

3.5 Traffic and Transportation Comments and Responses

Comment 3.5-1 (Public Hearing, February 9, 2010 - Nick Papas, Yonkers Resident): One of my concerns is just the width of Buena Vista. I mean you are looking at a street or an avenue, as they call it, that is relatively narrow. I am not sure how you are going to support a 25 story building that is going to have 412 additional residences in it.

Response 3.5-1: *Figure 3.5-3 of the DEIS provides the street widths for streets within the study area. Buena Vista Avenue ranges anywhere between 36-40 feet in width. The street appears narrow as it presently accommodates on street parking on both sides of the street south of Hudson Street. Along the site frontage south of Hudson Street, approximately 15 on-street parking spaces will be removed as a result of the project. This area will only be used for emergency vehicles, and unloading and loading, and therefore will provide additional travel width in this area. The traffic analysis demonstrates that the traffic from the project would not result in a significant impact. Most of the site's traffic will travel a short distance along Buena Vista Avenue before turning onto Prospect Street or Main Street to access arterials in the City. Prospect and Main Streets are sufficiently wide to accommodate the additional traffic.*

Comment 3.5-2 (Public Hearing, February 9, 2010 - John Finniger, Yonkers Resident): There is also the issue as the other gentlemen mentioned about an additional 350 to 400 to 500 cars driving down a relatively narrow street, one where there is traditional double parking up and down Buena Vista Avenue...

Response 3.5-2: *See Response 3.5-1. Only a small percentage of vehicles stored on site will use the roadway at any one hour. Total trip generation is anticipated to be 106 vehicles in the a.m. peak hour and 119 vehicles in the p.m. peak hour. This is based on surveys compiled of comparable land uses¹. Census data² which include all residential land uses support this conclusion. The time leaving for work for Yonkers residents has 7.0 to 17.2 percent of workers leaving each half hour from 6 a.m. to 9 a.m. Vacations, sickness, occasional telecommuting, etc., can also reduce that number. Vehicle trips are reduced as average auto occupancy is 1.11 persons per vehicle. Details are provided in the DEIS section 3.5.4.*

Comment 3.5-3 (Letter 6, February 25, 2011, Edward Burroughs, AICP, Commissioner, Westchester Co. Department of Planning): 5. Parking. We note that the draft EIS reports that a study for the adjoining Hudson Park residential development concluded that parking demand was 0.89 parking spaces per dwelling unit. However, the proposed development includes a 540-space parking structure, which would provide new parking in excess of this demand ratio. A reduced need for parking may be expected as the site is very close to the Yonkers train station and many Bee-Line bus routes, as well as within walking distance to many local businesses. We recommend that the City consider applying a lower parking ratio than that proposed, such as one parking space per unit. A lower ratio will keep the proposed parking in-line with identified need and reduce development costs.

Response 3.5-3: *The City recently amended its zoning ordinance consistent with the recommendations of the comment. As noted in the DEIS, the Yonkers City Council approved General Ordinance No. 8 of 2009 amending the City Zoning Ordinance by*

¹ Institute of Transportation Engineers, Trip Generation, Washington, D.C., 2008.

² U.S. Census Bureau, Census 2000 summary File 3, Matrices P30, P31, P33, P34, and P35.

adding the following provisions: "Under Section 43-130-B, for new construction of Apartments and Live-Work Units within one quarter mile (1/4) of a mile of an active train station used for passenger rail-transportation purposes, the minimum number of required parking spaces shall be one parking space per apartment or live-work unit."

The proposed parking was less than prior zoning requirement and is more than the new zoning minimum parking. Adding additional spaces to the parking garage building and automated system in the future would be very difficult, very expensive, and would take years if it could be engineered and approved. Thus, the Applicant has chosen to provide more than the minimum required spaces and maintain some flexibility.

Comment 3.5-4 (Letter 6, February 25, 2011, Edward Burroughs, AICP, Commissioner, Westchester Co. Department of Planning): The proposed automated parking garage would be the first of its type to be built in Westchester County. This appears to be an innovative system that will reduce the space required to construct parking; presumably the planned system incorporates provision in the event that the building loses power or if the garage equipment malfunctions. The draft EIS describes several environmental benefits concerning this garage, such as fuel conservation related to cars not needing to drive up and down garage ramps. Such environmental savings may need to be measured against energy costs required to operate the mechanical aspects of garage.

Response 3.5-4: *The automated garage will have redundant systems for both power and equipment. Studies have demonstrated that an automated parking garage consumes less energy overall than a conventional garage. Industry sources state: "Considering the electrical power needed for the Robotic Parking System, the Carbon Equivalent Value is still very low so the net reduction of the overall carbon footprint is significant." See for example:*

http://www.robopark.com/robotic_parking_green_parking.htm

Comment 3.5-5 (Letter 6, February 25, 2011, Edward Burroughs, AICP, Commissioner, Westchester Co. Department of Planning): We note that the site plans do not show accommodation for bicycles. Bicycling has become an increasingly popular form of transportation and it is forecasted to continue to grow as a transportation mode. We encourage the City to work with the applicant to provide bicycle parking on this site.

Response 3.5-5: *The applicant, in consultation with the Planning Board, will determine whether an area for bike racks should be provided and where it will be provided during detailed site plan review. Consideration of an area for bike storage will be incorporated in the SEQRA Findings Statement.*

Comment 3.5-6 (Letter 14, January 24, 2011, John Pinegar, Yonkers Resident): The other thing that will create problems is the fact that Buena Vista is a small narrow street that on a good day has slow traffic because the street is narrow. Off street parking helps, but doesn't hide the fact that you are introducing a lot of extra traffic to a tight space, and decreases the quality of life in an area where the quality of life may already be lower than many areas. In addition, because off street parking is always paid, even in your own building, some of the residents will elect to park on the street, stretching that rare resource out even further in that neighborhood.

Response 3.5-6: *In the applicant's experience with similar projects, such as 66 Main Street and Metro 92, the majority of tenants will elect to park in a convenient, secure,*

covered space that will avoid the potential for vehicle theft, vandalism and problems related to parking a vehicle on the street in winter conditions. The fee for parking has not yet been determined but is typically approximately 5 percent of the base rental fee and is not cost prohibitive for most tenants.

Comment 3.5-7 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-2 - Identify where the residents of the Trolley Barn now park. Discuss how visitors to the proposed project would access and make use of the automated garage.

Response 3.5-7: *According to the Applicant, Trolley Barn residents park on-street or within the garage to the east of the Trolley Barn. Although the exact number of persons parking in the garage is unknown, it is anticipated that Trolley Barn residents use of the automated garage will free up parking spaces in the garage and on-street. The new zoning requirement includes parking for residents, visitors, and guests. As the project includes more than the minimum total parking, the garage could provide for visitors, and guests. It is anticipated that some visitors and guests will park on-street or within the garage east of the Trolley Barn.*

Comment 3.5-8 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-2 - The DEIS states that, according to the project engineer, there is insufficient room to maneuver large trucks into the loading area. If this is the case, where will large moving trucks or other types of delivery trucks park and unload to service the building and residents?

Response 3.5-8: *The proposal recommends eliminating on-site parking spaces directly in front of the building to allow access for emergency vehicles and loading/unloading only.*

Comment 3.5-9 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-13 – Some pedestrian safety measures are identified to alert pedestrians to the garage openings. Is any additional signage or striping necessary to ensure the safety of pedestrians in the neighborhood or those from the project, particularly accessing downtown and the train station?

Response 3.5-9: *Comment noted. During detailed site plan review and in consultation with the Planning Board and City traffic and engineering departments, the Applicant will define specific measures to alert pedestrians to the garage's function. Potential measures that will be explored would include striping and signage, warning lights, bollards, or other visual cues to warn both the driver exiting the facility, and a pedestrian crossing in front of the garage. Sidewalks will be increased from seven (7) to ten (10) feet to provide additional width in front of the garage.*

Comment 3.5-10 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-14 –For School buses accessing the farm and classroom, where is it anticipated that the buses would unload and park?

Response 3.5-10: *Buses will be able to drop off children in front of the building and can park on Prospect Street or Water Grant Street (four hour metered parking) until such time that the children are ready to embark and return to school. Academy Bus Company buses may park at their facility on Hudson Street.*

Comment 3.5-11 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-17 – Is the total number of spaces to be eliminated 15 or 15 plus the 7-8 spaces in front of the auto court and parking garage?

Response 3.5-11: *It would be a total of 15 on-street parking spaces. If the sidewalk is widened from seven to ten feet, all spaces would be eliminated as shown in Section 1.0.*

Comment 3.5-12 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): The DEIS states that auto related crimes should be eliminated in non-public areas. Please give information regarding the experience at other such garages that are in operation and compare with non-automated garages.

Response 3.5-12: *A search of studies documenting and comparing auto-related crimes from conventional parking garages versus automated parking garages did not yield any conclusive data. However, there are many articles regarding experiences at actual garages which provide insight into auto-related crimes. One such article is of the PerfectPark automated garage - see:*

[Http://www.roadtraffic-technology.com/features/feature98830/.](http://www.roadtraffic-technology.com/features/feature98830/)

The article states: "There are many statistics obtained via the US Department of Justice, showing that around 7% of crimes (figures taken from 2006) take place in parking structures, including sexual assaults, robbery and vehicle theft. However, the TreviPark / PerfectPark structures rule out this kind of criminal activity. 'In almost 20 years of continuous operation there have been no incidents of this type of crime in one of our systems,' says Dillon, who goes on to explain how the absence of human targets also reduces the threat of a terrorist attack on a PerfectPark system."

Comment 3.5-13 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-18 - Is there sufficient excess capacity in existing area parking garages in the project vicinity to provide parking for construction workers? Explain the procedure for being granted street closures.

Response 3.5-13: *The DEIS states that the parking facility at 8 Buena Vista Avenue has 90-100 spaces vacant during the day. The Applicant will coordinate with the City engineering department and police department to request and close streets as necessary during the construction process. This is discussed in Section 3.12 of the DEIS.*

Comment 3.5-14 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-22 - It is stated that 412 units require a minimum 412 conventional parking spaces and that 540 are provided in the automated garage and four at grade. It is then stated that this is 37 less than required by zoning. Since the new parking regulations have been enacted and only one space is required at this location, please explain this statement. Also, the 15 on street spaces to be removed would effectively reduce the number of area parking spaces. Whereas a demand figure is utilized to determine that a surplus of 173 spaces would be available, based on the new parking ratio of one space per unit, the surplus is more accurately identified as 132 spaces assuming 544 (540 garage and 4 surface) spaces minus 412 spaces (not including 15 on street spaces lost).

Response 3.5-14: *The required number of parking spaces is 412, and 544 have been provided, resulting in 132 more on-site parking spaces than required by zoning.*

Comment 3.5-15 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-24 – Provide a breakdown record of any other automated garages without a rotating vehicle mechanism and length of breakdown. What is the typical procedure for reporting a breakdown and how is a repair request handled and by whom?

Response 3.5-15: *There are no published data readily available regarding the breakdown record of other garages. The following article provides anecdotal information on breakdowns: <http://www.parkingtoday.com/articledetails.php?id=181>. The article states: “The Vigo automated parking facility is configured so that every parked vehicle is accessible by redundant equipment such as horizontal movement shuttles, vertical movement lifts and the transfer compartments. They even have redundant emergency generators. This level of redundancy assures that a breakdown of one piece of equipment will not shut down the retrieval of vehicles, but only slow the process down. The Vigo facility has operated continually without downtime for three years, so the European manufacturer is now recommending significant cost savings on new facilities by eliminating the redundant systems. John Broad of Broad AutoPark, the Detroit, MI-based representative of the manufacturer, says user concerns about equipment breakdown are best addressed not with redundant shuttles and lifts, but with regular preventative maintenance on a contract basis and the use of redundant electrical components and operating computers. They also configure the facility so that one lift serves about 100 spaces. If an individual lift required service, spaces served by other lifts would still be in operation. Further, the onsite stocking of adequate spare parts such as motors, gearboxes, sensors, limit switches, wheels, etc., will help eliminate downtime.”*

The lack of having to rotate vehicles will make the system faster and more reliable by eliminating the rotating time, associated mechanisms for rotation, and reducing power demand.

The on-site computer would report any detected breakdowns or required maintenance to the concierge and the maintenance company. Users will be able to report breakdowns or problems to the concierge 24 hours a day 7 days a week. If the designated on-site employee could not correct the problem or breakdown, then further assistance would be requested from the maintenance company.

Comment 3.5-16 (Letter 15, January 24, 2011, Syrette Dym, AICP, VHB - City Planning Consultant): Page 3.5-25 – What do the 49 leaving vehicles identified represent?

Response 3.5-16: *These are the 49 vehicles leaving the project site during the p.m. peak period.*

Comment 3.5-17 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): A review of the HCS and Synchro files contained in Appendix G of the DEIS

indicates that parking and bus blockage factors were not included in the analysis. These factors should be added to the analysis for each intersection where appropriate.

Response 3.5-17: *The City has previously accepted the SFC HCS analysis by JCE without such factors at these intersections and other intersections, thus these analyses are consistent with prior accepted work and are comparable with such.*

The Highway Capacity Manual (Chapter 17) and Highway Capacity software has no parking factors for unsignalized intersections. See DEIS Figure 3.5-4 for intersection controls. Although coded, the parking factors do not appear to be used by the unsignalized Synchro analysis.

Key signalized intersection approaches in the study area have no parking permitted including Nepperhan Avenue, Riverdale from Hawthorne Avenue to Nepperhan Street, and South Broadway approaching Nepperhan Street.

The Highway Capacity Manual (Chapter 17) and Highway Capacity software has no bus blockage factors for unsignalized intersections. Although coded the bus parking factors do not appear to be used by the unsignalized Synchro analysis.

At signalized intersections the Highway Capacity Manual (page 16-10) and Synchro Studio 7 (page 6-5) notes that bus factor should only be used where buses block traffic in the lane group. Most of the bus stops are at locations where buses can pull over in bus stop zones not in the travel lanes. The bus layover area was not considered a travel lane although removal of the buses and creation of a new travel lane was discussed as a possible consequence of a separate proposal for a bus center. DEIS Figure 3.5-5 has been updated for the FEIS (Figure 3.5-1) showing parking in additional areas.

Comment 3.5-18 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): A review of the HCS and Synchro files also indicates that the pedestrian volumes used in each analysis do not match. It appears that a default pedestrian volume of 25 pedestrians per hour was used in the Synchro analysis while counted pedestrian volumes were used in the HCS. These differences between the HCS and Synchro analysis should be reconciled.

Response 3.5-18: *The Highway Capacity Software analysis sheets are being misinterpreted and do use the default values as shown under the left turn lane column.*

Comment 3.5-19 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): Recommended signal timing changes at the intersections of Prospect Street and S. Broadway and Prospect Street and Riverdale Avenue should be implemented by the applicant if the project is to be completed ahead of the expected improvements by the SFC project. These will have to be coordinated with the City's Traffic Engineering Department.

Response 3.5-19: *The project site traffic is smaller than normal variations in traffic at these intersections. Signal timings should be changed as part of general maintenance on an as needed basis by the City without waiting for the subject project to be completed. The Applicant will contact the City Traffic Engineer prior to the start of construction, at the time a certificate of occupancy is granted, and when the building is 80 percent occupied.*

Comment 3.5-20 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): As discussed on pages 3.5-27, 28 of the DEIS, there are several locations where the 95th Percentile queue lengths will exceed the storage length. These locations are listed below together with the potential mitigation identified in the DEIS. These mitigation measures should be completed by the applicant unless otherwise noted and will have to be coordinated with the City's Traffic Engineering Department

Response 3.5-20: *Any construction associated with City streets would need to be coordinated with the City's Traffic Engineering Department. The Applicant will contact the City Traffic Engineer prior to the start of construction, at the time a certificate of occupancy is granted, and when the building is 80 percent occupied.*

Comment 3.5-21 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): **Southbound left turn at the intersection of Prospect Street and Riverdale Avenue** - The DEIS indicates that the left turn lane can be extended using the existing median and that the applicant will reimburse the cost of replacing the eight (8) existing trees in the median.

Response 3.5-21: *Comment noted.*

Comment 3.5-22 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): **Southbound through movement at the intersection of Main Street and Riverdale Avenue** - The DEIS recommends modifying the traffic signal timings at this intersection to give additional green time to the southbound movement. It should be noted that the increase in the queue lengths on this movement is generally caused by the additional traffic loading under the No-Build Scenario. Therefore, the extent of these timing improvements for the proposed project will have to be coordinated with the City Traffic Department.

Response 3.5-22: *Since these timings are related to address additional traffic from other projects, the timing changes are needed as part of the no-build condition. These timings should be part of routine signal timing maintenance or other projects as needed. The Applicant will contact the City Traffic Engineer prior to the start of construction, at the time a certificate of occupancy is granted, and when the building is 80 percent occupied.*

Comment 3.5-23 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): **Westbound left turn movement at the intersection of S. Broadway and Prospect Street/Nepperhan Avenue** - The DEIS indicates that the westbound left turn lane can be extended by shortening the eastbound left turn lane at the school street intersection which is currently significantly under utilized. A conceptual plan should be prepared so that it can be reviewed by the City.

Response 3.5-23: *A concept plan has been included as Figure 3.5-2.*

Comment 3.5-24 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): **Eastbound through/right movement at the intersection of S. Broadway and Prospect Street/Nepperhan Avenue** - The DEIS indicates that this queue will be improved with the proposed improvements associated with the SFC project. However, if the SFC project does not proceed in the same time frame and these improvements are not completed, the applicant for Buena Vista Teutonia PUR should be responsible for making some improvements

to this intersection including upgrading the traffic signal controller, vehicle detection and providing optimized signal timings. The traffic signal should also be replaced at the intersection of Prospect Street and Riverdale Avenue so that these intersections can be coordinated.

Response 3.5-24: *The applicant has not proposed to contribute toward these improvements. The SFC report noted their p.m. project generated traffic through the South Broadway, Nepperhan Avenue, and Prospect Street intersection at 680 trips compared to 51 for the Buena Vista site. The SFC report included a right turn lane northbound to address the 128 additional vehicles estimated for that turn. The Buena Vista Teutonia PUR project's traffic will not be making that turn. Adding a northbound right turn lane with SFC development would potentially force the replacement of some of these improvements.*

Based on the DEIS Build Condition and Sensitivity analysis the Applicant is not proposing any changes to the subject intersection. These analysis show that without SFC development the intersections show no overall level of service change with the Buena Vista Teutonia PUR project development. See Table 3.5-1 in response 3.5-28. Furthermore, as discussed in Response 3.5-23 the Applicant has provided mitigation by developing a concept plan, Figure 3.5-2, for improving the westbound Nepperhan Avenue queue storage.

Comment 3.5-25 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): Based on a review of the site plan and as stated in the DEIS, the sidewalks along the site frontage on Buena Vista Avenue are to be replaced. Additional signing and striping including crosswalks should also be addressed. These improvements will have to be reviewed by the City of Yonkers as part of the site plan approval process and any comments on additional improvements the City deems necessary along the site frontage will be made at that time.

Response 3.5-25: *Comment noted. Additional signing and striping including the location of crosswalks and new drop curbs will be addressed as part of the detailed site plan review and approval process.*

Comment 3.5-26 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): Road closures related to construction traffic and activities as discussed on page 3.5-18 of the DEIS should also discuss the impacts on bus traffic and bus stops where appropriate. Recommended mitigation measures for any impacts the bus operations should be made as necessary.

Response 3.5-26: *The Applicant will coordinate with the City Engineering Department and Police Department to request and close streets as necessary during the construction process. Traffic management plans will need to address pedestrians, and vehicles as well as bus routing and stops. See also responses in Section 3.12.*

Comment 3.5-27 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): The installation of crosswalk markings and signing as well as any necessary curb drops/ramps should be proposed for the intersections of Buena Vista Avenue and Prospect Street and Buena Vista Avenue and Hudson Street.

Response 3.5-27: *The Applicant will install curb drops/ramps as part of the sidewalk improvements proposed on the west side of Buena Vista Avenue. Additional signing and crosswalk striping would be discussed under site plan review process.*

Comment 3.5-28 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): A sensitivity analysis should be conducted for the intersections of Nepperhan Avenue and S. Broadway and Prospect Street and Riverdale Avenue using higher existing traffic volumes similar to those used in the SFC report. This sensitivity analysis should also evaluate whether these intersections can accommodate traffic conditions with 70% of the traffic arriving from the east on Nepperhan Avenue.

Response 3.5-28: *The shift of site generated traffic to 70 percent from Nepperhan Avenue is presented based on SFC distributions. The resulting site generated traffic distributions at these intersections is shown in Appendix E Figures 1 and 2. Trips through the Prospect Street and Riverdale Avenue intersection would increase by 9 trips in the a.m. peak hour and 14 trips in the p.m. peak hour. Trips through the South Broadway and Nepperhan Avenue intersection would increase 11 trips in the a.m. peak hour and 21 trips in the p.m. peak hour. Because the projected new inbound trips to the site are 30 a.m. peak hour trips and 70 p.m. peak hour trips, even large shifts in the site generation distribution result in small volume shifts. For example, the largest shift of 21 vehicles is a result of a 30 percent shift in traffic distribution.*

Table 3.5-1 shows little change in the level of service delay and volume to capacity ratios from the Build Condition as presented in the DEIS and with a shift to 70 percent of the traffic from Nepperhan Avenue. Thus, the accuracy of the distribution should have little effect on the precision of the level of service determination. Moreover the lack of sensitivity to the site generated traffic can be seen in that only three levels of service changed between the No Build Condition and the Build Condition and two of those changes were from average vehicle delay increases under 0.5 seconds per vehicle.

**Table 3.5-1
Distribution Sensitivity Level of Service and Delay Summary**

Intersection Approach Direction - Movement	No Build Condition (DEIS Table G-5)				Build Condition (DEIS Table G-5)				Sensitivity Distribution Build Condition ***			
	A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	V/C*	LOS** (Delay)	V/C*	LOS** (Delay)	V/C*	LOS** (Delay)	V/C*	LOS** (Delay)	V/C*	LOS** (Delay)	V/C*	LOS** (Delay)
Prospect Street and Riverdale Ave. (signalized)												
Eastbound left-through-right	0.56	D 45.0	0.16	C 22.8	0.65	D 48.1	0.20	C 23.1	0.65	D 48.1	0.20	C 23.1
Westbound left	0.92	E 56.1	0.82	D 45.5	0.95	E 63.3	0.85	D 48.3	0.95	E 63.5	0.85	D 48.3
Westbound through	0.54	C 23.5	0.60	C 29.7	0.56	C 23.9	0.66	C 31.6	0.58	C 24.3	0.71	C 33.2
Westbound right	0.15	A 6.9	0.16	B 15.0	0.15	A 6.9	0.16	C 21.8	0.15	A 6.9	0.16	C 21.8
Northbound left	0.35	C 29.2	0.50	D 39.2	0.37	C 29.7	0.56	D 41.7	0.37	C 29.5	0.52	D 40.1
Northbound through-right	0.86	D 49.7	0.79	D 43.6	0.86	D 49.7	0.79	D 43.6	0.86	D 49.7	0.79	D 43.6
Southbound left	0.69	D 38.3	0.89	D 48.8	0.69	D 38.3	0.89	D 48.8	0.69	D 38.3	0.89	D 48.8
Southbound through	0.49	B 17.9	0.54	B 14.4	0.49	B 17.9	0.54	B 14.4	0.49	B 17.9	0.54	B 14.4
Southbound right	0.04	B 10.1	0.06	A 6.4	0.04	B 10.1	0.06	A 6.4	0.04	B 10.1	0.06	A 6.4
Overall	0.87	D 36.8	0.83	C 33.2	0.89	D 38.3	0.84	C 34.0	0.89	D 38.3	0.84	C 34.1
Prospect, Nepperhan, and S. Broadway (signalized)												
Eastbound left	0.07	C 21.6	0.05	C 29.6	0.07	C 21.6	0.05	C 29.7	0.07	C 21.6	0.05	C 29.8
Eastbound through-right	0.68	C 29.4	1.03	E 70.2	0.71	C 29.9	1.06	E 79.8	0.71	C 29.9	1.06	E 79.8
Westbound left	1.01	E 71.3	0.80	D 42.0	1.02	E 76.2	0.80	D 41.9	1.02	E 76.2	0.80	D 41.9
Westbound through	0.51	B 14.7	0.51	C 21.1	0.52	B 14.8	0.54	C 21.5	0.53	B 14.9	0.55	C 21.8
Westbound right	0.10	B 10.5	0.11	B 16.3	0.10	B 10.5	0.11	B 16.3	0.10	B 10.6	0.11	B 16.3
Northbound left	0.30	C 34.2	0.17	C 23.4	0.31	C 34.3	0.17	C 23.5	0.31	C 34.3	0.17	C 23.5
Northbound through-right***	0.84	E 56.6	0.89	D 50.7	0.84	E 56.5	0.89	D 50.7	0.84	E 56.5	0.89	D 50.7
Southbound left	0.75	E 67.9	0.80	E 65.0	0.75	E 67.9	0.80	E 65.0	0.75	E 67.9	0.80	E 65.0
Southbound through-right	0.23	C 32.0	0.21	C 23.7	0.23	C 32.0	0.21	C 23.7	0.23	C 32.0	0.21	C 23.7
Overall	0.87	D 35.7	0.89	D 45.1	0.90	D 36.5	0.89	D 47.9	0.90	D 36.5	0.89	D 47.8
* V/C is Volume to Capacity Ratio.												
**LOS is level of service and delay is in seconds per vehicle.												
*** Change in distribution with 70 percent from Nepperhan Avenue. See Appendix E for level of service analysis.												
Reference: Tim Miller Associates, Inc., 2010.												

The SFC existing volumes at these intersection would be considered too old to represent existing conditions as the counts were taken in 2005. Projected future traffic conditions in the SFC traffic report has turned out to be overly conservative. Essentially the projected growth in traffic excluding SFC is generally lower than was anticipated with SFC. Nevertheless, a comparison was made between the SFC No Build total intersection volumes and Buena Vista Build Condition using the SFC Existing Volumes. Both exclude the SFC generated traffic while using SFC Existing Condition volumes and peak hour flow rates. Table 3.5-2 shows the intersection delay and level of service in comparison to the change in the site distribution to 70 percent from Nepperhan Avenue

to a combination of the 70 percent distribution and SFC Existing 2005 volumes and to projections in the SFC traffic report. While the site traffic distribution has little effect on the delay and level of service, the SFC volumes generally show a little (less than a second difference in the a.m. peak hour condition, and an increase in delay in the p.m. peak hour). The delays however remain ten seconds less than the SFC report indicating the results are well within the prior accept estimates.

Table 3.5-2 Intersection Volume and Distribution Level of Service Sensitivity			
Location	Condition	Build Condition Peak Hour Intersection Level of Service and Average Delay	
		Weekday A.M. Peak	Weekday P.M. Peak
Prospect Street and Riverside Avenue			
	DEIS Buena Vista Teutonia PUR	D (38.3)	C (34.0)
	Distribution Sensitivity Only From Table 1	D (38.3)	C (34.1)
	Sensitivity ** using SFC Existing Condition	D (38.2)	D (39.3)
	SFC*	D (48.9)	E (60.3)
Nepperhan Avenue, Prospect Street, and South Broadway			
	DEIS Buena Vista Teutonia PUR	D (36.5)	D (47.9)
	Distribution Sensitivity Only From Table 1	D (36.5)	D (47.8)
	Sensitivity ** using SFC Existing Condition	D (37.3)	E (63.2)
	SFC*	D (51.2)	E (73.3)
* No-Build Condition from SFC Technical Appendix, John Collins Engineers P.C.			
** Includes redistribution of site traffic with 70% from Nepperhan Avenue and SFC existing volumes.			

Comment 3.5-29 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): Restriping of stop bars and crosswalks at the intersection of Hudson Street and Riverdale Avenue should be included as part of the mitigation if not already completed by the City at the time of commencement of the project.

Response 3.5-29: Restriping is a maintenance function not a capital improvement and therefore should not be part of the site mitigation package. This will be discussed with

the City Traffic Engineer under the site plan review process if not already addressed at that time.

Comment 3.5-30 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): The location of the new curb cuts for the site access and automated parking garage exit locations may require the installation of no parking signs along the west side of Buena Vista Avenue where parking currently exists. A plan showing the extent of the "No Parking" zones should be prepared and submitted for review by the City Traffic Department as part of the site plan approval process.

Response 3.5-30: *Comment noted. The detailed site plan submitted to the Planning Board will illustrate proposed "No Parking" zones and will be sent to the City Traffic Department for review and comment.*

Comment 3.5-31 (Letter 16, January 19, 2011, Philip Grealy, Ph.D, JCE - City Traffic Consultant): Based on the detailed HCS analysis results summarized in Table G-5 B the eastbound approach to the intersection of Main Street and Riverdale Avenue currently operates at a Level of Service "C" during the PM Peak Hour. However, the analysis for the No-Build and Build Traffic Volumes indicates that this approach will experience a Level of Service "E" in the future. A signal timing modification that adds additional green time to the eastbound approach would help to reduce the impact on the intersection and should be recommended by the applicant as part of the mitigation for the project.

Response 3.5-31: *As the signal timing is needed under the No Build Condition, the signal timing modification should be done if needed prior to the project as part of routine maintenance. The Applicant will contact the City Traffic Engineer prior to the start of construction, at the time a certificate of occupancy is granted, and when the building is 80 percent occupied.*

Comment 3.5-32 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development): Page 1-13 Ridership on Westchester DOT buses is highly income sensitive. It is also sensitive to access. How will the development increase Bee-line bus use given rental prices/incomes of the residents/presence at a train station?

Response 3.5-32: *The DEIS states that rail and bus transit is available for use by future site residents and does not quantify the number that would use either or both services. CJI Research Corporation performed a Bee-Line System Bus Survey in 2007. Twenty-three percent (23%) of ridership represented households earning less than \$10,000. Twenty percent of all ridership was of households earning over \$50,000. The survey results noted that BeeLine has been experiencing an increase in high income riders. To some extent, existing ridership and the lower income of some commuters is a reflection of the younger age of BeeLine's ridership - for example, 23 percent of riders were students and individuals traveling to recreational sites. Based on survey results, BeeLine's ridership is diverse. To the extent that BeeLine serves riders have lower incomes, note that 20 percent of the dwelling units will be set aside for households in need of affordable housing.*

The estimated mass transit use projected in the DEIS was 33 a.m. peak hour trips and 38 p.m. peak hour trips. Using Westchester County Census data (U.S. Census Bureau, Census 2000 Summary File 3 Matrix QT-P23) an estimated 25 percent of the trips would be by bus or eight trips in the a.m. peak hour and ten trips in the p.m. peak hour. This is

expected to be closer to the actual use than City of Yonkers Census data showing bus use slightly higher than train and subway use.

Comment 3.5-33 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
page 1-14 Explain the amount of transit trips expected and how this relates to the trip generation during the peak hour.

Response 3.5-33: *Table 3.5-6 of the DEIS presents mass transit estimates. The City's Traffic Engineering Division approved use of a 25 percent modal split for mass transit utilization, i.e., 25 percent of all peak hour trips would be mass transit trips. This amounts to 33 trips during the a.m. peak hour and 38 trips during the p.m. peak hour. In order to examine the sensitivity of the system, the number of trips was doubled to evaluate worst case person ridership.*

Comment 3.5-34 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
The new side walk needs to be wider to accommodate the increased pedestrian traffic based upon applicant's statements about increased use of the Yonkers train station. Indicate how the sidewalk could be widened to a minimum of 12 feet of usable width in the area of the CDP.

Response 3.5-34: *The applicant will implement improvements to the sidewalk in front of the new apartment building to expand the sidewalk width to ten (10) feet within the City right-of-way. In addition, the building alternative presented in Section 1.0 of the FEIS will set back the building an additional five (5) feet to provide an additional "landing" area in front of the building to accommodate pedestrians. The pedestrian width will be sufficient to accommodate increased pedestrian activity in front of the new apartment building.*

Comment 3.5-35 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.5-1 Traffic and Transportation Summary Findings. As a general statement I find that the repeated expectation that bus transit will have any effect upon the trip generation or parking use by the proposed action to be unlikely. Bus usage in Westchester County is unlike that of NYC or other major metro areas. Buses are used by the poor or otherwise unable to drive population. Larry Salley, former WDOT Commissioner often noted that his system was not like NYC's in that it did not transport millionaires. Unless otherwise proven I see the bus system as a non-starter in this discussion.

Response 3.5-35: *See Response 3.5-32. As stated on p.3.5-14 of the DEIS: "Overall, a mass transit split comparable to that for Westchester County might be more appropriate. Specifically, 21,481 County residents (28%) commuted by bus and 55,587 County residents (72%) commuted by rail." Thus, the expectation expressed in the DEIS is that it is likely that rail use will be higher than bus use. As the project is in very close proximity to the rail station, the project is expected to attract residents that want to commute by rail and should exhibit higher usage of rail service compared to ridership in the County.*

Comment 3.5-36 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.5-2 Farm How will materials be delivered? Will the farm actually be able to require that its consumables not be delivered by tractor trailers? Where will the bus parking be accommodated if there are school groups?

Response 3.5-36: *Materials can be delivered in smaller box trucks. The applicant will prohibit delivery of materials by tractor trailer as part of contractual arrangements*

established with the operator of the greenhouse. Buses will be able to drop off children in front of the building and can park in the Water Grant Street area until such time that the children are ready to embark and return to school. Water Grant Street itself is west of the Clarmont has two hour metered parking. The Hudson Park Parking Study, Yonkers New York³ parking counts indicated the on-street parking area around the Clermont and Phoenix (Buildings west of the Trolley Barn and Railroad station) have a 36 percent vacancy rate during the 6 p.m. to 10 p.m. when parking would be in highest demand from residences, retail, and restaurants. It is expected school trips would be done during regular school hours avoiding these busiest times. The school children could be picked up at the site or walked to the bus without crossing a street.

Comment 3.5-37 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.5-4 Riverdale Avenue and Nepperhan Avenue are NYS Arterials in the downtown area.

Response 3.5-37: *Comment noted.*

Comment 3.5-38 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.5-7 No discussion was made of the sidewalks width and their capacity given the new 412 units with a pedestrian orientation towards the rail station. The Recreation, not Victorian, Pier has been restored and has a restaurant on the second floor and pedestrian, ferry/excursion boat uses on the first floor.

Response 3.5-38: *Comment noted. The Applicant will work with the City during site plan review to provide a minimum 10-foot wide sidewalk in front of the new apartment building within the Buena Vista Avenue right-of-way. As part of the building alternative described in Section 1.0 of the FEIS, the applicant also proposes to set back the new apartment building five (5) feet from the right-of-way of Buena Vista Avenue to provide additional space for pedestrian movements in front of the building. See Response 3.5-34.*

Comment 3.5-39 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Future Pedestrian Environment Page 3.5-13 Given the new pedestrian load what would best practices indicate that the sidewalk width should be between the origin of ped and the likely area destinations?

Response 3.5-39: *Assuming all transit riders head south on Buena Vista Avenue during the p.m. peak hour, 38 person pedestrian trips are estimated per hour. Assuming all 38 pedestrians travel to the train during the same 15 minute time period, the sidewalk would experience an increase of 3 pedestrians per minute. A 10-foot sidewalk would be adequate to handle the additional pedestrian load. From what has been observed during preparation of the DEIS, and based on the applicant's familiarity with the project's environs, existing pedestrian flow along this segment of Buena Vista Avenue is light (Table 3.5-3 in Response 3.5-46). Hence the expected flow rate is less than the 5 pedestrians per minute per foot necessary for a level of service A⁴ for pedestrians. Note that during peak periods, nearly all of the pedestrian would be headed in the same direction allowing the sidewalk to function better than if the flow were distributed in both directions. See Response 3.5-38.*

³ BFJ Planning, *The Hudson Park Parking Study, Yonkers New York, New York, NY June 2009.*

⁴ Transportation Research Board National Research Council, *Highway Capacity Manual*, Washington, D.C. 2000. Page 18-4.

Comment 3.5-40 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):

Mass Transit Page 3.5-14 The fact that there are a number of Metro North Trains available and that the number of potential users equates to 1 per train does not equal “sufficient capacity exists to handle projected transit ridership...” What is the capacity of the peak hour trains? If they are at or over capacity one additional passenger puts the train beyond “sufficient capacity.” A statement by Metro North personnel would be sufficient.

Response 3.5-40: *The MetroNorth Lower Hudson Line which includes the Yonkers Station has peak trains running at or below 81 percent of capacity at Grand Central Station. FEIS Appendix E Figure E-3 and E-4 show the number of seats by train and maximum passenger load based on Spring 2011 counts at Grand Central Station.*

Comment 3.5-41 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):

Emergency Access Page 3.5-17 Is the parking prohibition being proposed to assist in emergency access? What equipment necessitates this removal of parking?

Response 3.5-41: *Yes. The parking prohibition is recommended so that the emergency vehicles can park directly in front of the building in the event of an emergency - short term loading and unloading would be allowed only. In addition, parking would be prohibited in front of the driveway for the automated garage.*

Comment 3.5-42 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):

Construction Traffic Page 3.5-18 If the city owned sites are needed for city sponsored projects where will staging for the project take place? If these parcels are included in the project they need to be included in the analysis of impacts. Third Paragraph seems to have cut/paste typo's – will there be any “clear and grub materials or soil to be stock piled?

Response 3.5-42: *The Applicant is unaware of any city sponsored projects occurring within the project vicinity that would occur at the same time the new apartment building is proposed to be constructed. It is anticipated that once the City enters into an agreement to allow staging on the lots across the street from Buena Vista Avenue, it would not utilize the vacant sites for city sponsored projects until such time that the project is completed. The City has already consented to use of the two lots across the street from the apartment site on the west side of Buena Vista Avenue and the Applicant will coordinate with the CDA to identify additional locations as necessary. Except for material storage, use of these two construction sites will be short-term and will not result in any impacts. The Applicant, as part of its agreement with the City to use the site, will be required to remove all equipment and materials that may be stored there.*

Comment 3.5-43 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):

Page 3.5-23 Where is the NYC automated parking garage located?

Response 3.5-43: *It is located at 1504 Coney Island Avenue in Brooklyn, New York.*

Comment 3.5-44 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):

Page 3.5-25 More information and thought needs to be provided about queuing and the operation of the automated garage. Will there be a limit to the amount of time in the “airlock” chamber or will people be able to putter around loading and unloading their car? Unlike a

standard garage where the aisles serve as long queuing areas all of the waiting area for this garage impacts the street and other drivers/pedestrians. How will this be mitigated?

Response 3.5-44: *Based on various studies, the time to process a car is approximately two minutes. This average is based on actual operations of automated garage facilities, and takes into account the additional time for people to unload and load their vehicles. No specific time limit has been determined. Vehicles can pull into spaces by the entrance or curb side for major loading and unloading. Vehicles are being queued on-site thus avoiding impacts to Buena Vista drivers and pedestrians as shown in DEIS Figure 3.5-10.*

The garage can queue 16 entering vehicles behind the four on the lifts or 20 vehicle spaces. There is no queuing on-street from pulling a ticket as occurs upon entering many standard pay garages. The lift stations also do not pose problems of small spaces, cars intruding on the parking space width, columns in the parking space, or poor backing skills common in creating aisle queues in typical parking garages. Queues should relate primarily to the lifting stations processing vehicles and would be longest on weekday afternoons as commuters return from work. The average queue during the peak hour would be four entering vehicles. The 95 percentile peak hour queue would be 15 entering vehicles. In addition to the entering vehicles two exiting vehicles could be expected to be occupying lift spaces. Additional exiting vehicles would be queued on other levels of the internal automated parking garage. These estimates assumes exiting drivers do not regularly alter plans to leave during peak entering times nor is priority given to entering vehicles.

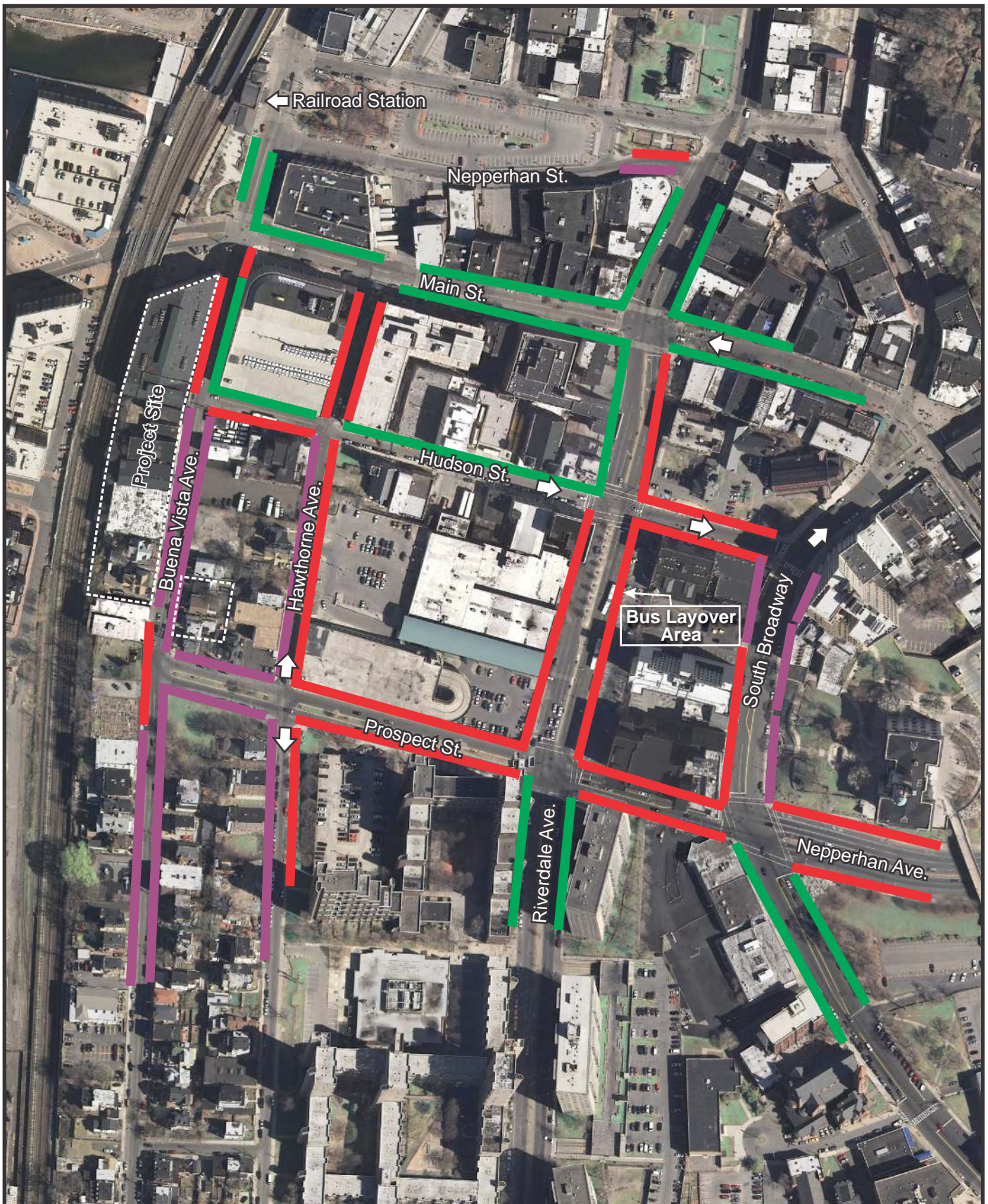
Comment 3.5-45 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.5-27 Mitigation. Can the exit driveways from the garage be paired so that there is only 2 drives? Will this hinder the efficiencies of the garage? Can the exits be paired left only and right only?

Response 3.5-45: *Keeping four drives provides a haven between each for pedestrians. Having two access points use one narrow drive would be limited due to the set back distance and the need for all exiting vehicles to turn. Exits can be paired for left only and right only however that would increase the garage's processing time and efficiencies, and would be difficult to enforce.*

Comment 3.5-46 (Letter 18, April 22, 2011, Yonkers Dept. of Planning & Development):
Page 3.5-28 Ped Environs Mitigation What is the peak hour ped usage on the street? How many pedestrians can be accommodated on the street area from the building entrance to the Rail station, assuming that none of them choose to use the interior walkway? Ped improvements on one side of a street requires a "landing" on the other side of the street, that is if a drop curb is placed on the south side then a matching drop curb is required at the north side.

Response 3.5-46: *The Scoping Document for the DEIS did not require the preparation of a pedestrian survey. Nevertheless, some pedestrian crossing counts were made. Although the pedestrian crossing volumes do not provide direct information on the Buena Vista Avenue sidewalk on the west side of the street, the counts are indicative of very low pedestrian volumes. See Response 3.5-39 regarding how the sidewalk width can accommodate the pedestrian load anticipated from the site. Sidewalk improvements, including drop curbs, will be constructed on the west side of Buena Vista Avenue.*

Table 3.5-3 Intersection Volume and Distribution Level of Service Sensitivity			
		Peak Pedestrian Hour of Intersection of Crossings **	
Location	Location	Weekday A.M. Peak*	Weekday P.M. Peak*
Buena Vista at Hudson Street	Crossing Buena Vista north of Hudson	7	3
	Crossing Buena Vista south of Hudson	8	1
	Crossing Hudson Street	12	15
Hudson Street at Hawthorne Ave.	Crossing Hawthorne north of Hudson	19	26
	Crossing Hawthorne south of Hudson	9	6
	Crossing Hudson Street West of Hawthorne	16	9
	Crossing Hudson Street East of Hawthorne	9	15
* Counts on Tuesday, March 23, 2010 from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.			
** Pedestrians are counted each time they cross a street so the number of pedestrians is less than the number of crossings.			



KEY

- █ Metered Parking
- █ No Parking
- █ No Parking Weekday 9am-11am
- ⇨ One Way



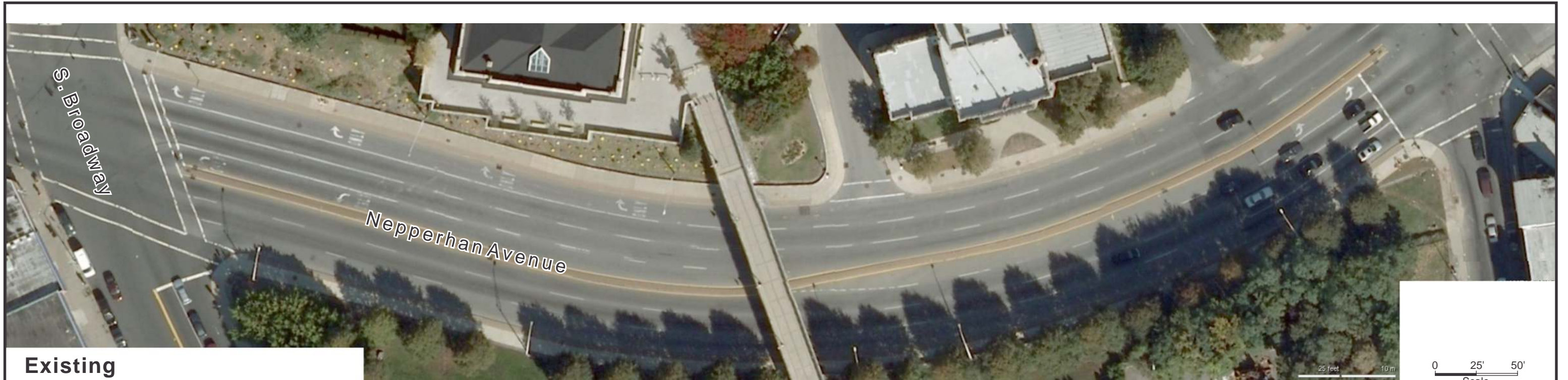
Figure 3.5-1: On Street Parking Regulations

Buena Vista Teutonia PUR

City of Yonkers, Westchester County, New York

Base Map: NYS GIS Clearinghouse, 2007 Orthoimagery

Scale: 1" = 250'



Existing



Proposed Concept Plan

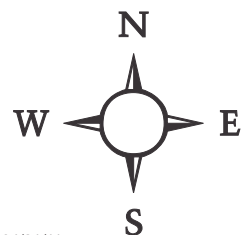


Figure 3.5-2: West Bound Nepperhan Ave. Left Lane Extension
 Buena Vista Tuetonia PUR
 City of Yonkers, Westchester County, New York
 Base Map: Google Maps

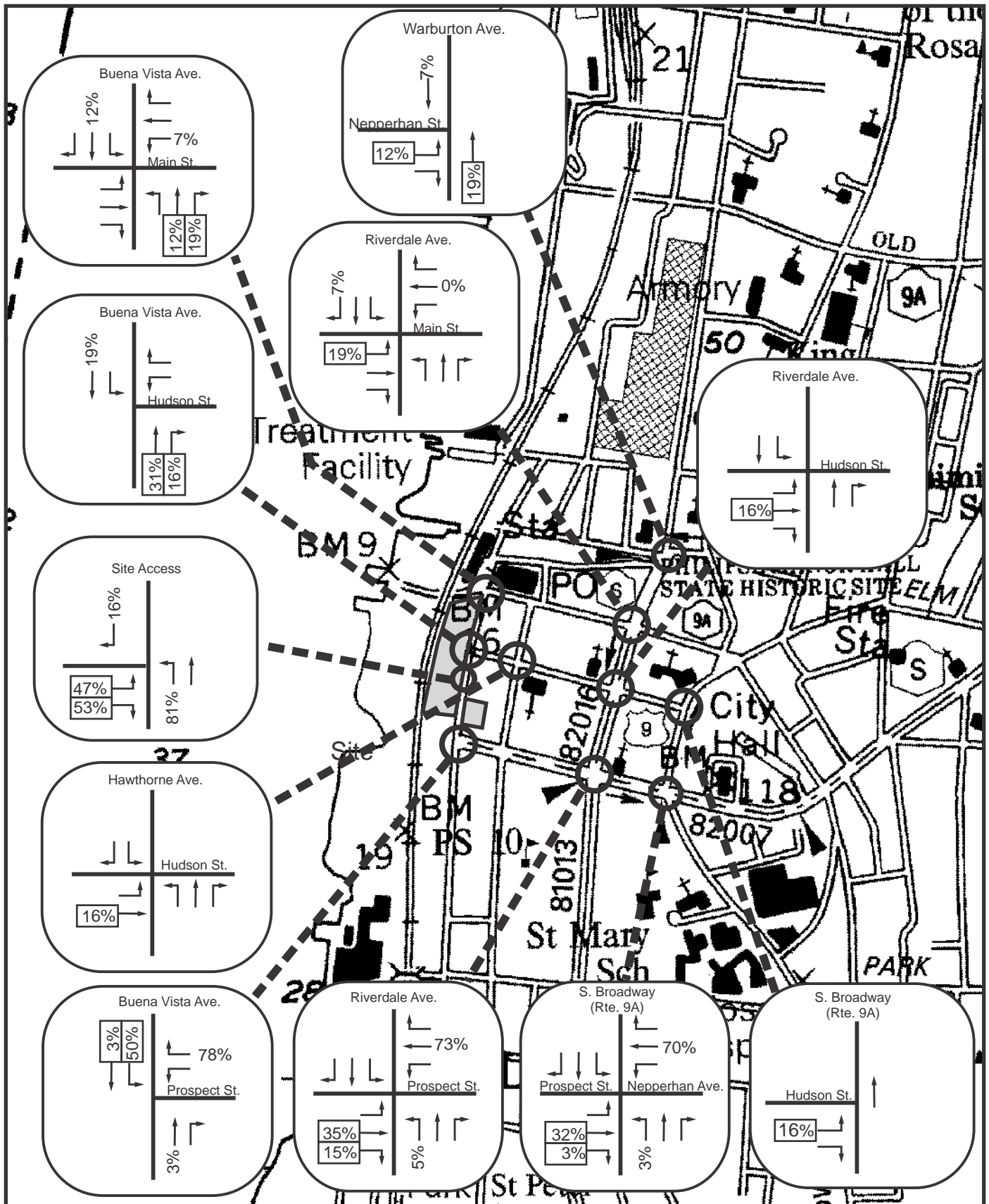
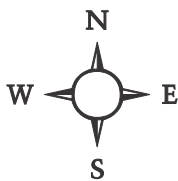


Figure E-1: Sensitivity Arrival/Departure Distribution of Site AM Peak Hour Traffic
 Buena Vista Teutonia PUR
 City of Yonkers, Westchester County, New York
 Base Map: NYS DOT Planimetric Map, Yonkers Quad, 1990
 Scale: 1" = 700'



LEGEND

- Intersections Studied
- XX% Percent Outbound Traffic
- XX% Percent Inbound Traffic

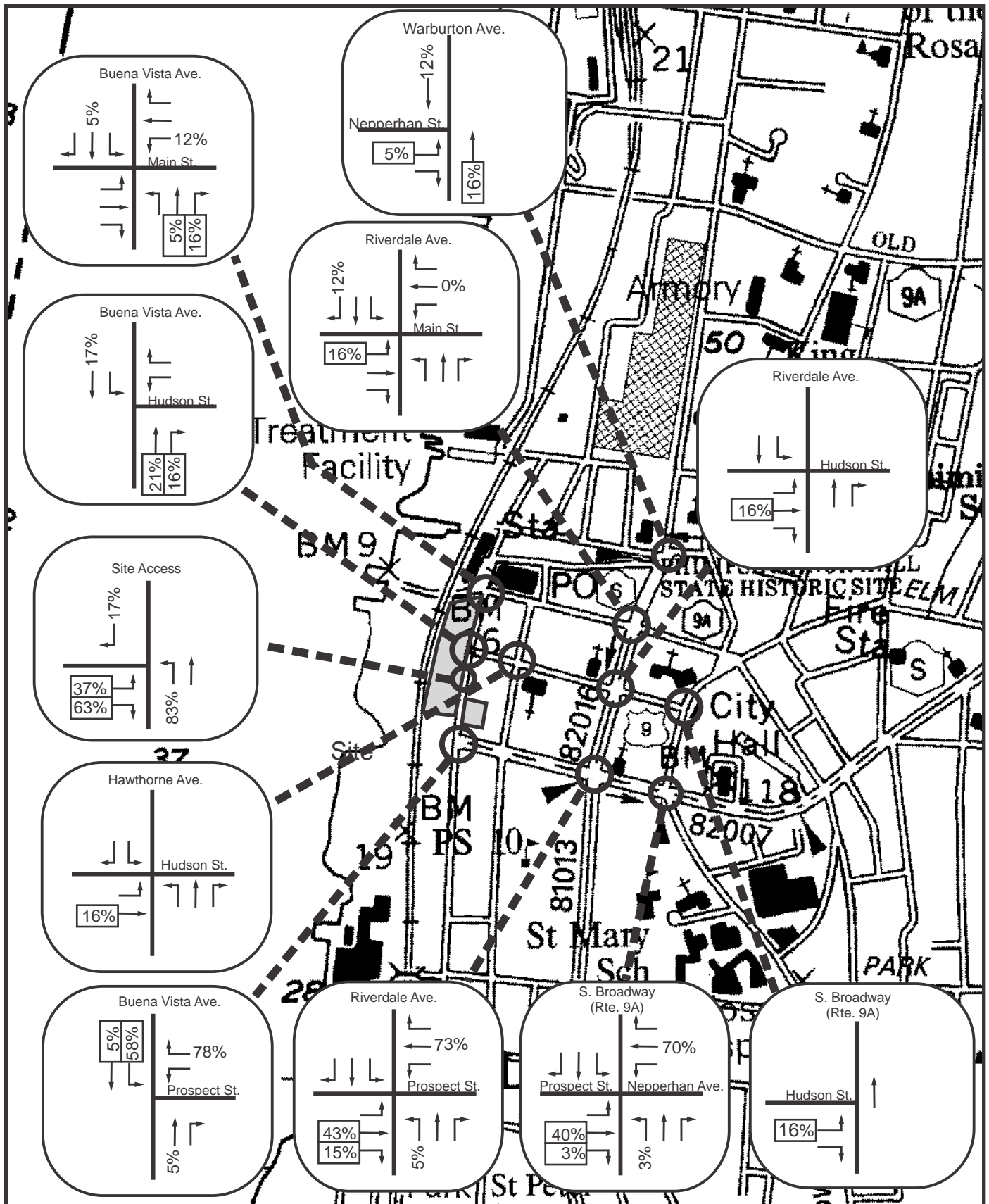
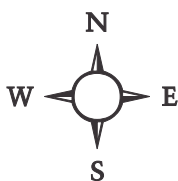


Figure E-2: Sensitivity Arrival/Departure Distribution of Site PM Peak Hour Traffic Buena Vista Teutonia PUR

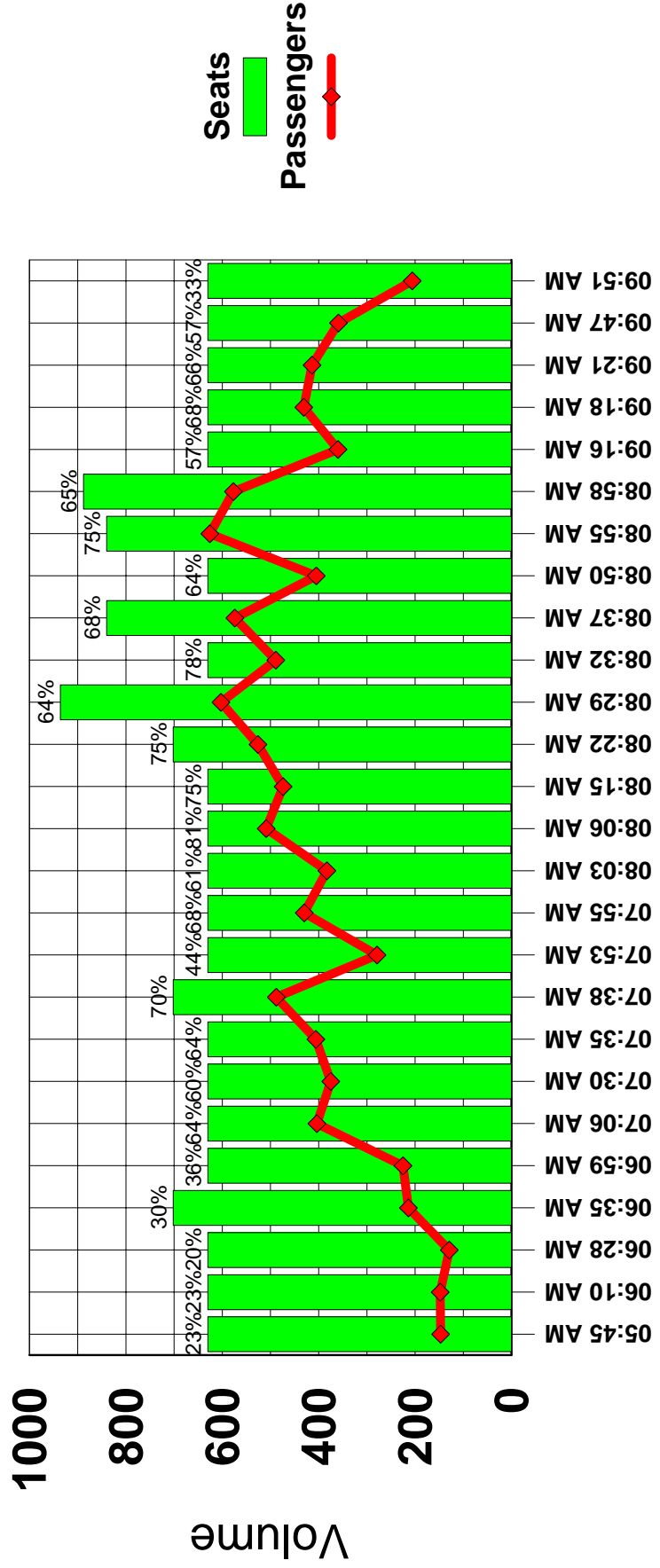
City of Yonkers, Westchester County, New York
 Base Map: NYS DOT Planimetric Map, Yonkers Quad, 1990
 Scale: 1" = 700'



LEGEND

- Intersections Studied
- Percent Outbound Traffic
- Percent Inbound Traffic

Lower Hudson Line Trains AM Peak Hour Inbound Percent Utilization Figure E-3



Lower Hudson Line Trains PM Peak Hour Outbound Percent Utilization Figure E-4

