

A. INTRODUCTION

Metro-North Commuter Railroad Company (“Metro-North” or the “Project Sponsor”) is proposing the construction of a new, expanded parking garage at 50 Haarlem Avenue (formerly referred to as 525 North Broadway) in the City of White Plains, Westchester County, New York. The Project Sponsor is seeking a Congestion Mitigation and Air Quality (CMAQ) grant from the Federal Transit Administration for the design and construction of the proposed garage (the “Proposed Action”).

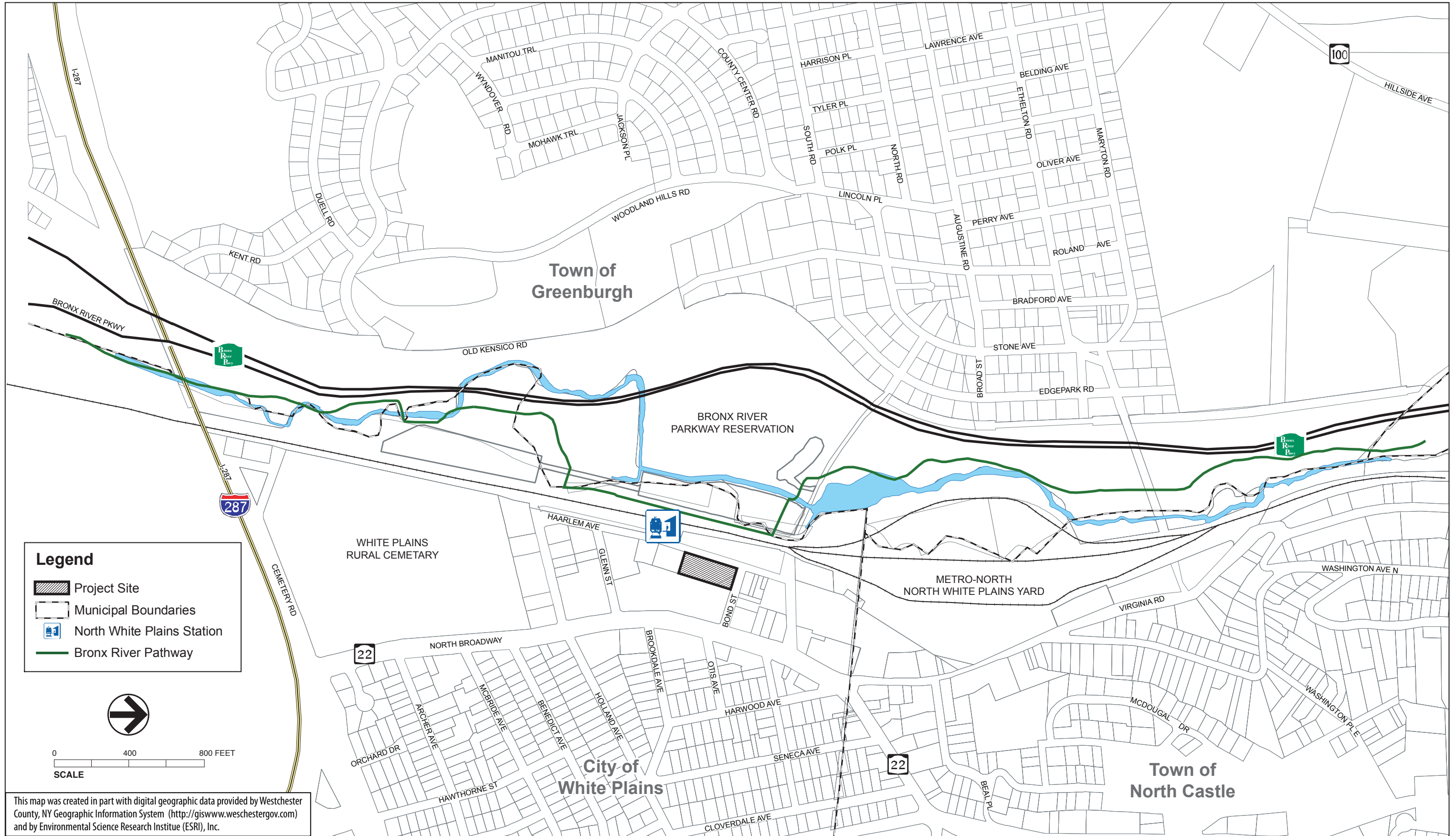
The purpose of the Proposed Action is to accommodate the projected future demand for parking at the North White Plains railroad station, allowing Metro-North to better serve its existing customers and to accommodate future railroad customers. The provision of adequate parking at this location would encourage the use of mass transit at a station that has frequent service.

B. DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action would be constructed on a 0.854-acre property owned by Metro-North and located at 50 Haarlem Avenue (see **Figure S-1**). Presently, this site is occupied by a 49,932 square-foot, 3 story, 109-space concrete parking structure, a 5,095 square-foot utility building and associated chimney, a surface parking lot containing emergency generators, and a Nextel antenna and associated utility shed. The equipment in the utility building (boilers and power generator) and the surface parking lot emergency generators currently serve the adjacent office building at 525 North Broadway.

The Proposed Action would demolish the existing structures on the project site and construct a new 186,000 square-foot approximate 500-space, five-level (ground level plus four supported levels) parking structure. The elements of the Proposed Action are as follows:

- The demolition of the existing 109-space garage and a utility building and associated chimney;
- The construction of a new parking structure that contains the following:
 - Approximately 500 parking spaces for Metro-North customers;
 - Approximately 5-10 spaces for bicycle storage and 3-5 spaces for scooter parking;
 - Administrative and storage space for the garage’s operation;
 - Possibly the shell, for potential build out (by others), of a 1,000 square foot ground-level retail space; and
 - A utility room;
- Relocation of boilers and emergency power generators from the existing utility building and surface lot on the project site to the new utility room within the proposed parking garage;



This map was created in part with digital geographic data provided by Westchester County, NY Geographic Information System (<http://giswww.westchestergov.com>) and by Environmental Science Research Institute (ESRI), Inc.

METRO-NORTH RAILROAD PARKING GARAGE
50 HAARLEM AVENUE, WHITE PLAINS, NY



Figure S-1
Project Location

MTA Metro-North Railroad North White Plains Parking Garage

- The relocation of a Nextel antennae system and its associated equipment shed; and
- The conversion of Haarlem Avenue from one-way northbound to a two-way street between the garage driveways and Bond Street.

Metro-North is also contemplating including 1,000 square feet of ground-level retail space within the new garage. The retail use would have access from Haarlem Avenue and would predominately serve Metro-North customers. If the retail space does not come to fruition, the garage would be reconfigured to provide more parking on its ground floor and fewer spaces on its top floor. However, the number of parking spaces within the garage would be the same with or without the ground-level retail use.

Presently, the 109 spaces are used by Metro-North customers. With the loss of the 109 spaces and the construction of the 500 space garage, there would be a net increase of approximately 390 spaces and a resulting total of 1,745 parking spaces at the North White Plains Station.

As part of the Proposed Action, off-site improvements have been incorporated into the project to mitigate potential traffic impacts. These improvements include:

- Installation of a new traffic signal with pedestrian crossing controls and crosswalks at the intersection of Route 22 and Bond Street/Otis Avenue;
- Installation of a new traffic signal controller and retiming of the traffic signal at Route 22, Reservoir Road, and the Central Westchester Parkway; and
- A retiming of the traffic signal at Route 22/Broadway and Sir John's Plaza.

C. ENVIRONMENTAL ANALYSIS

This Environmental Assessment examines the potential impacts of the Proposed Action in accordance with the National Environmental Policy Act (NEPA). The analysis considers a number of potential environmental issues including, but not limited to, air quality, noise, vibration, water quality, wetlands, stormwater, threatened and endangered species, traffic, historic and archeological resources, parkland, aesthetics, and environmental justice.

The Proposed Action would not result in any significant adverse impacts to the environmental categories that were analyzed, and in those instances where a minor impact is recorded, mitigation measures are proposed to alleviate the effects of the Proposed Action. The Proposed Action would also provide for environmental benefits from enhanced access to transit and regional air quality through a reduction in vehicle miles traveled. The anticipated environmental impacts and proposed mitigation actions are shown in **Table S-1**.

**Table S-1
Summary of Environmental Analysis and Mitigation Measures**

Area of Evaluation	Potential Impact	Proposed Mitigation
Land Use and Social Conditions		
Land Use and Zoning	None	Not applicable
Displacement and Relocation	Relocation of Nextel antenna and equipment shed	Relocation in consultation with Nextel
Economic Impacts	None	Not applicable
Community Impacts	None	Not applicable
Parkland and Open Space		
	None	Not applicable
Infrastructure, Utilities, and Energy		
Electricity and Gas Service	None	Not applicable
Water and Sewer Service	None	Not applicable
Stormwater Management	None	Not applicable
Geology, Soils, and Topography	None	Not applicable
Natural Resources		
Terrestrial Resources	None	Not applicable
Floodplains	None	Not applicable
Navigable Waterways and Coastal Zone	None	Not applicable
Wetlands and Ecologically Sensitive Areas	None	Not applicable
Water Quality	None	Not applicable
Threatened and Endangered Species	None	Not applicable
Safety and Security		
	None	Not applicable
Cultural Resources		
Archaeological Resources	None	Not applicable
Architectural Resources	None	Not applicable
Visual and Aesthetic Conditions		
	None	Not applicable
Transportation		
Traffic	<p>Project-generated traffic would have potential impacts on approaches at 3 intersections, all of which can be mitigated. These intersections are:</p> <ul style="list-style-type: none"> • Route 22-Fisher Lane/Tompkins Avenue: Eastbound Fisher Lane approach in the AM street peak hour, left turn movement in the AM site peak hour, left turn movement and approach in the PM site peak hour (all LOS E) • Route 22-Reservoir Road–Central Westchester Parkway: Southbound Route 22, shared through-right turn in the AM street peak hour (LOS F); Northbound Route 22 approach in the PM street peak (LOS F) and site peak (LOS E) hours • Route 22/Broadway-Sir John’s Plaza: Southbound Route 22 approach in the AM site peak hour (LOS F) 	<p>Route 22-Fisher Lane/Tompkins Avenue: Install New Traffic Signal at the Route 22-Bond Street/Otis Avenue intersection</p> <p>Route 22-Reservoir Road–Central Westchester Parkway: Install modern signal controller and re-time Traffic Signal at Route 22-Reservoir Road-Central Westchester Parkway intersection</p> <p>Route 22/Broadway-Sir John’s Plaza: Re-time Traffic Signal at Route 22/Broadway-Sir John’s Plaza intersection.</p>

Table S-1 (cont'd)
Summary of Environmental Analysis and Mitigation Measures

Area of Evaluation	Potential Impact	Proposed Mitigation
Parking	Net increase of approximately 390 parking spaces for Metro-North customers and removal of 8 short-term metered spaces	Not applicable
Transit	Improved access to Metro-North service at North White Plains with improved station parking opportunities	Not applicable
Bicycling	Safe and secure bicycle and scooter parking within the garage would facilitate multi-modal access to the North White Plains Station.	Not applicable.
Pedestrians	New crosswalks at Route 22-Bond Street/Otis Avenue would improve pedestrian circulation in the vicinity of the North White Plains Station	Not applicable
Air Quality	Regional benefits from a reduction in CO, VOC, NO _x , PM _{2.5} , and PM ₁₀	Not applicable
Noise and Vibration	None	Not applicable
Contaminated Materials	Asbestos containing material (ACM) and lead based paint (LBP)	Removal and remediation of ACM and LBP prior to construction under protocols complying with all applicable environmental and occupational regulations. Construction health and safety plan.
Construction Impacts		
Water Quality	Temporary stormwater runoff during construction on the project site	Best Management Practices, including erosion and sediment control measures
Parking	Temporary loss of 109 parking spaces	Use of currently available capacity at the White Plains and North White Plains Metro-North Stations
Air Quality	Temporary release of fugitive dust	Minimize areas of exposed soils and spray exposed soils as necessary to reduce fugitive dust
Noise	Temporary construction noise	Limit work to daytime hours (7AM to 4PM) to the extent feasible; require contractor to comply with applicable noise emission standards and to use only equipment with appropriate noise controls.
Environmental Justice	None	Not applicable
Irreversible and Irretrievable Commitment of Resources	None	Not applicable
Cumulative Impacts	None	Not applicable

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