

**Taskforce on the Development of the Site Located between  
East 125<sup>th</sup> Street and East 127<sup>th</sup> Street, from Second to Third Avenues  
Elements of Consensus – February 23, 2006**

**TRAFFIC/HEALTH**

CB Position    The impact of this proposal on local traffic has to be examined in the context of other planned developments which will add traffic in the future between East 116<sup>th</sup> Street and East 135<sup>th</sup> Street, including:

*Response*        DCP EDC & DOT will lead discussion that these items will be included in the EIS:

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| <ul style="list-style-type: none"><li>▪ East River Plaza – East 116<sup>th</sup> to East 118<sup>th</sup> Street, Pleasant Avenue to FDR</li><li>▪ Harlem Auto Mall – East 127<sup>th</sup> Street to East 128<sup>th</sup> Street, between Second Avenue and Third Avenue</li><li>▪ Harlem Park – Park Avenue between East 124<sup>th</sup> Street and East 125<sup>th</sup> St.</li><li>▪ Randall’s Island Water Park and other plans propose by the Randall Island Sport Foundation</li></ul> |
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*Response*        DCP,EDC & DOT will use data collected in 2003 as part of the River to River Traffic Study, as well as other data, to lead discussion on the inclusion of these items in the general background growth of the EIS:

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| <ul style="list-style-type: none"><li>▪ Bethel Gospel Assembly Church rentals &amp; condos – Fifth Avenue between East 119<sup>th</sup> Street and East 120<sup>th</sup> Street</li><li>▪ Umanoff &amp; Parsons Bakery – Park Avenue between East 122<sup>nd</sup> Street and East 121<sup>st</sup> Street</li><li>▪ La Marqueta – under Park Avenue Metro North Viaduct between East 112<sup>th</sup> Street and East 119<sup>th</sup> Street</li><li>▪ HPD Cornerstone (Round 4) Site 5 – East 131<sup>st</sup> Street between Madison Avenue and Park Avenue</li><li>▪ HPD Cornerstone (Round 4) Site 7 (Cluster) – Along Madison, Lexington and Park Avenue corridors, between East 116<sup>th</sup> Street and East 122<sup>nd</sup> St.</li><li>▪ HPD Site – East 124<sup>th</sup> Street and Second Avenue</li><li>▪ HPD Site – East 118<sup>th</sup> Street, between Second and Third Avenues</li><li>▪ All Saints Houses – East 131<sup>st</sup> Street between Park Avenue and Madison Ave.</li><li>▪ The Nave – Madison Avenue between East 131<sup>st</sup> Street and East 132<sup>nd</sup> St.</li><li>▪ HPD Cornerstone (Round 3), Site 8 – Fifth Avenue between East 118<sup>th</sup> Street and East 119<sup>th</sup> Street</li><li>▪ HPD Site – East 120<sup>th</sup> Street and First Avenue</li></ul> |
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*Response* DCP & EDC explained that inclusion of these projects in the EIS is possible depending on a list of the intersections that the CB provides:

- Museum of African Art & Luxury Condominiums – Fifth Avenue between East 109<sup>th</sup> Street and East 110<sup>th</sup> Streets
- HPD Cornerstone (Round 4) Site 6 (Cluster) – Along East 110<sup>th</sup> Street and East 111<sup>th</sup> Street corridors, between Madison Ave. and First Ave.

CB Position	Parking must be examined using more modern standards which are applicable to the traffic and parking needs of today, as well as conform to regulations established by the Federal Clean Air Act
	<ul style="list-style-type: none"><li>▪ Most parking standards and regulations were developed years ago and must be reconsidered in a more modern context</li><li>▪ Create parking regulations specific to this site</li></ul>

*Response* CB directed to provide more clarity as to intent of position. As with earlier conversation regarding parking, CB advised that minimization of residential and commercial parking must be analyzed in regards to overall economic feasibility of project; will use special permits and feedback available from ULURP and public scoping process to require certain standards as has been done in midtown Manhattan and other areas below 96<sup>th</sup> Street. CB11 wants the same guidelines that apply to parking facilities located below 96<sup>th</sup> Street be applied to proposed “Uptown NY” site. Any new parking guidelines will be developed by the Taskforce.

CB Position:	DOT and NYPD Traffic must commit to strengthening and enforcing existing traffic regulation, prohibiting commercial traffic on streets like East 126 <sup>th</sup> Street and East 127 <sup>th</sup> Street which are not designated truck routes; Traffic patterns must take into consideration the DOT Traffic Study/Plan (116 <sup>th</sup> Street and 135 <sup>th</sup> Street, from River-to-River)
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*Response* CB to advise about placement of current truck routes through community; DCP Traffic Division advised that 116<sup>th</sup> – 135<sup>th</sup> Street traffic study is modeled off of existing conditions and a build year of 2013; currently working with EDC, HPD and other agencies to add all available projects; goal of study is to propose large scale infrastructure improvement in impact area that could be made over the long term; 6 months away from knowing build impacts; 3 additional months to know proposed recommendations.

CB Position:	Any proposed development can not add to the pollutants in the air which cause asthma (through increased commercial truck and automobile traffic)
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Response EDC provided commentary on the impacts of new development and creation of environmental pollutants; also made commitment to explore relevant mitigation technique.

## BUS DEPOT

<i>CB Position</i>	<p>MTA should explore relocating buses to an alternate sight, possibly through expanding garage on the east side of Second Avenue to include the buses currently on the proposed development site</p> <ul style="list-style-type: none"><li>• If an underground garage is built on the site, it should only shelter the same number of buses the site currently accommodates (this is important considering the proposed underground garage will be double the size of the current above ground garage/parking facility)</li><li>• Indoor exhaust must be expelled without harm to community through the use of filters. The plans and construction of the exhaust system should be examined and reported by an independent environmental expert – not a firm hired by the MTA or the developer.</li><li>• The design of the underground garage should ensure buses are kept off the adjacent streets</li><li>• As East Harlem already has one of the highest rates of asthma in the country, 100% of the buses which will be located on the site should utilize “green” technologies which produce little to no carbon emissions or pollutants</li></ul>
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MTA/NYC Transit  
Response

- The garage on the east side of the street is a working bus depot for buses stored there as well as parked on the west side of the street; site expansion will cost approximately \$100 million; MTA has no plans to expand that site.
- The underground parking facility will only accommodate buses currently parked on the surface lot and on the immediately surrounding streets.
- The MTA will agree to work with EDC and the designated developer to develop an appropriate air-filtration system for the underground facility. EDC will secure an independent environmental consultant to review those plans.
- MTA/NYC Transit also commented on the types of fuel the buses stored at this facility use; also commented on the buses stored at this facility vs. types of buses stored at other facilities.
- MTA officials mentioned that currently they are working on buying new buses that are more environmentally friendly, similar to those that have been purchased in Seattle, WA and in Chicago, IL. They have plans to establish a pilot project with new buses sometime this year. The success of the pilot program could be an alternative to alleviate air pollution in East Harlem and Manhattan.

## ENVIRONMENT (GREEN ELEMENTS)

*CB Position* The project should include green space to mitigate the impact of the increased air pollution

- “Green” design elements should be incorporated which are energy efficient and environmentally friendly and conform to the LEED Silver standards for developing sustainable buildings
- Explore the possibility of using “Green” roofs

Response EDC will encourage developer to use green technologies, where feasible.