

STATUS REPORT

ENVIRONMENTAL REVIEW FOR IMPROVED ACCESS

at the

NORTH WHITE PLAINS STATION

May 2009



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Andrew J. Spano, Westchester County Executive
County Board of Legislators

Status Report- Environmental Review for Improved Access at the North White Plains Station

A. INTRODUCTION

The purpose of this document is to report on the status of the Metropolitan Transportation Authority (MTA) Metro-North Railroad's (Metro-North's) and Westchester County Department of Transportation's (Westchester County's) efforts to improve access to the North White Plains station. Planning efforts were initiated in 2003 and, based upon initial analysis of a broad range of alternatives, Metro-North and Westchester County decided in 2005 to focus their activities on the development of a new 1,300 space multi-story customer parking facility in the public lots on the west side of the station and a set of different access alternatives. As part of this effort, an environmental review was initiated following the implementing regulations of the federal National Environmental Policy Act (NEPA) (23 Code of Federal Regulations Part 771) and under the lead of the Federal Transit Administration (FTA). Per the requirements of NEPA, the scoping process for the environmental effort was conducted in mid-2005 with the intention of developing an Environmental Impact Statement for a yet to be determined preferred alternative.

After performing detailed planning and environmental analysis on the alternatives, Metro-North and Westchester County determined in early 2008 that the construction of a parking facility on the west side of the North White Plains station and the necessary access roads, although constructible, was not financially viable at this time. The effort is now being refocused to the construction of a smaller (up to 600 spaces) parking garage on the east side of the station on the site of an existing Metro-North-owned parking garage at 525 North Broadway. The current garage and proposed facility sits on the northwestern portion of the 525 North Broadway site that abuts Haarlem Avenue near Bond St. Based upon preliminary analysis, it appears that the customer parking facility can be constructed on the 525 North Broadway site within the available budget without significant environmental impacts on the neighboring communities and roads. Therefore, Metro-North and Westchester County now plan to perform further detailed analysis and develop an Environmental Assessment, pursuant to NEPA, for a proposed parking garage at this location.

The following sections will describe the purpose and need for improved access and additional parking at the North White Plains station and the history of the planning and environmental effort. The west side parking garage and access alternatives developed as part of the planning and environmental review performed to date will be presented and their potential impacts discussed. The financial issues related to those alternatives and the decision to refocus the planning and environmental efforts on the site of the current 525 North Broadway Metro-North customer parking garage will be described. Finally, the revised project goals and the process for completing the Environmental Assessment for the alternative on the east side of the station will be detailed.

1. STUDY AREA

The North White Plains Station is located along Metro-North's Harlem Line on Haarlem Avenue west of North Broadway (NY Route 22) and east of the Bronx River Parkway (BRP), approximately 0.25 miles north of Interstate 287 (I-287), in the northern section of the City of White Plains, Westchester County, New York. The station is located near the municipal boundaries of the City of White Plains and the Towns of North Castle and Greenburgh.

The Study Area includes land bounded by the western edge of the Bronx River Parkway Reservation (BRPR) to the west, by Virginia Road to the north, by North Broadway (NY Route 22) to the east and by Interstate 287 (I-287) to the south. This area consists of Haarlem Avenue, the land currently occupied by station parking areas, the station itself, and immediately adjacent facilities (e.g., drop off/pick up; intermodal area).

In addition, as appropriate, conditions will be evaluated in specific locations to measure potential benefits/impacts.

B. PROJECT PURPOSE AND NEED

The North White Plains station is an important station in Metro-North's service territory. Local and express trains stop at the station providing more service between North White Plains and Grand Central than from the Upper Harlem line stations further north. Contributing to the station's attractiveness to Metro-North customers are 1,167 unrestricted parking spaces at the station, mostly owned by Metro-North and Westchester County allowing customer access to the Railroad regardless of residency (see Figure 1). In contrast, parking at Harlem Line stations between North White Plains and Golden's Bridge Station, approximately 20-miles to the north, is controlled by local municipalities and restricted to local residents.

Access to the North White Plains Station will not properly meet future demand. According to a parking demand study prepared for the planning study, *Improved Station Access and Additional Parking at North White Plains Station*, the need for additional spaces was forecast to grow to approximately 1,600 spaces in 2015 and to approximately 3,300 spaces in 2025.

In addition, access to the station is hampered by its location amidst a series of one-way roads such as Fisher Lane. Fisher Lane provides the only means of access to the parking areas located west of the tracks, which provide approximately 73 percent of all parking at the North White Plains railroad station. All Metro-North customers who use these parking areas must navigate the Bronx River Parkway-Fisher Lane intersection for access. This intersection currently experiences heavy traffic during the morning peak hours from southbound traffic destined for either the railroad station, or workplaces within the City of White Plains or along I-287.

Therefore, the purpose of the proposed project is to improve access at the North White Plains Station to support current and future riders.

C. STUDY HISTORY

The Draft Environmental Impact Statement (DEIS) effort performed to date was an outgrowth of the Planning Study, for which a report was produced in May 2005.*

The Planning Study explored options for improving access to North White Plains station within the physical and environmental constraints of the area. The effort examined parking demand management strategies (such as jitney, feeder bus, park and ride lots, bicycling and walking) to service this station as well as the feasibility of expanding parking through the construction of a multi-level parking structure and roadway access improvements.

A major finding of the planning study was that the most effective way to improve access to the station and meet future parking demand was to construct a multi-level parking structure on Metro-North or Westchester County property. The report also recommended that the access roads be improved. Though a preliminary analysis showed that parking demand may be reduced modestly through parking demand management strategies, these would not be sufficient to accommodate the projected boardings at North White Plains station resulting from projected increases in ridership.

Therefore, a decision was made to pursue the preparation of an environmental review of the proposal in the form of a Draft Environmental Impact Statement (DEIS) for a multi-level parking structure with improved access roads.

In late-Spring 2005, Metro-North and Westchester County commenced the federal environmental review with a public scoping process.* Through public scoping and preliminary analyses, the following goals were defined for the DEIS effort:

- Expand parking capacity through the construction of a multi-level parking structure at Metro-North's North White Plains Station;
- Improve access to/from the proposed expanded parking facilities from the east and west sides of the railroad tracks;
- Enhance customer service facilities for intermodal connections and parking demand management strategies such as jitney services, feeder busses supported by park-and-ride lots, carpool and vanpool arrangements, bicycling and walking;
- Restore a portion of the BRPR which is currently used for customer parking back to parkland;
- Reroute a portion of the BRPR bike pathway in the study area.; and
- Reduce the risk of flooding from the Bronx River.

An initial set of alternatives was screened by Metro-North and Westchester County through the scoping process. It was found that the alternatives that had the best potential for accomplishing the project goals included the construction of a Metro-North customer parking structure on the west side of the station in the surface parking lots currently owned by Metro-North and Westchester County.

*The Planning Study and Scoping Document are available on the following websites: www.mta.info/mta/planning/index.html and at www.westchestergov.com/transportation

D. PROJECT ALTERNATIVES STUDIED TO DATE

A total of four Project “build” Alternatives and a No Action Alternative were developed from the initial Planning Study and subsequent analysis through the Environmental Impact Statement (EIS) scoping process. Each project alternative was comprised of improvements associated with parking areas on the west side of the station (surface and structured) and station-area facilities (pedestrian facilities, drop-off/pick-up area) and access facilities that would modify area roadways or access points to the station. The parking area improvements and station area facilities were essentially identical in each of the four Project Alternatives. The key difference between alternatives was in the access facilities.

Common to each project alternative was a five-level (ground floor plus four supported decks), 1,300-space parking garage on the site of the existing surface lot on the southwest side of the station (identified in the attached illustration as Lot 1). An additional 150 surface parking spaces would be located on the southern section of Lot 1 in a small parking area north of the garage and along both sides of a drive-aisle that provides access around the parking garage.

Approximately 124 parking spaces would be removed from the northern section of Lot 1 from areas where flooding occurs most frequently. Lot 3, currently used for approximately 100 Town of North Castle resident permit parking spaces, would be unaffected.

The proposed new garage provided 860 net new spaces and 440 replacement spaces. The replacement spaces were required due to the location of the proposed garage on the footprint of an existing surface parking facility as well as the removal of spaces from the area referenced above that frequently floods.

Other improvements considered included relocating the Bronx River Pathway from the northern section of Lot 1 into the BRPR.

The “build” alternatives differed in the construction of the access roads to the garage. These alternatives are described below:

a. PROJECT BUILD ALTERNATIVE 1: CEMETERY ROAD RAMP

New access to the proposed west side garage would be achieved through the construction of a one-lane reversible-flow ramp over the railroad tracks from Cemetery Road to the southern end of Lot 1.

b. PROJECT BUILD ALTERNATIVE 2: CEMETERY ROAD SURFACE DRIVEWAY

New access to the proposed west side garage would be provided by a new one-way (ingress-only) at-grade access driveway from Cemetery Road to the southern end of Lot 1. The existing Cemetery Road underpass would be widened to provide a right-turn lane at the new driveway.

c. PROJECT BUILD ALTERNATIVE 3: HOLLAND AVENUE UNDERPASS

New access to the proposed west side garage would be achieved through a new vehicular tunnel extended from Holland Avenue. The existing pedestrian underpass would be retained. The Holland Avenue underpass would be a new one-lane one-way reversible underpass from Holland Avenue under the railroad tracks to the west side. To accommodate the entry for the underpass, approximately eight (8) City of White Plains resident permit parking spaces located on Metro-North property would be eliminated on the west side of Haarlem Avenue between Holland Avenue and Glenn Street.

d. PROJECT BUILD ALTERNATIVE 4: ACCESS FROM THE WEST ONLY

New access to the proposed west side garage would be achieved through improvements to the existing BRP/Fisher Lane intersection and Fisher Lane only. The southbound approach on the BRP would be reconfigured to provide two southbound left-turn lanes. A section of the BRP northbound lanes south of the Fisher Lane intersection would be shifted east to accommodate widening for the southbound lanes and to achieve better sight distance. On Fisher Lane, a second eastbound lane would be added from the BRP to the new site driveway and the existing westbound right-turn lane would be extended. Widening of Fisher Lane would require replacing the Fisher Lane bridge with a wider bridge over the Bronx River and relocating the walkway on the south side of Fisher Lane. There would be no supplemental access from the north, south, or east.

E. POTENTIAL IMPACTS OF THE PROPOSED PROJECT ALTERNATIVES

Each of the “build” alternatives was evaluated to measure the potential social, economic and environmental benefits and impacts as compared to the “no build” alternative. The proposed project alternatives were developed to avoid, to the maximum extent practicable, any environmental impacts. Though mitigation measures for potential impacts would be incorporated into the design of the proposal, the attached table shows the potential impacts associated with the proposed project. The following environmental categories were anticipated to have noteworthy impacts associated with the proposal:

- Cultural and Historic Resources and Visual/Aesthetic Resources –The proposed garage was planned to be in close proximity to the following historic resources listed in the State and National Registers of Historic Places: the BRPR and the White Plains Rural Cemetery.
- Open Space-Build Alternative # 4; which would have placed all access to the proposed garage from the BRP; would have impacted the parklands of the BRPR.
- Transportation-In all four “build” alternatives, either construction of additional roadway capacity, geometric changes to add roadway capacity to accommodate the proposed garage and/or signal time/stripping changes would be required to maintain an acceptable Level of Service on local roads surrounding the North White Plains Station.
- Noise Impact- Build Alternative #3 (Holland Avenue Tunnel) would have resulted in a noise impact to local residences resulting from anticipated additional traffic.
- Temporary Impacts during Construction- The need for a suitable site to replace approximately 400 parking spaces in the existing surface lot where the garage was located would be required. Certain alternatives would have temporarily impacted wetlands, and parkland. Railroad outages, utility relocations and temporary noise impacts also would have occurred.

These impacts could have been mitigated by Metro-North to either minimize or eliminate their impact. The attached matrix further describes potential benefits/impacts resulting from the proposal.

F. COST OF THE WEST SIDE ALTERNATIVES

As noted in the attached table, the total cost to construct the garage and necessary access improvements ranged from \$56M - \$92M. Reflected in this figure are cost savings measures that were examined as well as in some cases, scope modifications to reduce project costs. Even with these reductions, this amount is beyond available funding.

The garage in all alternatives cost approximately \$50M which included significant costs for accommodating the replacement spaces.

Estimated access costs ranged from \$6M - \$42M. These high costs were driven by the expense of constructing new or expanded roadways either under or over the Metro-North right of way to provide access to the garage from the east side of the tracks.

G. DECISION NOT TO PROCEED WITH WEST SIDE ALTERNATIVE

The analysis performed to date found that each of the west side access alternatives was constructible and, as noted previously, their impacts mitigatable. However, the cost range of the alternatives far exceeded the approximately \$42M of funds that are available to only expand parking at the North White Plains station and make related improvements. Furthermore, the most cost effective alternative (estimated \$56M total project cost) was deemed unacceptable by Westchester County because of parkland impacts. Therefore, it was determined that the west side alternatives were not financially viable solutions to meet the parking need at the North White Plains station.

H. REFOCUSED EFFORT ON EAST SIDE PARKING GARAGE ALTERNATIVE

Subsequent to the elimination of the west side parking garage alternatives, a site on the east side of the station became available as a potential alternative for a smaller garage that could be built within the available funding. In January 2008, Metro-North acquired ownership of the land and associated buildings at 525 North Broadway as part of an independent effort to provide additional employee office space. This site includes a 109 space Metro-North customer parking garage that fronts Harlem Avenue near the corner of Bond St (Lot 4 on Figure 1).

Preliminary traffic analyses indicate that the existing access roads around the North White Plains station would be capable of handling the traffic generated by a smaller, up to 600 space garage (which includes the replacement of the 109 spaces that are currently used for customer parking) on the east side of the station. Space is available on a portion of the Metro-North site to accommodate such a facility on the location of the existing garage. The site is closer to the station entrances than the west side alternatives and fewer parking spaces would need to be replaced for the construction of a garage at 525 North Broadway. Furthermore, the potential for environmental impacts to parkland, wetlands or historic resources is removed.

Therefore, Metro-North and Westchester County are now proposing to construct a new Metro-North customer parking garage on the site of the existing one at 525 North Broadway. An Environmental Assessment will be prepared in accordance with NEPA, which will focus its evaluation on potential traffic and community impacts.

I. REFINED PROJECT GOALS

Metro-North and Westchester County remain committed to addressing the North White Plains station access issues while minimizing impacts to the environment. Based upon the experiences previously discussed in this report and the decision to focus on a new parking facility at the location of the present one at 525 North Broadway, Metro-North and Westchester County have established the following refined project goals:

- Improve access to Metro-North's North White Plains station by providing additional parking on the east side of the station for current and future Metro-North customers;
- Use property owned by Metro-North to make best use of existing resources/infrastructure;
- Reduce vehicular congestion on roads in Westchester County by improving access to rail service for Westchester residents; and
- Limit impacts to local roads surrounding the station and community character.

Though previous examination of parking demand management strategies such as jitney services and feeder buses supported by park and ride lots, carpool and vanpool arrangements, bicycling and walking could not alone, without the construction of a parking structure, accommodate current and future estimated parking demand, Metro-North and Westchester County will continue to explore opportunities for these parking demand management strategies separate from this proposal.

J. NEXT STEPS

Metro-North and Westchester County will continue its partnership to evaluate the feasibility of the construction of an up to 600 space garage (which includes the replacement of the 109 spaces that are currently used for customer parking) at the 525 North Broadway site and prepare an environmental review for the prospective facility in accordance to the National Environmental Policy Act (NEPA). The work of the refocused effort will involve:

- Extensive and detailed traffic analysis to determine the amount of traffic generated by a new parking facility that the local streets can carry without requiring substantial traffic improvements and to minimize impact on the local community;
- Development of concept plans for a multi-level parking garage (size dependent upon the results of the traffic study);
- Environmental analyses with a focus on those related to traffic and community impacts;
- Preparation of a federal Environmental Assessment; and
- Reaching out to local communities and other stakeholders.

As part of the outreach efforts for this refocused study, Metro-North and Westchester County will meet with stakeholders and welcomes comments and input throughout the process. An Environmental Assessment will be made available to the public in late 2009 and an open house will be held at that time for public review of the study findings and proposal.

North White Plains Improved Access and Additional Parking

POTENTIAL IMPACTS OF THE PROPOSED WEST SIDE PROJECT ALTERNATIVES (PAGE 1 of 4)

Project Build Alternative	1 Cemetery Road Flyover Ramp Reversible Ramp provides two ways in during the am peak period & two ways out during the pm peak period.	2 Cemetery Road Surface Driveway Provides two ways in at all times & one way out during the pm peak period.	3 Holland Avenue Tunnel Reversible Tunnel provides two ways in during the am peak period & two ways out during the pm peak period	4 Fisher Lane/Bronx River Pkwy Intersection Improvements Only Provides one way in & one way out at all times
Scope of Parking Improvement	Basic improvement provides 2,114 total spaces (865 space net increase) - 1,300 space garage - North Lot Elevator, restriping, and spot pavement, drainage and landscaping improvements. - East Side Parking and Drop Off/Pick Up Area <u>Option</u> brings North Lot into State of Good Repair with enhanced Landscaping/drainage (add \$3.3M).	Basic improvement provides 2,114 total spaces (865 space net increase) - 1,300 space garage - North Lot Elevator, restriping, And spot pavement, drainage and landscaping improvements. - East Side Parking and Drop Off/Pick Up Area <u>Option</u> brings North Lot into State of Good Repair with enhanced Landscaping/drainage (add \$3.3M).	Basic improvement provides 2,106 total spaces (857 space net increase) - 1,300 space garage - North Lot Elevator, restriping, And spot pavement, drainage and landscaping improvements. - East Side Parking and Drop Off/Pick Up Area <u>Option</u> brings North Lot into State of Good Repair with enhanced Landscaping/drainage (add \$3.3M).	Basic improvement provides 2,114 total spaces (865 space net increase) - 1,300 space garage - North Lot Elevator, restriping, and spot pavement, drainage and landscaping improvements. - East Side Parking and Drop Off/Pick Up Area <u>Option</u> brings North Lot into State of Good Repair with enhanced Landscaping/drainage (add \$3.3M).
Scope of Access Improvement	- Single Reversible Lane Ramp from Cemetery Road	- One Way (Ingress Only) Driveway from Cemetery Road - New railroad bridge (UG 23.44) over Cemetery Road providing 11'-5" vertical clearance and 46' wide portal - New railroad interlocking (CP123) moved south off of bridge with technology upgrade.	- Single Reversible Lane Tunnel from Holland Ave providing 9'-3" vertical clearance and 26' wide portal.	- New Southbound Left Turn Lane on Bronx River Parkway - New Eastbound Lane along Fisher Lane - Widened Fisher Lane Bridge over Bronx River
Estimated Year 2010 Parking Improvement including Garage Cost	\$50.5 M	\$50.5 M	\$50.5 M	\$50.5 M
Estimated Year 2010 Access Cost	\$41.2 M	\$35.0 M	\$23.2 M	\$ 5.5 M
Estimated Year 2010 Total Project Cost	\$91.7 M	\$85.5 M	\$73.7 M	\$56.0 M

North White Plains Improved Access and Additional Parking

POTENTIAL IMPACTS OF THE PROPOSED WEST SIDE PROJECT ALTERNATIVES (PAGE 2 of 4)

	1	2	3	4
Project Build Alternative	Cemetery Road Flyover Ramp Reversible Ramp provides two ways in during the am peak period & two ways out during the pm peak period.	Cemetery Road Surface Driveway Provides two ways in at all times & one way out during the pm peak period.	Holland Avenue Tunnel Reversible Tunnel provides two ways in during the am peak period & two ways out during the pm peak period	Fisher Lane/Bronx River Pkwy <u>Intersection Improvements Only</u> Provides one way in & one way out at all times
IMPACT AREAS				
Land Use, Zoning, Community Character	Change in visual character of Cemetery Road, the Bronx River Parkway Reservation (BRPR) and the White Plains Rural Cemetery from construction of ramp.	Change in visual character of Cemetery Road from construction of retaining walls.	Possible community character change from increased traffic on Holland Avenue.	None.
Geology, Soils	None.	None.	None.	None.
Wetlands	Approximately 0.01 ac permanent	Approximately 0.04 ac permanent	None.	Less than 0.06 ac permanent
Threatened & Endangered Species	None.	None.	None.	None.
Water Quality/ Hydrology	Removes parking from most flood prone areas. Requires storm water quality controls.	Removes parking from most flood prone areas. Requires storm water quality controls.	Removes parking from most flood prone areas. Requires extensive storm water quality controls, water treatment and pumping systems with emergency generator to keep tunnel free of water during storm events.	Removes parking from most flood prone areas. Requires storm water quality controls.
Cultural & Historic Resources <i>Known Historic Resources in APE include BRPR, White Plains Rural Cemetery and Office, the Miller House and Miller Hill Park</i>	Partial view of garage from portions of White Plains Rural Cemetery and BRPR. Ramp would have visual impact on White Plains Rural Cemetery.	Partial view of garage from portions of White Plains Rural Cemetery and BRPR.	Partial view of garage from portions of White Plains Rural Cemetery and BRPR.	Partial view of garage from portions of White Plains Rural Cemetery and BRPR. Additional pavement along mainline of BRP within BRPR represents impact.
Open Space	Parkland reclamation to BRPR from impervious parking spaces to landscaped buffer.	Parkland reclamation to BRPR from impervious parking spaces to landscaped buffer.	Parkland reclamation to BRPR from impervious parking spaces to landscaped buffer.	Addition of impervious surface exceeds reclamation (offset) of parkland resulting in impact to BRPR.
<i>Two large open spaces identified for potential impacts from proposal include the BRPR and the White Plains Rural Cemetery</i>				
Aesthetic/Visual Resources	Visual impacts to White Plains Rural Cemetery and Bronx River Parkway Reservation from ramp. No Significant Impacts from garage.	No Significant Impacts from at-grade driveway and garage.	No Significant Impacts from garage.	No Significant Impacts from garage.

North White Plains Improved Access and Additional Parking

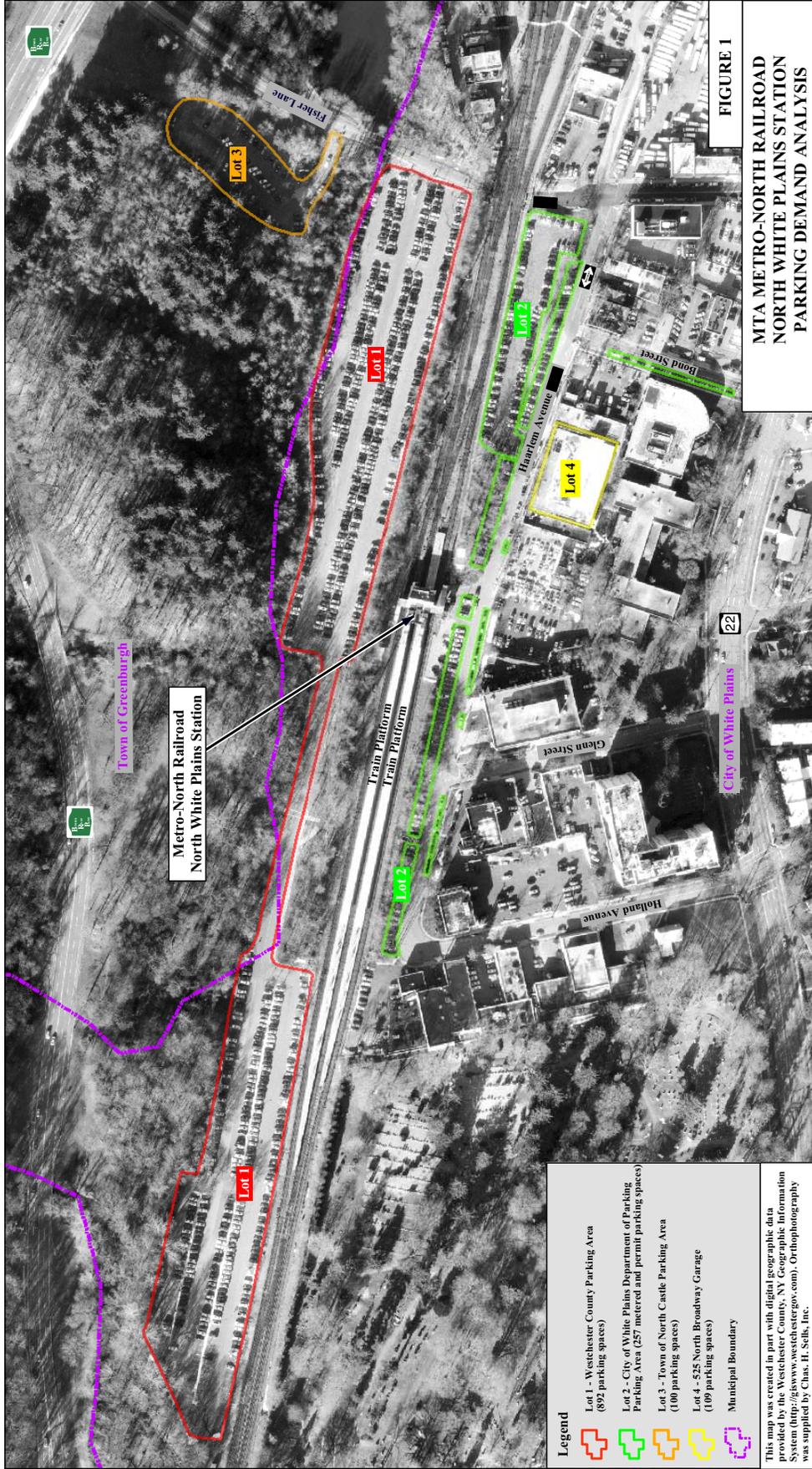
POTENTIAL IMPACTS OF THE PROPOSED WEST SIDE PROJECT ALTERNATIVES (PAGE 3 of 4)

	1	2	3	4
Project Build Alternative	Cemetery Road Flyover Ramp Reversible Ramp provides two ways in during the am peak period & two ways out during the pm peak period.	Cemetery Road Surface Driveway Provides two ways in at all times & one way out during the pm peak period.	Holland Avenue Tunnel Reversible Tunnel provides two ways in during the am peak period & two ways out during the pm peak period	Fisher Lane/Bronx River Pkwy Intersection Improvements Only Provides one way in & one way out at all times
Environmental Justice	None.	None.	None.	None.
Hazardous Materials	None.	None.	None.	None.
Transportation	Roadway geometric changes for / mitigation required at: - North Broadway / Orchard/ Cemetery Road Signal time/stripping changes required at: - BRP/Virginia Road - Broadway/Reservoir Road/Central Westchester Parkway	Roadway geometric changes for / mitigation required at: - Cemetery/Ferris Ave. Signal time/stripping changes required at: - North Broadway/ Orchard/ Cemetery Road - BRP/Virginia Road - Broadway/Reservoir Road	No roadway geometric changes required for mitigation. Signal time/stripping changes required at: - North Broadway/Holland Avenue - North Broadway/Orchard Street - BRP/Virginia Road - Broadway/Reservoir Road/ Central Westchester Parkway.	Roadway geometric changes for/ mitigation required at: - Main Line BRP and Fisher Lane Signal time/stripping changes required at: - BRP/Virginia Road - Broadway/Reservoir Road
Noise & Vibration	None.	None.	Noise impact to apartments on Holland Avenue from additional traffic.	None.
Utilities	None	None	None	None
Safety & Security	Ramp design permits greater vertical clearance for emergency vehicles to go over the tracks to the west side than existing clearance of Cemetery Road underpass.	Improved vertical and horizontal clearance of Cemetery Road portal may allow for higher and wider emergency vehicle passage than current crossing.	No improvement for emergency vehicle passage under tracks.	No improvement for emergency vehicle passage under tracks.
Construction Impacts	Temporary wetland impacts from piers Temporary parkland use for construction storage/staging. Several full weekend closures of Cemetery Road and/or Ferris Avenue.	Temporary wetland impacts from new driveway Temporary parkland use for construction storage/staging. Approx. 7 full weekend closures of Cemetery Road underpass. Intermittent Cemetery Road closures.	Temporary parkland use for construction storage/staging. Haarlem Avenue temporarily closed south of Glenn Street for construction and relocation of utility lines.	Temporary wetland impacts at BRP-Fisher Temporary wetland impacts for widening Fisher Lane bridge Temporary parkland use for construction storage/staging. Temporary Fisher Lane closures.

North White Plains Improved Access and Additional Parking

POTENTIAL IMPACTS OF THE PROPOSED WEST SIDE PROJECT ALTERNATIVES (PAGE 4 of 4)

Project Build Alternative	1	2	3	4
	<p>Cemetery Road Flyover Ramp Reversible Ramp provides two ways in during the am peak period & two ways out during the pm peak period.</p> <p>Intermittent Cemetery Road closures to set steel/panels. Temporary Railroad outages for work over right-of-way. Relocation of TN Natural gas pipeline to establish required separation/offset based on utility standards. Temporary noise impacts from construction equipment. Need for suitable site to replace approximately 400 parking spaces during garage construction.</p>	<p>Cemetery Road Surface Driveway Provides two ways in at all times & one way out during the pm peak period.</p> <p>Temporary Railroad outages for work under right-of-way. Temporary noise impacts from construction equipment. Potential impact to local utilities. Requires temporary disruption of 8" Con Ed gas pipeline. Need for suitable site to replace approximately 400 parking spaces during garage construction.</p>	<p>Holland Avenue Tunnel Reversible Tunnel provides two ways in during the am peak period & two ways out during the pm peak period.</p> <p>Loss of a portion of White Plains resident permit parking during construction. Potential impact to local utilities including relocation of storm sewer. Temporary Railroad outages and platform closures for work under right-of-way. Temporary noise impacts from construction equipment. Work zone may disrupt truck delivery to local business- additional unknown cost. Need for suitable site to replace approximately 400 parking spaces during garage construction.</p>	<p>Fisher Lane/Bronx River Pkwy Intersection Improvements Only Provides one way in & one way out at all times</p> <p>Temporary lane closure on BRP for rock cutting south of Fisher. Temporary noise impacts from construction equipment. Need for suitable site to replace approximately 400 parking spaces during garage construction.</p>



Metro-North Railroad
North White Plains Station

Town of Greenburgh

City of White Plains

- Legend**
- ▣ Lot 1 - Westchester County Parking Area (892 parking spaces)
 - ▣ Lot 2 - City of White Plains Department of Parking Parking Area (257 metered and permit parking spaces)
 - ▣ Lot 3 - Town of North Castle Parking Area (100 parking spaces)
 - ▣ Lot 4 - 525 North Broadway Garage (100 parking spaces)
 - ▣ Municipal Boundary

This map was created in part with digital geographic data provided by the Westchester County, NY Geographic Information System (<http://giswww.westchester.gov>). Orthophotography was supplied by Chas. H. Seib, Inc.



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ANDREW J. SPINA, Westchester County Executive
Westchester County Board of Legislators

FIGURE 1

MTA METRO-NORTH RAILROAD
NORTH WHITE PLAINS STATION
PARKING DEMAND ANALYSIS

NORTH WHITE PLAINS STATION
PARKING AREAS

SCALE 1:2,000

FEBRUARY 2009

