | -2 | -7 | 1 | 1 | 117 | 77 | 194 |
| | **Taxi** | 1 | 0 | 1 | 8 | 14 | 14 | 3 | 3 | 4 | 0 | 17 | 9 | 0 | -2 | 1 | 1 | 41 | 33 | 74 |
| | **Subway** | 10 | 1 | 42 | 219 | 20 | 20 | 6 | 6 | 62 | 3 | 23 | 12 | -6 | -23 | 0 | 0 | 157 | 238 | 395 |
| | **Bus** | 4 | 0 | 11 | 56 | 19 | 19 | 6 | 6 | 23 | 1 | 9 | 5 | -2 | -8 | 2 | 2 | 72 | 81 | 153 |
| | **Walk/Other** | 5 | 0 | 7 | 39 | 33 | 33 | 80 | 80 | 30 | 2 | 132 | 68 | -4 | -16 | 3 | 3 | 286 | 209 | 495 |
| | **Total** | 33 | 2 | 73 | 386 | 94 | 94 | 97 | 97 | 194 | 10 | 189 | 98 | -14 | -56 | 7 | 7 | 673 | 638 | 1,311 |
| **MD** | **Auto** | 1 | 1 | 19 | 19 | 25 | 25 | 12 | 12 | 6 | 7 | 8 | 6 | -2 | -2 | 15 | 9 | 84 | 77 | 161 |
| | **Taxi** | 1 | 1 | 2 | 2 | 41 | 41 | 18 | 18 | 6 | 7 | 19 | 14 | -1 | -1 | 13 | 7 | 99 | 89 | 188 |
| | **Subway** | 2 | 2 | 65 | 65 | 61 | 61 | 36 | 36 | 12 | 13 | 25 | 18 | -7 | -7 | 9 | 5 | 203 | 193 | 396 |
| | **Bus** | 1 | 1 | 17 | 17 | 57 | 57 | 36 | 36 | 6 | 7 | 11 | 8 | -3 | -3 | 37 | 22 | 162 | 145 | 307 |
| | **Walk/Other** | 15 | 17 | 11 | 11 | 99 | 99 | 504 | 504 | 92 | 100 | 148 | 107 | -5 | -5 | 54 | 31 | 918 | 864 | 1,782 |
| | **Total** | 20 | 22 | 114 | 114 | 283 | 283 | 606 | 606 | 122 | 134 | 211 | 153 | -18 | -18 | 128 | 74 | 1,466 | 1,368 | 2,834 |
| **PM** | **Auto** | 2 | 13 | 57 | 28 | 25 | 25 | 6 | 6 | 14 | 79 | 5 | 10 | -6 | -3 | 10 | 9 | 113 | 167 | 280 |
| | **Taxi** | 0 | 1 | 7 | 3 | 41 | 41 | 10 | 10 | 1 | 4 | 11 | 22 | -2 | -1 | 9 | 8 | 77 | 88 | 165 |
| | **Subway** | 2 | 11 | 192 | 95 | 61 | 61 | 19 | 19 | 12 | 65 | 15 | 30 | -22 | -12 | 6 | 6 | 285 | 275 | 560 |
| | **Bus** | 1 | 4 | 49 | 24 | 57 | 57 | 19 | 19 | 4 | 24 | 6 | 12 | -8 | -4 | 25 | 23 | 153 | 159 | 312 |
| | **Walk/Other** | 1 | 5 | 34 | 17 | 99 | 99 | 265 | 265 | 6 | 31 | 89 | 173 | -15 | -8 | 36 | 33 | 515 | 615 | 1,130 |
| | **Total** | 6 | 34 | 339 | 167 | 283 | 283 | 319 | 319 | 37 | 203 | 126 | 247 | -53 | -28 | 86 | 79 | 1,143 | 1,304 | 2,447 |
| **Sat MD** | **Auto** | 2 | 2 | 39 | 34 | 37 | 37 | 7 | 7 | 15 | 10 | 7 | 5 | -4 | -4 | 14 | 8 | 117 | 99 | 216 |
| | **Taxi** | 0 | 0 | 5 | 4 | 59 | 59 | 11 | 11 | 1 | 0 | 15 | 11 | -1 | -1 | 10 | 6 | 100 | 90 | 190 |
| | **Subway** | 2 | 1 | 131 | 116 | 88 | 88 | 22 | 22 | 12 | 8 | 20 | 15 | -13 | -12 | 7 | 4 | 269 | 242 | 511 |
| | **Bus** | 1 | 1 | 34 | 30 | 82 | 82 | 22 | 22 | 4 | 3 | 8 | 6 | -4 | -4 | 30 | 18 | 177 | 158 | 335 |
| | **Walk/Other** | 1 | 1 | 23 | 21 | 143 | 143 | 311 | 311 | 6 | 4 | 119 | 86 | -9 | -9 | 41 | 24 | 635 | 581 | 1,216 |
| | **Total** | 6 | 5 | 232 | 205 | 409 | 409 | 373 | 373 | 38 | 25 | 169 | 123 | -31 | -30 | 102 | 60 | 1,298 | 1,170 | 2,468 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 11 | 1 | 10 | 51 | 4 | 4 | 1 | 1 | 66 | 4 | 6 | 3 | -2 | -6 | 0 | 0 | 96 | 58 | 154 |
| | **Taxi** | 1 | 0 | 1 | 6 | 7 | 7 | 2 | 2 | 3 | 0 | 12 | 6 | 0 | -2 | 1 | 1 | 27 | 20 | |
| | **Taxi Balanced** | 1 | 1 | 6 | 6 | 13 | 13 | 3 | 3 | 3 | 3 | 15 | 15 | -2 | -2 | 2 | 2 | 40 | 40 | 80 |
| | **Truck** | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 13 |
| | **Total** | 12 | 2 | 18 | 59 | 19 | 19 | 5 | 5 | 71 | 9 | 21 | 18 | -4 | -8 | 2 | 2 | 143 | 105 | 248 |
| **MD** | **Auto (Total)** | 1 | 1 | 15 | 15 | 13 | 13 | 6 | 6 | 5 | 6 | 6 | 4 | -2 | -2 | 6 | 4 | 50 | 47 | 97 |
| | **Taxi** | 1 | 1 | 1 | 1 | 21 | 21 | 9 | 9 | 4 | 5 | 14 | 10 | -1 | -1 | 7 | 4 | 56 | 50 | |
| | **Taxi Balanced** | 2 | 2 | 2 | 2 | 35 | 35 | 16 | 16 | 8 | 8 | 21 | 21 | -2 | -2 | 10 | 10 | 92 | 92 | 184 |
| | **Truck** | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Total** | 3 | 3 | 19 | 19 | 50 | 50 | 23 | 23 | 15 | 16 | 27 | 25 | -4 | -4 | 16 | 14 | 149 | 146 | 295 |
| **PM** | **Auto (Total)** | 2 | 11 | 45 | 22 | 13 | 13 | 3 | 3 | 12 | 69 | 4 | 7 | -5 | -3 | 4 | 4 | 78 | 126 | 204 |
| | **Taxi** | 0 | 1 | 5 | 2 | 21 | 21 | 5 | 5 | 1 | 3 | 8 | 16 | -2 | -1 | 5 | 4 | 43 | 51 | |
| | **Taxi Balanced** | 1 | 1 | 6 | 6 | 38 | 38 | 9 | 9 | 4 | 4 | 21 | 21 | -3 | -3 | 8 | 8 | 83 | 83 | 166 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 3 | 12 | 51 | 28 | 51 | 51 | 12 | 12 | 16 | 73 | 25 | 28 | -8 | -6 | 12 | 12 | 161 | 209 | 370 |
| **Sat MD** | **Auto (Total)** | 2 | 2 | 31 | 27 | 19 | 19 | 4 | 4 | 13 | 9 | 5 | 4 | -3 | -3 | 6 | 3 | 77 | 65 | 142 |
| | **Taxi** | 0 | 0 | 4 | 3 | 30 | 30 | 6 | 6 | 1 | 0 | 11 | 8 | -1 | -1 | 5 | 3 | 56 | 49 | |
| | **Taxi Balanced** | 0 | 0 | 6 | 6 | 52 | 52 | 10 | 10 | 1 | 1 | 16 | 16 | -2 | -2 | 7 | 7 | 91 | 91 | 182 |
| | **Truck** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| | **Total** | 2 | 2 | 38 | 34 | 71 | 71 | 14 | 14 | 14 | 10 | 21 | 20 | -5 | -5 | 13 | 10 | 169 | 157 | 326 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **143** | **105** | **248** |
| **MD ( 12-1)** | **149** | **146** | **295** |
| **PM ( 5-6)** | **161** | **209** | **370** |
| **Sat MD (1-2)** | **169** | **157** | **326** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-5**
**Travel Demand Forecast - Cluster 1**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 68,133 gsf | 225 DU | 59,598 gsf | 11,101 gsf | 125,239 gsf | 124,349 gsf | 60,532 gsf<br>92 Unit | 56,837 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 147 | 182 | 105 | 51 | 271 | 322 | 33 | 15 | 1,127 |
| MD ( 12-1) | 184 | 91 | 315 | 324 | 338 | 411 | 17 | 246 | 1,926 |
| PM ( 5-6) | 172 | 200 | 315 | 171 | 316 | 422 | 39 | 199 | 1,834 |
| Sat MD (1-2) | 45 | 173 | 455 | 200 | 83 | 331 | 29 | 199 | 1,515 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 54 | 3 | 5 | 25 | 5 | 5 | 1 | 1 | 99 | 5 | 9 | 4 | 1 | 3 | 1 | 1 | 175 | 47 | 222 |
| | **Taxi** | 3 | 0 | 1 | 3 | 8 | 8 | 1 | 1 | 5 | 0 | 19 | 10 | 0 | 1 | 1 | 1 | 38 | 24 | 62 |
| | **Subway** | 45 | 2 | 16 | 87 | 11 | 11 | 2 | 2 | 82 | 4 | 26 | 13 | 3 | 11 | 1 | 1 | 186 | 131 | 317 |
| | **Bus** | 17 | 1 | 4 | 22 | 10 | 10 | 2 | 2 | 31 | 2 | 11 | 5 | 1 | 4 | 2 | 2 | 78 | 48 | 126 |
| | **Walk/Other** | 22 | 1 | 3 | 15 | 18 | 18 | 21 | 21 | 40 | 2 | 149 | 77 | 2 | 8 | 3 | 3 | 258 | 145 | 403 |
| | **Total** | 141 | 7 | 29 | 152 | 52 | 52 | 27 | 27 | 257 | 13 | 214 | 109 | 7 | 27 | 8 | 8 | 735 | 395 | 1,130 |
| **MD** | **Auto** | 4 | 5 | 8 | 8 | 14 | 14 | 3 | 3 | 8 | 9 | 10 | 7 | 1 | 1 | 19 | 11 | 67 | 58 | 125 |
| | **Taxi** | 4 | 5 | 1 | 1 | 23 | 23 | 5 | 5 | 8 | 9 | 21 | 16 | 0 | 0 | 15 | 9 | 77 | 68 | 145 |
| | **Subway** | 9 | 10 | 26 | 26 | 34 | 34 | 10 | 10 | 16 | 18 | 29 | 21 | 4 | 4 | 11 | 6 | 139 | 129 | 268 |
| | **Bus** | 4 | 5 | 7 | 7 | 31 | 31 | 10 | 10 | 8 | 9 | 12 | 9 | 1 | 1 | 45 | 26 | 118 | 98 | 216 |
| | **Walk/Other** | 66 | 72 | 5 | 5 | 55 | 55 | 135 | 135 | 122 | 132 | 167 | 121 | 3 | 2 | 65 | 38 | 618 | 560 | 1,178 |
| | **Total** | 87 | 97 | 47 | 47 | 157 | 157 | 163 | 163 | 162 | 177 | 239 | 174 | 9 | 8 | 155 | 90 | 1,019 | 913 | 1,932 |
| **PM** | **Auto** | 10 | 56 | 22 | 11 | 14 | 14 | 2 | 2 | 18 | 104 | 6 | 11 | 3 | 2 | 12 | 11 | 87 | 211 | 298 |
| | **Taxi** | 0 | 3 | 3 | 1 | 23 | 23 | 3 | 3 | 1 | 5 | 13 | 25 | 1 | 0 | 10 | 10 | 54 | 70 | 124 |
| | **Subway** | 8 | 47 | 76 | 37 | 34 | 34 | 5 | 5 | 15 | 86 | 17 | 33 | 11 | 6 | 7 | 7 | 173 | 255 | 428 |
| | **Bus** | 3 | 17 | 20 | 10 | 31 | 31 | 5 | 5 | 6 | 32 | 7 | 14 | 4 | 2 | 30 | 28 | 106 | 139 | 245 |
| | **Walk/Other** | 4 | 22 | 13 | 7 | 55 | 55 | 71 | 71 | 7 | 41 | 101 | 195 | 7 | 4 | 44 | 40 | 302 | 435 | 737 |
| | **Total** | 25 | 145 | 134 | 66 | 157 | 157 | 86 | 86 | 47 | 268 | 144 | 278 | 26 | 14 | 103 | 96 | 722 | 1,110 | 1,832 |
| **Sat MD** | **Auto** | 10 | 7 | 15 | 14 | 20 | 20 | 2 | 2 | 19 | 13 | 8 | 6 | 2 | 2 | 18 | 10 | 94 | 74 | 168 |
| | **Taxi** | 1 | 0 | 2 | 2 | 33 | 33 | 3 | 3 | 1 | 1 | 17 | 13 | 0 | 0 | 13 | 7 | 70 | 59 | 129 |
| | **Subway** | 9 | 6 | 52 | 46 | 49 | 49 | 6 | 6 | 16 | 11 | 23 | 17 | 6 | 6 | 9 | 5 | 170 | 146 | 316 |
| | **Bus** | 3 | 2 | 13 | 12 | 45 | 45 | 6 | 6 | 6 | 4 | 10 | 7 | 2 | 2 | 36 | 21 | 121 | 99 | 220 |
| | **Walk/Other** | 4 | 3 | 9 | 8 | 80 | 80 | 83 | 83 | 8 | 5 | 134 | 97 | 4 | 4 | 50 | 29 | 372 | 309 | 681 |
| | **Total** | 27 | 18 | 91 | 82 | 227 | 227 | 100 | 100 | 50 | 34 | 192 | 140 | 14 | 14 | 126 | 72 | 827 | 687 | 1,514 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 47 | 3 | 4 | 20 | 3 | 3 | 1 | 1 | 87 | 4 | 6 | 3 | 1 | 3 | 0 | 0 | 149 | 37 | 186 |
| | **Taxi** | 2 | 0 | 1 | 2 | 4 | 4 | 1 | 1 | 4 | 0 | 14 | 7 | 0 | 1 | 1 | 1 | 27 | 16 | |
| | **Taxi Balanced** | 2 | 2 | 3 | 3 | 7 | 7 | 2 | 2 | 3 | 3 | 16 | 16 | 1 | 1 | 2 | 2 | 36 | 36 | 72 |
| | **Truck** | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 |
| | **Total** | 50 | 6 | 8 | 24 | 11 | 11 | 3 | 3 | 92 | 9 | 22 | 19 | 2 | 4 | 2 | 2 | 190 | 78 | 268 |
| **MD** | **Auto (Total)** | 4 | 4 | 6 | 6 | 7 | 7 | 2 | 2 | 7 | 8 | 7 | 5 | 1 | 1 | 8 | 5 | 42 | 38 | 80 |
| | **Taxi** | 3 | 4 | 1 | 1 | 12 | 12 | 3 | 3 | 6 | 6 | 15 | 11 | 0 | 0 | 8 | 5 | 48 | 42 | |
| | **Taxi Balanced** | 6 | 6 | 2 | 2 | 21 | 21 | 5 | 5 | 10 | 10 | 23 | 23 | 0 | 0 | 11 | 11 | 78 | 78 | 156 |
| | **Truck** | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 11 |
| | **Total** | 11 | 11 | 9 | 9 | 29 | 29 | 7 | 7 | 19 | 20 | 30 | 28 | 1 | 1 | 19 | 16 | 125 | 121 | 247 |
| **PM** | **Auto (Total)** | 9 | 49 | 17 | 9 | 7 | 7 | 1 | 1 | 16 | 91 | 4 | 8 | 3 | 2 | 5 | 5 | 62 | 172 | 234 |
| | **Taxi** | 0 | 2 | 2 | 1 | 12 | 12 | 2 | 2 | 1 | 4 | 9 | 18 | 1 | 0 | 5 | 5 | 32 | 44 | |
| | **Taxi Balanced** | 2 | 2 | 3 | 3 | 21 | 21 | 4 | 4 | 4 | 4 | 24 | 24 | 1 | 1 | 9 | 9 | 68 | 68 | 136 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 11 | 51 | 20 | 12 | 28 | 28 | 5 | 5 | 20 | 95 | 28 | 32 | 4 | 3 | 14 | 14 | 130 | 240 | 370 |
| **Sat MD** | **Auto (Total)** | 9 | 6 | 12 | 11 | 10 | 10 | 1 | 1 | 17 | 11 | 6 | 4 | 2 | 2 | 8 | 4 | 65 | 49 | 114 |
| | **Taxi** | 1 | 0 | 1 | 1 | 17 | 17 | 2 | 2 | 1 | 1 | 12 | 9 | 0 | 0 | 7 | 4 | 41 | 34 | |
| | **Taxi Balanced** | 1 | 1 | 2 | 2 | 29 | 29 | 3 | 3 | 2 | 2 | 18 | 18 | 0 | 0 | 10 | 10 | 65 | 65 | 130 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 10 | 7 | 14 | 13 | 39 | 39 | 4 | 4 | 19 | 13 | 24 | 22 | 2 | 2 | 18 | 14 | 130 | 114 | 244 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **190** | **78** | **268** |
| **MD ( 12-1)** | **125** | **121** | **246** |
| **PM ( 5-6)** | **130** | **240** | **370** |
| **Sat MD (1-2)** | **130** | **114** | **244** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-6**
**Travel Demand Forecast - Cluster 2**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 15,827 gsf | 204 DU | 11,923 gsf | 14,695 gsf | -14,745 gsf | 0 gsf | -184,819 gsf<br>-280 Unit | 0 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 34 | 165 | 21 | 68 | -32 | 0 | -102 | 0 | 154 |
| MD ( 12-1) | 43 | 82 | 63 | 429 | -40 | 0 | -53 | 0 | 525 |
| PM ( 5-6) | 40 | 181 | 63 | 226 | -37 | 0 | -120 | 0 | 353 |
| Sat MD (1-2) | 10 | 157 | 91 | 265 | -10 | 0 | -90 | 0 | 423 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 13 | 1 | 4 | 23 | 1 | 1 | 1 | 1 | -12 | -1 | 0 | 0 | -2 | -10 | 0 | 0 | 5 | 15 | 20 |
| | **Taxi** | 1 | 0 | 1 | 3 | 2 | 2 | 1 | 1 | -1 | 0 | 0 | 0 | -1 | -2 | 0 | 0 | 3 | 4 | 7 |
| | **Subway** | 10 | 1 | 15 | 78 | 2 | 2 | 2 | 2 | -10 | -1 | 0 | 0 | -8 | -34 | 0 | 0 | 11 | 48 | 59 |
| | **Bus** | 4 | 0 | 4 | 20 | 2 | 2 | 2 | 2 | -4 | 0 | 0 | 0 | -3 | -12 | 0 | 0 | 5 | 12 | 17 |
| | **Walk/Other** | 5 | 0 | 3 | 14 | 4 | 4 | 28 | 28 | -5 | 0 | 0 | 0 | -6 | -24 | 0 | 0 | 29 | 22 | 51 |
| | **Total** | 33 | 2 | 27 | 138 | 11 | 11 | 34 | 34 | -32 | -2 | 0 | 0 | -20 | -82 | 0 | 0 | 53 | 101 | 154 |
| **MD** | **Auto** | 1 | 1 | 7 | 7 | 3 | 3 | 4 | 4 | -1 | -1 | 0 | 0 | -3 | -3 | 0 | 0 | 11 | 11 | 22 |
| | **Taxi** | 1 | 1 | 1 | 1 | 5 | 5 | 6 | 6 | -1 | -1 | 0 | 0 | -1 | -1 | 0 | 0 | 11 | 11 | 22 |
| | **Subway** | 2 | 2 | 23 | 23 | 7 | 7 | 13 | 13 | -2 | -2 | 0 | 0 | -11 | -11 | 0 | 0 | 32 | 32 | 64 |
| | **Bus** | 1 | 1 | 6 | 6 | 6 | 6 | 13 | 13 | -1 | -1 | 0 | 0 | -4 | -4 | 0 | 0 | 21 | 21 | 42 |
| | **Walk/Other** | 15 | 17 | 4 | 4 | 11 | 11 | 178 | 178 | -14 | -16 | 0 | 0 | -8 | -7 | 0 | 0 | 186 | 187 | 373 |
| | **Total** | 20 | 22 | 41 | 41 | 32 | 32 | 214 | 214 | -19 | -21 | 0 | 0 | -27 | -26 | 0 | 0 | 261 | 262 | 523 |
| **PM** | **Auto** | 2 | 13 | 20 | 10 | 3 | 3 | 2 | 2 | -2 | -12 | 0 | 0 | -9 | -5 | 0 | 0 | 16 | 11 | 27 |
| | **Taxi** | 0 | 1 | 2 | 1 | 5 | 5 | 3 | 3 | 0 | -1 | 0 | 0 | -2 | -1 | 0 | 0 | 8 | 8 | 16 |
| | **Subway** | 2 | 11 | 69 | 34 | 7 | 7 | 7 | 7 | -2 | -10 | 0 | 0 | -32 | -17 | 0 | 0 | 51 | 32 | 83 |
| | **Bus** | 1 | 4 | 18 | 9 | 6 | 6 | 7 | 7 | -1 | -4 | 0 | 0 | -11 | -6 | 0 | 0 | 20 | 16 | 36 |
| | **Walk/Other** | 1 | 5 | 12 | 6 | 11 | 11 | 94 | 94 | -1 | -5 | 0 | 0 | -23 | -12 | 0 | 0 | 94 | 99 | 193 |
| | **Total** | 6 | 34 | 121 | 60 | 32 | 32 | 113 | 113 | -6 | -32 | 0 | 0 | -77 | -41 | 0 | 0 | 189 | 166 | 355 |
| **Sat MD** | **Auto** | 2 | 2 | 14 | 12 | 4 | 4 | 3 | 3 | -2 | -2 | 0 | 0 | -5 | -5 | 0 | 0 | 16 | 14 | 30 |
| | **Taxi** | 0 | 0 | 2 | 1 | 7 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 | 12 | 11 | 23 |
| | **Subway** | 2 | 1 | 47 | 42 | 10 | 10 | 8 | 8 | -2 | -1 | 0 | 0 | -19 | -18 | 0 | 0 | 46 | 42 | 88 |
| | **Bus** | 1 | 0 | 12 | 11 | 9 | 9 | 8 | 8 | -1 | 0 | 0 | 0 | -7 | -6 | 0 | 0 | 22 | 22 | 44 |
| | **Walk/Other** | 1 | 1 | 8 | 7 | 16 | 16 | 110 | 110 | -1 | -1 | 0 | 0 | -13 | -13 | 0 | 0 | 121 | 120 | 241 |
| | **Total** | 6 | 4 | 83 | 73 | 46 | 46 | 133 | 133 | -6 | -4 | 0 | 0 | -45 | -43 | 0 | 0 | 217 | 209 | 426 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 11 | 1 | 3 | 18 | 1 | 1 | 1 | 1 | -11 | -1 | 0 | 0 | -2 | -8 | 0 | 0 | 3 | 12 | 15 |
| | **Taxi** | 1 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | -1 | 0 | 0 | 0 | -1 | -2 | 0 | 0 | 2 | 2 | |
| | **Taxi Balanced** | 1 | 1 | 3 | 3 | 2 | 2 | 2 | 2 | -1 | -1 | 0 | 0 | -3 | -3 | 0 | 0 | 4 | 4 | 8 |
| | **Truck** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| | **Total** | 12 | 2 | 7 | 22 | 3 | 3 | 3 | 3 | -12 | -2 | 0 | 0 | -5 | -11 | 0 | 0 | 8 | 17 | 25 |
| **MD** | **Auto (Total)** | 1 | 1 | 6 | 6 | 2 | 2 | 2 | 2 | -1 | -1 | 0 | 0 | -3 | -3 | 0 | 0 | 7 | 7 | 14 |
| | **Taxi** | 1 | 1 | 1 | 1 | 3 | 3 | 3 | 3 | -1 | -1 | 0 | 0 | -1 | -1 | 0 | 0 | 6 | 6 | |
| | **Taxi Balanced** | 2 | 2 | 2 | 2 | 5 | 5 | 6 | 6 | -2 | -2 | 0 | 0 | -2 | -2 | 0 | 0 | 11 | 11 | 22 |
| | **Truck** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| | **Total** | 3 | 3 | 9 | 9 | 7 | 7 | 8 | 8 | -3 | -3 | 0 | 0 | -5 | -5 | 0 | 0 | 19 | 19 | 39 |
| **PM** | **Auto (Total)** | 2 | 11 | 16 | 8 | 2 | 2 | 1 | 1 | -2 | -11 | 0 | 0 | -8 | -4 | 0 | 0 | 11 | 7 | 18 |
| | **Taxi** | 0 | 1 | 1 | 1 | 3 | 3 | 2 | 2 | 0 | -1 | 0 | 0 | -2 | -1 | 0 | 0 | 4 | 5 | |
| | **Taxi Balanced** | 1 | 1 | 2 | 2 | 5 | 5 | 4 | 4 | -1 | -1 | 0 | 0 | -3 | -3 | 0 | 0 | 8 | 8 | 16 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 3 | 12 | 18 | 10 | 7 | 7 | 5 | 5 | -3 | -12 | 0 | 0 | -11 | -7 | 0 | 0 | 19 | 15 | 34 |
| **Sat MD** | **Auto (Total)** | 2 | 2 | 11 | 10 | 2 | 2 | 2 | 2 | -2 | -2 | 0 | 0 | -4 | -4 | 0 | 0 | 11 | 10 | 21 |
| | **Taxi** | 0 | 0 | 1 | 1 | 4 | 4 | 2 | 2 | 0 | 0 | 0 | 0 | -1 | -1 | 0 | 0 | 6 | 6 | |
| | **Taxi Balanced** | 0 | 0 | 2 | 2 | 7 | 7 | 4 | 4 | 0 | 0 | 0 | 0 | -2 | -2 | 0 | 0 | 11 | 11 | 22 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 2 | 2 | 13 | 12 | 9 | 9 | 6 | 6 | -2 | -2 | 0 | 0 | -6 | -6 | 0 | 0 | 22 | 21 | 43 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **8** | **17** | **25** |
| **MD ( 12-1)** | **19** | **19** | **39** |
| **PM ( 5-6)** | **19** | **15** | **34** |
| **Sat MD (1-2)** | **22** | **21** | **43** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-7**
**Travel Demand Forecast - Cluster 3**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | -3,106 gsf | 64 DU | 11,235 gsf | 5,789 gsf | 0 gsf | 0 gsf | 0 gsf<br>0 Unit | 0 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | -7 | 52 | 20 | 27 | 0 | 0 | 0 | 0 | 91 |
| MD ( 12-1) | -8 | 26 | 59 | 169 | 0 | 0 | 0 | 0 | 246 |
| PM ( 5-6) | -8 | 57 | 59 | 89 | 0 | 0 | 0 | 0 | 197 |
| Sat MD (1-2) | -2 | 49 | 86 | 104 | 0 | 0 | 0 | 0 | 237 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | -2 | 0 | 1 | 7 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| | **Taxi** | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| | **Subway** | -2 | 0 | 5 | 25 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 28 | 34 |
| | **Bus** | -1 | 0 | 1 | 6 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 12 |
| | **Walk/Other** | -1 | 0 | 1 | 4 | 3 | 3 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 18 | 32 |
| | **Total** | -6 | 0 | 8 | 43 | 9 | 9 | 13 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 65 | 89 |
| **MD** | **Auto** | 0 | 0 | 2 | 2 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Taxi** | 0 | 0 | 0 | 0 | 4 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Subway** | 0 | 0 | 7 | 7 | 6 | 6 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 18 | 36 |
| | **Bus** | 0 | 0 | 2 | 2 | 6 | 6 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 13 | 26 |
| | **Walk/Other** | -3 | -3 | 1 | 1 | 10 | 10 | 70 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 78 | 156 |
| | **Total** | -3 | -3 | 12 | 12 | 29 | 29 | 85 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 123 | 246 |
| **PM** | **Auto** | 0 | -3 | 6 | 3 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 14 |
| | **Taxi** | 0 | 0 | 1 | 0 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 5 | 11 |
| | **Subway** | 0 | -2 | 22 | 11 | 6 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 18 | 49 |
| | **Bus** | 0 | -1 | 6 | 3 | 6 | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 26 |
| | **Walk/Other** | 0 | -1 | 4 | 2 | 10 | 10 | 37 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 48 | 99 |
| | **Total** | 0 | -7 | 39 | 19 | 29 | 29 | 45 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 86 | 199 |
| **Sat MD** | **Auto** | 0 | 0 | 4 | 4 | 4 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 18 |
| | **Taxi** | 0 | 0 | 1 | 0 | 6 | 6 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 17 |
| | **Subway** | 0 | 0 | 15 | 13 | 9 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 25 | 52 |
| | **Bus** | 0 | 0 | 4 | 3 | 9 | 9 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 15 | 31 |
| | **Walk/Other** | 0 | 0 | 3 | 2 | 15 | 15 | 43 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 60 | 121 |
| | **Total** | 0 | 0 | 27 | 22 | 43 | 43 | 52 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 117 | 239 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | -2 | 0 | 1 | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 |
| | **Taxi** | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | |
| | **Taxi Balanced** | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | -2 | 0 | 2 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 10 | 13 |
| **MD** | **Auto (Total)** | 0 | 0 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 |
| | **Taxi** | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 3 | 3 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | **Total** | 0 | 0 | 2 | 2 | 5 | 5 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 25 |
| **PM** | **Auto (Total)** | 0 | -3 | 5 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 |
| | **Taxi** | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | |
| | **Taxi Balanced** | 0 | 0 | 1 | 1 | 3 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | -3 | 6 | 3 | 5 | 5 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 8 | 22 |
| **Sat MD** | **Auto (Total)** | 0 | 0 | 3 | 3 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 |
| | **Taxi** | 0 | 0 | 1 | 0 | 3 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | |
| | **Taxi Balanced** | 0 | 0 | 1 | 1 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 16 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 4 | 4 | 7 | 7 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 14 | 28 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **3** | **10** | **13** |
| **MD ( 12-1)** | **12** | **12** | **24** |
| **PM ( 5-6)** | **14** | **8** | **22** |
| **Sat MD (1-2)** | **14** | **14** | **28** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-8**
**Travel Demand Forecast - Cluster 4**

| Land Use: | | Office | | Residential | | Destination Retail | | Local Retail | | Community Facility (Office) | | Community Facility (Recreation) | | Community Facility (Dormitory) | | Community Facility (Museum) | | Total | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Size/Units:** | | 0 | gsf | 0 | DU | 0 | gsf | 10,010 | gsf | -5,610 | gsf | -4,400 | gsf | 0<br>0 | gsf<br>Unit | 0 | gsf | | | |
| **Peak Hour Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| | AM (8-9) | 0 | | 0 | | 0 | | 46 | | -12 | | -11 | | 0 | | 0 | | 23 | | |
| | MD ( 12-1) | 0 | | 0 | | 0 | | 292 | | -15 | | -15 | | 0 | | 0 | | 263 | | |
| | PM ( 5-6) | 0 | | 0 | | 0 | | 154 | | -14 | | -15 | | 0 | | 0 | | 125 | | |
| | Sat MD (1-2) | 0 | | 0 | | 0 | | 180 | | -4 | | -12 | | 0 | | 0 | | 165 | | |
| **Person Trips:** | | | | | | | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **AM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | -4 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | -4 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | -4 | 1 | -3 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 19 | -2 | 0 | -5 | -3 | 0 | 0 | 0 | 0 | 12 | 16 | 28 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 22 | -11 | 0 | -7 | -3 | 0 | 0 | 0 | 0 | 4 | 19 | 23 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | -1 | -1 | -1 | -1 | 0 | 0 | 0 | 0 | 7 | 7 | 14 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 18 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 121 | -5 | -6 | -6 | -4 | 0 | 0 | 0 | 0 | 110 | 111 | 221 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 146 | -6 | -7 | -8 | -6 | 0 | 0 | 0 | 0 | 132 | 133 | 265 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **PM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | -1 | -5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | -3 | -2 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | -1 | -4 | -1 | -1 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 64 | 0 | -2 | -4 | -7 | 0 | 0 | 0 | 0 | 60 | 55 | 115 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 78 | -2 | -12 | -5 | -9 | 0 | 0 | 0 | 0 | 71 | 57 | 128 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **Sat MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | -1 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 3 | 4 | 7 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 75 | 0 | 0 | -5 | -3 | 0 | 0 | 0 | 0 | 70 | 72 | 142 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 90 | -2 | -1 | -7 | -4 | 0 | 0 | 0 | 0 | 81 | 85 | 166 |
| **Vehicle Trips :** | | | | | | | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **AM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | 0 | -4 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | 1 | -2 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 1 | 1 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **PM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | -1 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -3 | -3 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 1 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | -1 | -4 | -1 | -1 | 0 | 0 | 0 | 0 | 1 | -2 | -1 |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out | Total |
| **Sat MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | -1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **-3** | **1** | **-2** |
| **MD ( 12-1)** | **4** | **4** | **8** |
| **PM ( 5-6)** | **1** | **-2** | **-1** |
| **Sat MD (1-2)** | **3** | **3** | **6** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-9**
**Travel Demand Forecast - Outlier Site 10**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 0 gsf | 2 DU | 0 gsf | 0 gsf | 0 gsf | 0 gsf | 0 gsf<br>0 Unit | 0 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MD ( 12-1) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PM ( 5-6) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sat MD (1-2) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **Sat MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **0** | **0** | **0** |
| **MD ( 12-1)** | **0** | **0** | **0** |
| **PM ( 5-6)** | **0** | **0** | **0** |
| **Sat MD (1-2)** | **0** | **0** | **0** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-10**
**Travel Demand Forecast - Outlier Site 11**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 0 gsf | 2 DU | 0 gsf | 0 gsf | 0 gsf | 0 gsf | 0 gsf<br>0 Unit | 0 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MD ( 12-1) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PM ( 5-6) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sat MD (1-2) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **Sat MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **0** | **0** | **0** |
| **MD ( 12-1)** | **0** | **0** | **0** |
| **PM ( 5-6)** | **0** | **0** | **0** |
| **Sat MD (1-2)** | **0** | **0** | **0** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-11**
**Travel Demand Forecast - Outlier Site 12**

| Land Use: | Office | Residential | Destination Retail | Local Retail | Community Facility (Office) | Community Facility (Recreation) | Community Facility (Dormitory) | Community Facility (Museum) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Size/Units: | 0 gsf | 2 DU | 0 gsf | 0 gsf | 0 gsf | 0 gsf | 0 gsf<br>0 Unit | 0 gsf | |
| **Peak Hour Person Trips:** | | | | | | | | | |
| AM (8-9) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| MD ( 12-1) | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PM ( 5-6) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sat MD (1-2) | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

**Person Trips:**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| **MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| **Sat MD** | **Auto** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Subway** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Bus** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Walk/Other** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Vehicle Trips :**

| | | Office In | Office Out | Residential In | Residential Out | Destination Retail In | Destination Retail Out | Local Retail In | Local Retail Out | Community Facility (Office) In | Community Facility (Office) Out | Community Facility (Recreation) In | Community Facility (Recreation) Out | Community Facility (Dormitory) In | Community Facility (Dormitory) Out | Community Facility (Museum) In | Community Facility (Museum) Out | Total In | Total Out | Total Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Sat MD** | **Auto (Total)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Taxi** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | **Taxi Balanced** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Truck** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | **Total** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Total Vehicle Trips**

| | In | Out | Total |
|---|---|---|---|
| **AM (8-9)** | **0** | **0** | **0** |
| **MD ( 12-1)** | **0** | **0** | **0** |
| **PM ( 5-6)** | **0** | **0** | **0** |
| **Sat MD (1-2)** | **0** | **0** | **0** |

Notes:
25% linked-trip credit applied to destination and local retail uses.

**Table A-12**
**Preliminary Assignment of Project-Generated Bus Trips**

**AM Peak Hour**

| Bus Route | Direction | Cluster 1 | Cluster 2 | Cluster 3 | Cluster 4 | Site 10 | Site 11 | Site 12 | **Total** |
|---|---|---|---|---|---|---|---|---|---|
| M2 | NB | | | 0 | | | | | **0** |
| | SB | | | 1 | | | | | **1** |
| M3 | NB | 8 | 1 | 1 | | | | | **10** |
| | SB | 5 | 2 | 2 | | | | | **9** |
| M4 | NB | 11 | 1 | | 0 | 0 | 0 | 0 | **12** |
| | SB | 7 | 3 | | 0 | 0 | 0 | 0 | **10** |
| M5 | NB | 8 | 1 | | 0 | 0 | 0 | 0 | **9** |
| | SB | 5 | 2 | | 0 | 0 | 0 | 0 | **7** |
| M10 | NB | 4 | | 0 | | | | | **4** |
| | SB | 3 | | 1 | | | | | **4** |
| M11 | NB | 6 | 1 | | 0 | 0 | 0 | 0 | **7** |
| | SB | 4 | 2 | | 0 | 0 | 0 | 0 | **6** |
| M60 | EB | 5 | | | | | | | **5** |
| | WB | 9 | | | | | | | **9** |
| M100 | NB | 9 | 1 | 1 | 0 | 0 | 0 | 0 | **11** |
| | SB | 5 | 3 | 2 | 0 | 0 | 0 | 0 | **10** |
| M101 | NB | 16 | | 1 | 0 | 0 | 0 | 0 | **17** |
| | SB | 10 | | 3 | 1 | 0 | 0 | 0 | **14** |
| M104 | NB | 7 | | | | | 0 | 0 | **7** |
| | SB | 4 | | | | | 0 | 0 | **4** |
| | In | 78 | 5 | 3 | 0 | 0 | 0 | 0 | **86** |
| | Out | 48 | 12 | 9 | 1 | 0 | 0 | 0 | **70** |

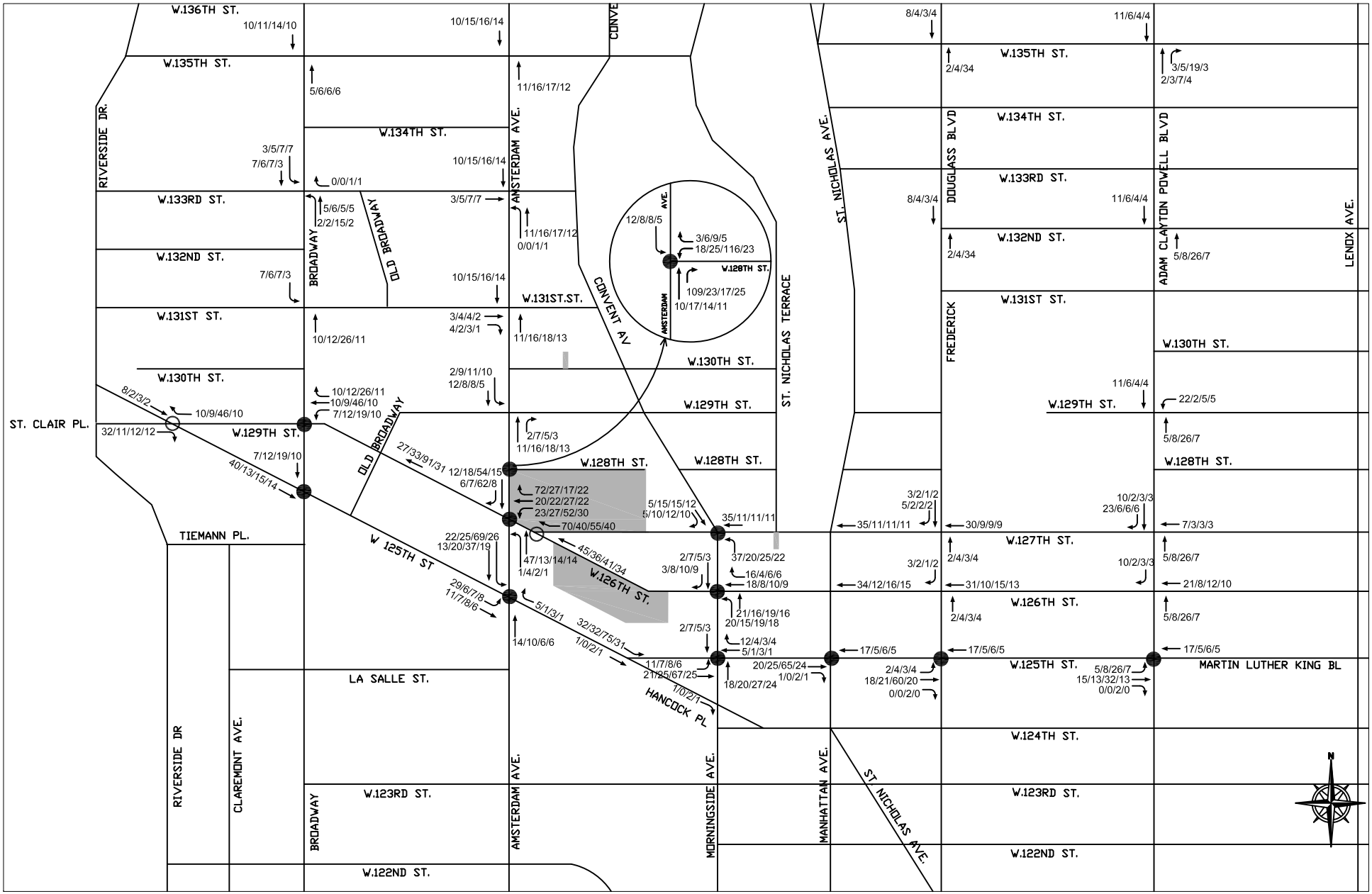
**PM Peak Hour**

| Bus Route | Direction | Cluster 1 | Cluster 2 | Cluster 3 | Cluster 4 | Site 10 | Site 11 | Site 12 | **Total** |
|---|---|---|---|---|---|---|---|---|---|
| M2 | NB | | | 2 | | | | | **2** |
| | SB | | | 2 | | | | | **2** |
| M3 | NB | 11 | 4 | 3 | | | | | **18** |
| | SB | 15 | 3 | 2 | | | | | **20** |
| M4 | NB | 15 | 5 | | 1 | 0 | 0 | 0 | **21** |
| | SB | 19 | 4 | | 1 | 0 | 0 | 0 | **24** |
| M5 | NB | 10 | 4 | | 1 | 0 | 0 | 0 | **15** |
| | SB | 14 | 3 | | 1 | 0 | 0 | 0 | **18** |
| M10 | NB | 6 | | 2 | | | | | **8** |
| | SB | 8 | | 1 | | | | | **9** |
| M11 | NB | 9 | 3 | | 1 | 0 | 0 | 0 | **13** |
| | SB | 12 | 3 | | 1 | 0 | 0 | 0 | **16** |
| M60 | EB | 15 | | | | | | | **15** |
| | WB | 12 | | | | | | | **12** |
| M100 | NB | 12 | 4 | 3 | 1 | 0 | 0 | 0 | **20** |
| | SB | 16 | 3 | 2 | 1 | 0 | 0 | 0 | **22** |
| M101 | NB | 22 | | 5 | 1 | 0 | 0 | 0 | **28** |
| | SB | 28 | | 4 | 0 | 0 | 0 | 0 | **32** |
| M104 | NB | 9 | | | | | 0 | 0 | **9** |
| | SB | 12 | | | | | 0 | 0 | **12** |
| | In | 106 | 20 | 15 | 5 | 0 | 0 | 0 | **146** |
| | Out | 139 | 16 | 11 | 4 | 0 | 0 | 0 | **170** |

# West Harlem Rezoning

**Figure A-1**

**Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 1 Under Scenario 3**



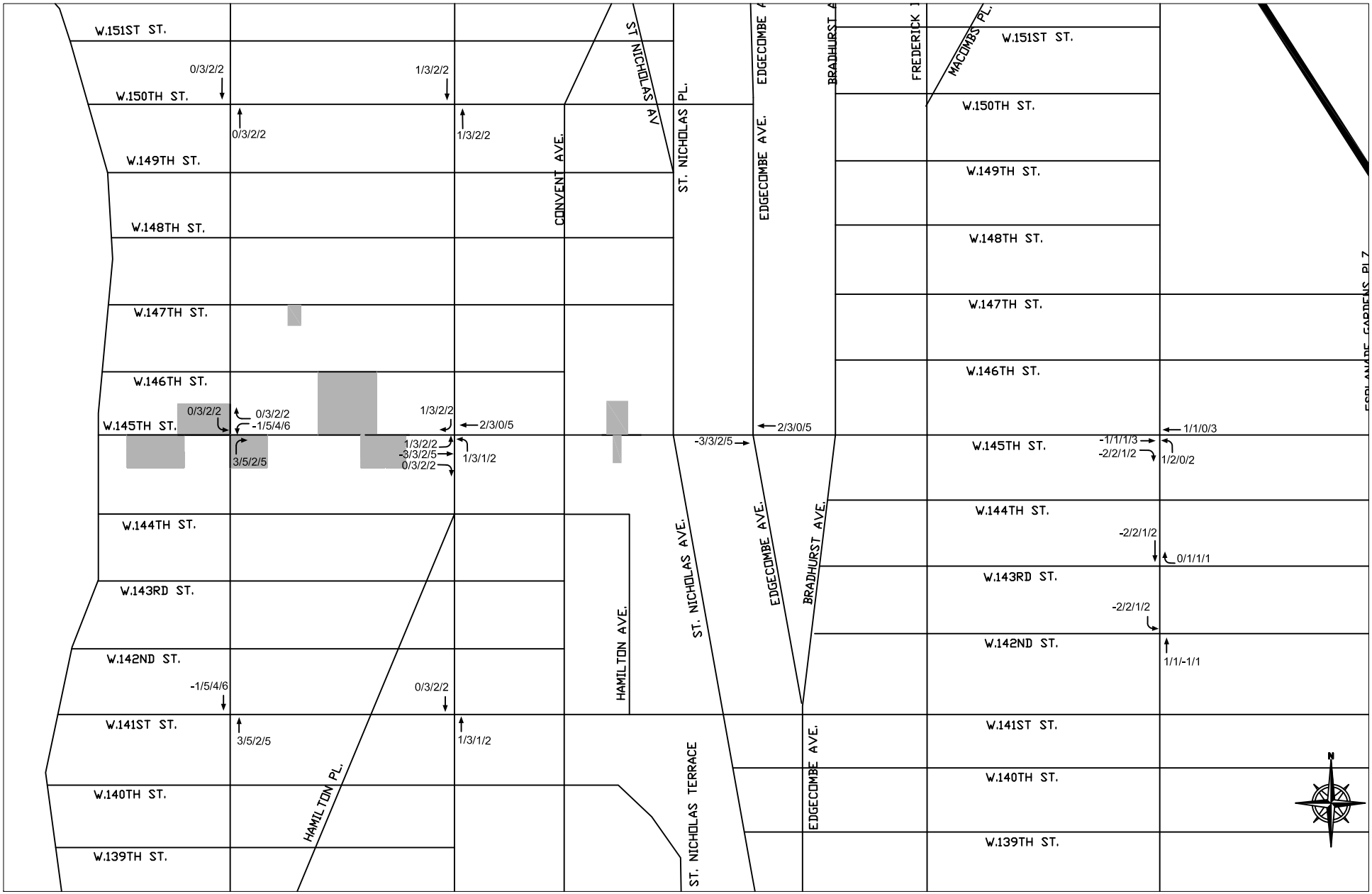

Legend:

- Analyzed Signalized Intersection
- Analyzed Unsignalized Intersection
- 14/10/6/6 = AM/MD/PM/Sat MD
- Projected Development Site Cluster 1 - Sites 13, 14, 15, 17, 18, 19, 40a and 50

# West Harlem Rezoning

**Figure A-2**

**Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 2 Under Scenario 3**



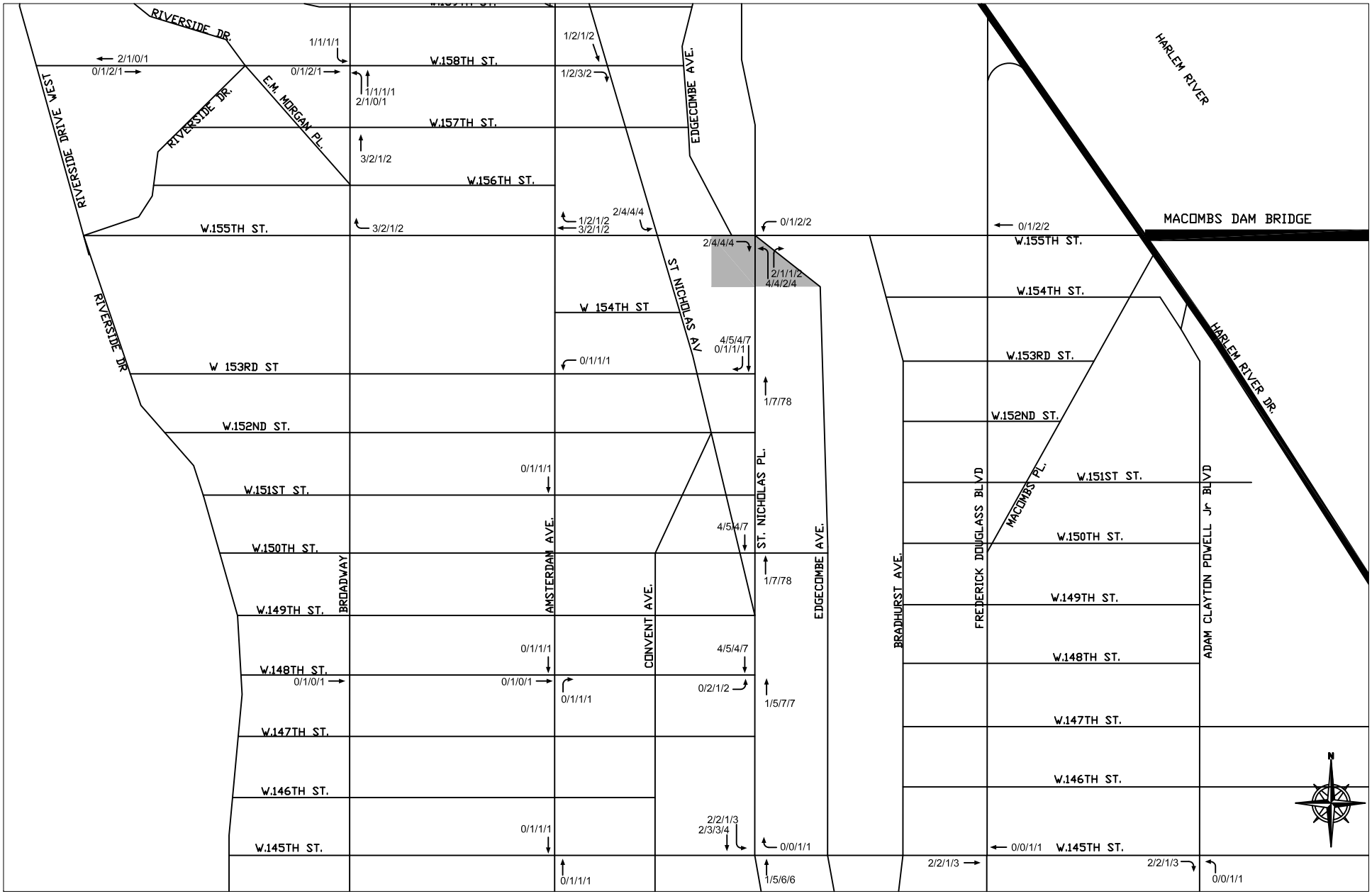

Legend:

- Analyzed Signallzed Intersectlon
- Analyzed Unsignalized Intersection
- 3/5/2/5 = AM/MD/PM/Sat MD
- Projected Development Slte Cluster 2 - Sltes 4, 5, 6b, 7, 8, 9, 51, 52 and 53

# West Harlem Rezoning

**Figure A-3**

**Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 3 Under Scenario 3**

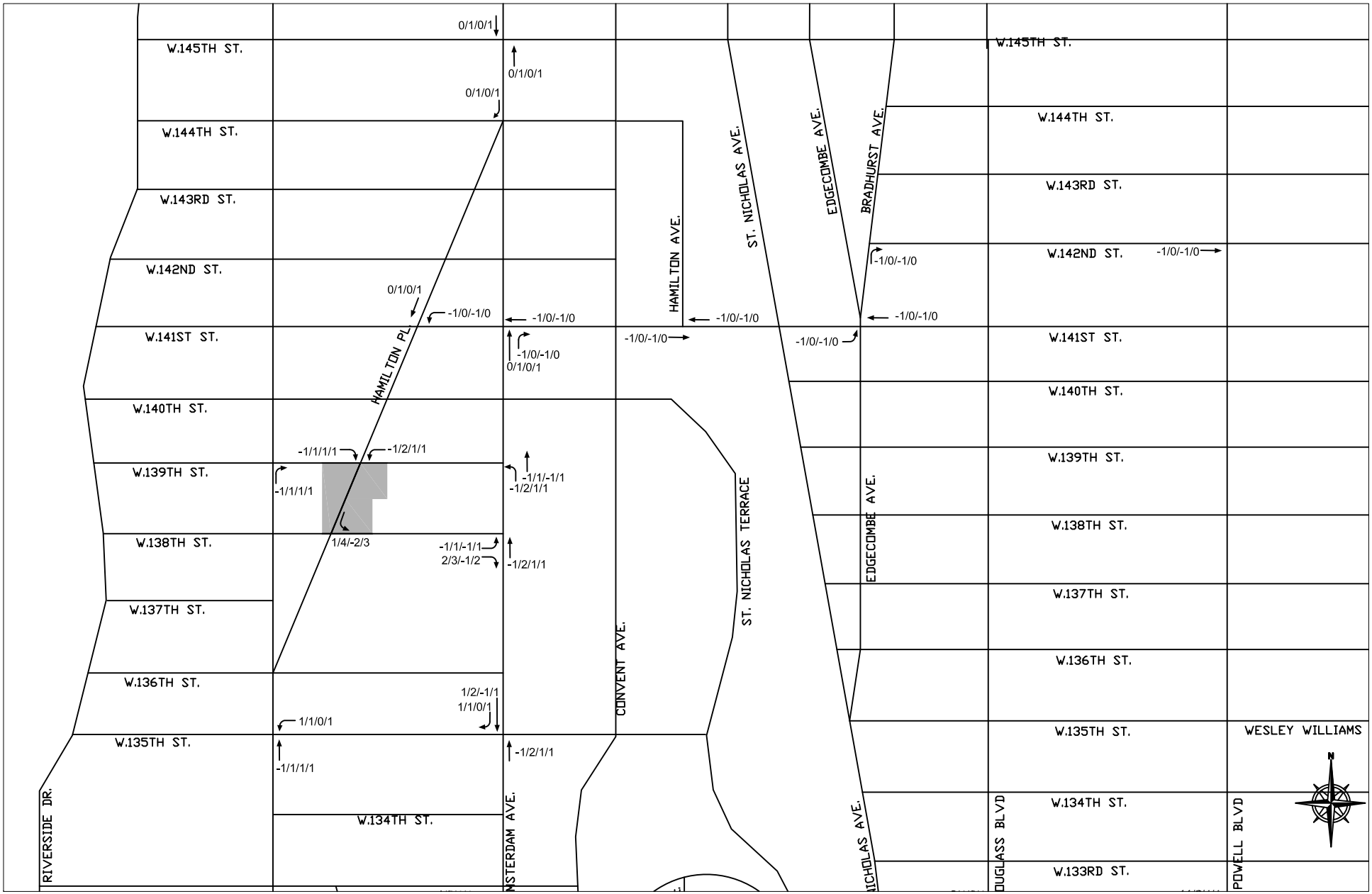



Legend:

- Analyzed Signallzed Intersectlon
- Analyzed Unsignalized Intersection
- 15/7/7 = AM/MD/PM/Sat MD
- Projected Development Slte Cluster 3 - Sltes 1 and 2

Figure A-4

**Preliminary Project Increment Peak Hour Traffic Volumes for Projected Development Site Cluster 4 Under Scenario 3**




Legend:

- Analyzed Signalized Intersection
- Analyzed Unsignalized Intersection
- 1/1/0/1 = AM/MD/PM/Sat MD
- Projected Development Site Cluster 4 - Sites 54 and 55

**APPENDIX 4**

**List of Individual Historic Resources within and adjacent to the Proposed Rezoning Area**

## Appendix 4
## Individual Historic Resources within and adjacent to the Proposed Rezoning Area

| Historic Resource | NYCL | S/NR Listed | LPC-Eligible | S/NR-Eligible |
|---|---|---|---|---|
| Mink Building at 1361 Amsterdam Avenue (projected development site 40) | | | X | X |
| The Bailey Residence at 10 St. Nicholas Ave. | X | X | | |
| Benzinger House at 345 Edgecombe Ave. | X | | | |
| Hamilton Grange at 287 Convent Ave. | X | X | | |
| Our Lady of Lourdes Roman Catholic Church at 465 West 142nd St. | X | X | | |
| Hamilton Grange Branc, NYPL at 505 West 145th St. | X | X | | |
| Former Hamilton Theater at 3560 Broadway | X | | | |
| Loth Ribbon Mill at 1820 Amsterdam Ave. | X | | | |
| Former 30th Precinct Police State at 1854 Amsterdam Ave. | X | | | |
| 518 West 125th St. | X | | | X |
| Jackie Robinson Pool and Colonial Park Play Center at 319 West 145th St. | X | X | | |
| St. Mary's Church at 517 West 126th St. | X | X | | |
| Claremont Theater at 3320 Broadway | X | X | | |
| P.S. 157 at 327 St. Nicholas Ave. | | X | | |
| 3280 Broadway | | X | | |
| St. Walpurgas Academy, at 630-632 Riverside Dr. | | X | X | |
| Speyer School at 514-516 West 126th Street | | | X | |
| Riverview Courts at 607-612 West 136th St. & 610-612 West 136th St. | | | X | |
| Creston Court at 619-621 West 136th St. | | | X | |
| Hudson View at 614-616 West 136th St. | | | X | |
| Engine Company 23 at 504 West 140th St. | | | X | |
| W.E.B. DuBois Residence at 606 St. Nicholas Ave. | | | X | |
| Church of the Crucifixion at 451-459 West 149th St. | | | X | |
| Church of St. Catherine at 502-504 West 153rd St. | | | X | |
| Trinity Cemetery Gate Lodge at 501 West 153rd St. | | | X | |
| Roman Catholic Church of the Annunciation at 80 Convent Ave. | | | | X |
| Former Bernhiemer & Schwartz Pilsener Brewing Company (Yuengling) (projected development site 14) | | | | X |
| Residences at 2 through 14 Convent Ave. | | | | X |
| St. Joseph's Roman Catholic Church Complex at 401 & 405 West 125th St. 168 Morningside Ave. and 406 West 127th St. | | | | X |
| 571 Riverside Dr. | | | | X |
| 2350-2362 12th Ave., NY Central Substation No. 11 | | | | X |
| 509 West 126th St. | | | | X |
| 527-535 West 125th St. | | | | X |
| 509 West 129th St. | | | | X |
| Houses at 505-517 West 135th St. | | | | X |
| Riverside Drive and Riverside Park Boundary increase, North End, Riverside Dr.from West 135th to West 158th St. | | | | X |

**Notes:**

NYCL: New York City Landmark; S/NR: Listed on the State and National Registers of Historic Places; S/NR-eligible: Eligible for listing on the State and National Registers of Historic Places; and NYCL-eligible: Eligible for landmark designation by LPC.