

2.1 INTRODUCTION

This chapter presents the Proposed Action and the No Action Alternative, the two alternatives analyzed in this Environmental Assessment. The development and evaluation of project alternatives is central to the NEPA process. .

2.2 DESCRIPTION OF ALTERNATIVES STUDIED IN THIS ENVIRONMENTAL ASSESSMENT

2.2.1 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 2-1**). 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 (see **Figure 2-2**). 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 (see **Figures 2-3, and 2-4**). 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 a new utility room within the proposed 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.

MTA Metro-North Railroad North White Plains Parking Garage

The proposed garage would be approximately 50 feet to the top of the upper level parapet and 68 feet to the top of the elevator tower. The entrance and exit to the garage would be located on Haarlem Avenue. The garage may be built to the sidewalk line of Haarlem Avenue, or portions may be set-back to provide a landscaped area between the sidewalk and the building.

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.

The replacement of the 109-space Metro-North customer parking garage with the 500-space Metro-North customer parking garage would result in a net increase of approximately 390-parking spaces on the project site and a 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.

The off-site traffic improvements are described in more detail in Chapter 3, "Environmental Analysis," and **Appendix D**.

2.2.2 NO ACTION ALTERNATIVE

Under the No Action Alternative, only planned and funded improvements, repairs, and maintenance to the existing parking areas and local roadways would be made, but no additional parking would be provided at North White Plains. The No Action Alternative would keep the existing parking supply at about 1,355 spaces and would not provide any additional spaces to meet projected future demand at North White Plains.

The No Action Alternative reflects roadway improvements in the area including Interstate 287 reconstruction, the recent Bronx River Parkway median improvements, proposed improvements at the intersection of Route 22/Broadway and Sir John's Plaza, and the proposed removal of parking at the intersection of Route 22, Reservoir Road, and Central Westchester Parkway.

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