



City Environmental Quality Review ENVIRONMENTAL ASSESSMENT STATEMENT PART I, GENERAL INFORMATION

Reference Numbers

1. 07DME025M
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY) BSA REFERENCE NO. IF APPLICABLE

ULURP REFERENCE NO. IF APPLICABLE OTHER REFERENCE NO.(S) IF APPLICABLE
(e.g. Legislative Intro, CAPA, etc)

Lead Agency & Applicant Information

PROVIDE APPLICABLE INFORMATION

2a. Lead Agency
Office of the Deputy Mayor for Economic Development and Rebuilding

NAME OF LEAD AGENCY

Robert R. Kulikowski, Ph.D.

NAME OF LEAD AGENCY CONTACT PERSON

253 Broadway – 14th Floor

ADDRESS

New York NY 10007

CITY STATE ZIP

212-788-9956 212-788-2941

TELEPHONE FAX

rkulikowski@cityhall.nyc.gov

EMAIL ADDRESS

2b. Applicant Information

NAME OF APPLICANT

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

ADDRESS

CITY STATE ZIP

TELEPHONE FAX

EMAIL ADDRESS

Action Description

SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL East 125th Street Development

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):
The East 125th Street Development, rezoning and associated actions listed below would facilitate the development of three parcels in East Harlem totaling approximately six acres and extending from approximately East 125th Street to East 127th Street, from Second Avenue to Third Avenue. It is expected that the project site will be rezoned to a C6-3 or a similar district to enable the development of up to 1,000 units of low-, moderate-, and middle-income housing; approximately 470,000 square feet of retail/entertainment space (including a 300,000-square foot anchor retail tenant, and approximately 120,000 square feet of specialty retail/entertainment space including 50,000 square feet of local retail); 300,000 square feet of media/office space; 30,000 square feet of not-for-profit performing/media arts space; a 100,000-square foot hotel; and, 12,500 square feet of public open space. The proposed action would replace an existing, at-grade bus storage facility with an underground replacement facility for those operations.

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):
The proposed action would promote local economic growth and create new employment opportunities, encourage private investment, and improve the quality-of-life for East Harlem residents by facilitating the replacement of mostly vacant and underutilized land with new affordable housing, media and entertainment businesses, cultural space and retail uses. The project would promote the ongoing revitalization of 125th Street as a unique Manhattan Main Street and destination for premier arts, culture and entertainment.

Required Action or Approvals

4. CITY PLANNING COMMISSION Yes No

Change in City Map Zoning Certification Site Selection - Public Facility

Zoning Map Amendment Zoning Authorization Disposition - Real Property Franchise

Zoning Text Amendment Housing Plan & Project UDAAP Revocable Consent Concession

Charter 197-a Plan

Zoning Special Permit, specify type: Public Parking Garage

Modification of Signage Requirements

Renewal of

Other Amendment of East Harlem Urban Renewal Plan; approval of General Large Scale Plan

5. UNIFORM LAND USE PROCEDURE (ULURP) Yes No

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL

6. BOARD OF STANDARDS AND APPEALS Yes No
 Special Permit New Renewal Expiration Date _____
 Variance Use Bulk
 Specify affected section(s) of Zoning Resolution
7. DEPARTMENT OF ENVIRONMENTAL PROTECTION Yes No
 Title V Facility Power Generation Facility Medical Waste Treatment Facility
8. OTHER CITY APPROVALS Yes No
 Legislation Rulemaking; specify agency: _____
 Construction of Public Facilities Funding of Construction, Specify _____ Funding of Programs, Specify _____
 Policy or plan Permits, Specify: _____
 Other, explain: _____

9. STATE ACTIONS/APPROVALS/FUNDING Yes No
 If "Yes," identify MTA approval of replacement of an MTA bus facility
10. FEDERAL ACTIONS/APPROVALS/FUNDING Yes No
 If "Yes," identify _____

Action Type

- 11a. Unlisted; or Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended): _____
- 11b. Localized action, site specific Localized action, change in regulatory control for small area Generic action

Analysis Year

12. Identify the analysis year (or build year) for the proposed action: 2012
 Would the proposal be implemented in a single phase? Yes No NA.
 Anticipated period of construction: 3 years
 Anticipated completion date: 2012
 Would the proposal be implemented in multiple phases? Yes No NA.
 Number of phases: 1
 Describe phases and construction schedule: TBD

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

- 13a. LOCATION OF PROJECT SITE
 Parcel A - 2323-27 Third Avenue, a/k/a 201-253 East 126th Street, a/k/a 208-230 East 127th Street;
 Parcel B - 2307-19 Third Avenue, a/k/a 201-251 East 125th Street, a/k/a 2445-59 Second Avenue, a/k/a 200-242 East 126th Street;
 Parcel C - 2293-95 Third Avenue, a/k/a 200-210 East 125th Street.
- STREET ADDRESS
 Parcel A - bounded by approximately East 126th and East 127th Streets, from Second to Third Avenues; Parcel B - bounded by East 125th and East 126th Streets, from Second to Third Avenues;
 Parcel C - southeast corner of intersection of Third Avenue and East 125th Street.
- DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
 Parcel A - R7-2;
 Parcel B - M1-2, C4-4;
 Parcel C - C4-4.
- | EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY | BOROUGH | ZONING SECTIONAL MAP NO. |
|---|-----------|--------------------------|
| Parcel A - Block 1791, Lots 1, 25, and 34; | Manhattan | 11 |
| Parcel B - Block 1790, Lots 1, 101, 3, 5, 6, 8, 12, 13, 20, 24-31, 40, 45, 46, 49; Parcel C - Block 1789, Lot 46. | | |
| TAX BLOCK AND LOT NUMBERS | BOROUGH | COMMUNITY DISTRICT NO. |

- 13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT
- | | | |
|---|---|---------|
| TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: | 241,000 | SQ. FT. |
| PROJECT SQUARE FEET TO BE DEVELOPED: | 241,000 | SQ. FT. |
| GROSS FLOOR AREA OF PROJECT: | 1,700,000 | SQ. FT. |
| IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED | % OF | |
| DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: | HEIGHT | WIDTH |
| | 210 | 200 |
| | | 510 |
| | | LENGTH |
| LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: | 125 th Street: 740 linear feet (1f); 126 th Street: 1,230 lf; 127 th Street: 510 lf; 2 nd Ave.: 200 lf; 3 rd Ave.: 245 lf. | |

- 13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION: N/A

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? Yes No
IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.

Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

PART II, SITE AND ACTION DESCRIPTION

1. GRAPHICS Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size. (See Supplemental Report)

2. PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 241,000 Water surface area (sq. ft.): _____
 Roads, building and other paved surfaces (sq. ft.): Approximately 241,000 Other, describe (sq. ft.): _____

3. PRESENT LAND USE

Residential

Total no. of dwelling units 4 No. of low-to-moderate income units 4
 No. of stories 3 Gross floor area (sq. ft.) 12,003
 Describe type of residential structures: Mixed-use

Commercial

Retail: No. of bldgs 7 Gross floor area of each building (sq. ft.): 11,825; 2,845; 4,001; 4593; 3,544; 5994, 2079
 Office: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____
 Other: No. of bldgs _____ Gross floor area of each building (sq. ft.): _____
 Specify type(s): _____ No. of stories and height of each building: 1 – 4 stories
 Local services (salon/barber, dry cleaners), motorcycle dealership, appliance sales, antiques, flooring sales establishment

Manufacturing/Industrial

No. of bldgs 2 Gross floor area of each building (sq. ft.): 4,800; 19,984
 No. of stories and height of each building: one story/25 feet; two-stories/31 feet
 Type of use(s): Auto related Open storage area (sq. ft.) 100,000
 If any unenclosed activities, specify: MTA Bus Storage and other parking areas

Community facility

Type of community facility: _____
 No. of bldgs _____ Gross floor area of each building (sq. ft.): _____
 No. of stories and height of each building: _____

Vacant land

Is there any vacant land in the directly affected area? Yes No
 If yes, describe briefly: Vacant lots, mostly City-owned

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? Yes No
 If yes, describe briefly: _____
 Does the directly affected area include any mapped City, State or Federal parkland? Yes No
 If yes, describe briefly: _____
 Does the directly affected area include any mapped or otherwise known wetland? Yes No
 If yes, describe briefly: _____

Other land use

No. of stories _____ Gross floor area (sq. ft.) _____
 Type of use: _____

4. EXISTING PARKING

Garages

No. of public spaces: _____ No. of accessory spaces: _____
 Operating hours: _____ Attended or non-attended? _____

Lots

No. of public spaces: Approximately 80 No. of accessory spaces: _____
 Operating hours: _____ Attended or non-attended? _____

Privately operated surface parking lot for approximately 80 vehicles

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.
Approximately 80 MTA buses are stored on the Project Site at night, with approximately 170 employee personal vehicles parked during the daytime (90 MTA employee vehicles and 80 HPD/Other Agency employee vehicles). Buses are also parked on-street adjacent to Project Site on East 126th and East 127th Streets.

5. EXISTING STORAGE TANKS

Gas or service stations? Yes No Oil storage facility? Yes No Other? Yes No
 If yes, specify: Gas Station located at 2449 Second Avenue; tanks at depth of approximately 4 feet (number and size TBD)

Number and size: tanks: TBD Last NYFD inspection date: _____

6. CURRENT USERS

No. of residents: 11 No. and type of businesses: 9 (retail and auto-related)
No. and type of workers by businesses: 60-75 No. and type of non-residents who are not workers: _____

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

- (a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark;
- (b) is within a designated New York City Historic District;
- (c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places;
- (d) is within a New York State or National Register Historic District; or
- (e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places?

Identify any resource:

Yes: NYC Public Library 125th Street Branch, 224 E. 125th Street (National Register Eligible)

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource.

No

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? Yes No
(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? Yes No

If yes, describe briefly:

Eight existing buildings would be demolished

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction?

Yes No If yes, describe briefly:

Existing buildings would be replaced with approximately 1.7 million square feet of new mixed-use development.

10. PROPOSED LAND USE

Residential

Total no. of dwelling units 1,000 No. of low-to-moderate income units 650 Gross floor area (sq. ft.) TBD
No. of stories 15-20 Describe type of residential structures: Mixed-use, Tower

<u>Commercial</u>	<u>TBD</u>	Gross floor area (sq. ft.):	<u>470,000</u>
Retail: No. of bldgs	<u>TBD</u>	Gross floor area of each building (sq. ft.):	<u>300,000</u>
Office: No. of bldgs	<u>1</u>	Gross floor area of each building (sq. ft.):	<u>100,000</u>
Other: No. of bldgs	<u>1</u>	Gross floor area of each building (sq. ft.):	<u>100,000</u>

Specify type(s): **Hotel**

No. of stories and height of each building: Up to 210 feet

Manufacturing/Industrial

No. of bldgs _____ Gross floor area of each building (sq. ft.): _____

No. of stories and height of each building: _____

Type of use(s): _____ Open storage area (sq. ft.) _____ If any unenclosed activities, specify:

Community facility

Type of community facility: **Auditorium/Office for cultural use**

No. of bldgs 1 Gross floor area of each building (sq. ft.): 30,000

No. of stories and height of each building: TBD

Vacant land

Is there any vacant land in the directly affected area? Yes No

If yes, describe briefly: **vacant lots mostly City-owned.**

**Project
Description**

THIS SUBPART SHOULD
GENERALLY BE
COMPLETED ONLY IF
YOUR ACTION
INCLUDES A SPECIFIC
OR KNOWN
DEVELOPMENT
AT PARTICULAR
LOCATIONS

Publicly accessible open space

Is there any existing publicly accessible open space to be removed or altered? Yes No

If yes, describe briefly:

Is there any existing publicly accessible open space to be added? Yes No

If yes, describe briefly: **Approximately 12,500 square feet of publicly accessible open space.**

Other land use

Gross floor area (sq. ft.) 109,000 No. of stories _____ Type of use: _____

MTA underground bus storage area

11. PROPOSED PARKING

Garages

No. of public spaces: TBD

No. of accessory spaces: Up to 650-700*

Operating hours: _____

Attended or non-attended? _____

***Up to 650-700 parking spaces, based on 0.4 parking spaces per residence, including 250-300 parking spaces for the combined nonresidential uses.**

Lots

No. of public spaces: _____

No. of accessory spaces: _____

Operating hours: _____

Attended or non-attended? _____

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

No. and location of proposed curb cuts:

12. PROPOSED STORAGE TANKS

Gas or service stations? Yes No Oil storage facility? Yes No Other? Yes No

If yes, specify: _____

Size of tanks: _____ Location and depth of tanks: _____

13. PROPOSED USERS

No. of residents: approximately 2,570 No. and type of businesses: TBD

No. and type of workers by businesses: approximately 800 + No. and type of non-residents who are not workers: 2,570

14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? Yes No **TBD**

If yes, describe briefly:

15. DIRECT DISPLACEMENT

Will the action directly displace specific business or affordable and/or low income residential units? Yes No

If yes, describe briefly: **Approximately 8 businesses and 10 households (to be confirmed) would be displaced for the proposed project.**

16. COMMUNITY FACILITIES

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations? Yes No

If yes, describe briefly:

17. What is the zoning classification(s) of the directly affected area? **M1-2, C4-4, R7-2**

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use.

Approximately 345 dwelling units; approximately 170,000 square feet of light industrial; approximately 130,000 square feet commercial use on three separate blocks.

19. What is the proposed zoning of the directly affected area? **C6-3**

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use.

1,000 dwelling units; 470,000 square feet Retail; 300,000 square feet office; approximately 30,000 square feet cultural use; 100,000 square feet of Hotel use.

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action?

Commercial, residential, light industrial, open space, utility, parking, vacant land, highway in areas zoned M1-2, R7-2, R9, C1-9, and C4-4.

SEE CEQR
TECHNICAL MANUAL
CHAPTER III B.,
SOCIO-ECONOMIC
CONDITIONS

SEE CEQR
TECHNICAL MANUAL
CHAPTER III C.,
COMMUNITY FACILI-
TIES & SERVICES

**Zoning
Information**

Additional Information

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

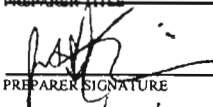
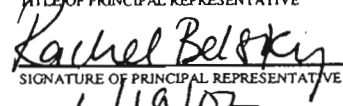
Analyses

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):
See Attached EAS Supplemental Report -- Project Description and Supplemental Analysis

- | | |
|--|--|
| a. LAND USE, ZONING, AND PUBLIC POLICY | See CEQR Technical Manual Chapter III.A. |
| b. SOCIOECONOMIC CONDITIONS | See CEQR Technical Manual Chapter III.B |
| c. COMMUNITY FACILITIES AND SERVICES | See CEQR Technical Manual Chapter III.C. |
| d. OPEN SPACE | See CEQR Technical Manual Chapter III.D. |
| e. SHADOWS | See CEQR Technical Manual Chapter III.E. |
| f. HISTORIC RESOURCES | See CEQR Technical Manual Chapter III.F. |
| g. URBAN DESIGN/VISUAL RESOURCES | See CEQR Technical Manual Chapter III.G. |
| h. NEIGHBORHOOD CHARACTER | See CEQR Technical Manual Chapter III.H. |
| i. NATURAL RESOURCES | See CEQR Technical Manual Chapter III.I. |
| j. HAZARDOUS MATERIALS | See CEQR Technical Manual Chapter III.J. |
| k. WATERFRONT REVITALIZATION PROGRAM | See CEQR Technical Manual Chapter III.K. |
| l. INFRASTRUCTURE | See CEQR Technical Manual Chapter III.L. |
| m. SOLID WASTE AND SANITATION SERVICES | See CEQR Technical Manual Chapter III.M. |
| n. ENERGY | See CEQR Technical Manual Chapter III.N. |
| o. TRAFFIC AND PARKING | See CEQR Technical Manual Chapter III.O. |
| p. TRANSIT AND PEDESTRIANS | See CEQR Technical Manual Chapter III.P. |
| q. AIR QUALITY | See CEQR Technical Manual Chapter III.Q. |
| r. NOISE | See CEQR Technical Manual Chapter III.R. |
| s. CONSTRUCTION IMPACTS | See CEQR Technical Manual Chapter III.S. |
| t. PUBLIC HEALTH | See CEQR Technical Manual Chapter III.T. |

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above- listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Applicant Certification

24. <u>Josh Moreinis, AICP, PP</u>	<u>New York City Economic Development Corporation</u>
PREPARER NAME	PRINCIPAL
<u>Senior Planner, STV Incorporated</u>	<u>Rachel Belsky</u>
PREPARER TITLE	NAME OF PRINCIPAL REPRESENTATIVE
	<u>Assistant Vice President</u>
PREPARER SIGNATURE	TITLE OF PRINCIPAL REPRESENTATIVE
<u>6/19/07</u>	
DATE	SIGNATURE OF PRINCIPAL REPRESENTATIVE
	<u>6/19/07</u>
	DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

**Impact
Significance**

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

- For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING, AND PUBLIC POLICY	<u>Yes</u>
SOCIOECONOMIC CONDITIONS	<u>Yes</u>
COMMUNITY FACILITIES AND SERVICES	<u>Yes</u>
OPEN SPACE	<u>Yes</u>
SHADOWS	<u>Yes</u>
URBAN DESIGN/VISUAL RESOURCES	<u>Yes</u>
NEIGHBORHOOD CHARACTER	<u>Yes</u>
NATURAL RESOURCES	<u>No</u>
HAZARDOUS MATERIALS	<u>Yes</u>
WATERFRONT REVITALIZATION PROGRAM	<u>No</u>
INFRASTRUCTURE	<u>Yes</u>
SOLID WASTE AND SANITATION SERVICES	<u>Yes</u>
ENERGY	<u>Yes</u>
TRAFFIC AND PARKING	<u>Yes</u>
TRANSIT AND PEDESTRIANS	<u>Yes</u>
AIR QUALITY	<u>Yes</u>
NOISE	<u>Yes</u>
CONSTRUCTION IMPACTS	<u>Yes</u>
PUBLIC HEALTH	<u>Yes</u>

- Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment.
- If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.
- If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.
- If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment

**Lead Agency
Certification**

Rachel Belsky
PREPARER NAME
Assistant Vice President, NYCEDC
PREPARER TITLE
Rachel Belsky
PREPARER SIGNATURE
DATE 6/19/07

Robert Kulikowski
NAME OF LEAD AGENCY REPRESENTATIVE
Assistant To The Mayor
TITLE OF LEAD AGENCY REPRESENTATIVE
[Signature]
SIGNATURE OF LEAD AGENCY REPRESENTATIVE
DATE June 19, 2007

EAS SUPPLEMENTAL REPORT

PROJECT DESCRIPTION AND SUPPLEMENTAL ANALYSIS

EAST 125th STREET DEVELOPMENT

JUNE 2007

A. INTRODUCTION

This Supplemental Report to the City Environmental Quality Review (CEQR) Environmental Assessment Statement (EAS) provides a detailed description of the proposed East 125th Street Development, the purpose and need for the project, required approvals, and evaluation of the potential for the proposed project to result in impacts related to the technical areas described in the *CEQR Technical Manual*. Screening analysis procedures and methodologies described in the *CEQR Technical Manual* are utilized herein to determine whether further detailed impact assessments are to be conducted in the DEIS, or whether the potential for certain types of adverse impacts can be ruled out.

The mixed-use East 125th Street Development is proposed for three parcels located in the “East Harlem Triangle” neighborhood of Manhattan Community District #11. These parcels, referred to as Parcels A, B and C, total approximately six acres in size and extend over three separate blocks from approximately East 125th Street to East 127th Street, and from Second Avenue to Third Avenue. A rezoning of the Project Site is proposed to enable the development of up to 1,000 units of low, moderate, and middle income housing; approximately 470,000 square feet of retail/entertainment space (including a 300,000-square foot anchor retail tenant, and approximately 120,000 square feet of specialty retail/entertainment space including 50,000 square feet of local retail); 300,000 square feet of commercial office space; 30,000 square feet of not-for-profit performing/media arts space; a 100,000-square foot hotel; and, 12,500 square feet of public open space. The Project Site currently includes a Metropolitan Transit Authority (MTA) at-grade bus storage facility. The proposed project would include an underground replacement facility for the MTA bus parking facility on Parcel A. The MTA is an involved agency under CEQR because it has to approve the replacement of the surface bus parking lot with an underground parking facility. City actions and approvals required include: zoning map amendments; the disposition of City-owned property; Special Permit approval for a public parking garage; approval of a General Large Scale Plan; amendment of the East Harlem Urban Renewal Plan; City Planning Commission certification pursuant to the Special Transit Authority District; and modification of signage requirements.

B. PURPOSE AND NEED

The purpose of the proposed action is to promote local economic growth and job creation, encourage private investment, and improve quality-of-life for East Harlem residents by facilitating the replacement of mostly vacant and underutilized land with new affordable housing, media and entertainment businesses, cultural space, and retail uses. Areas of East Harlem surrounding the Project Site have some of the highest remaining concentrations of vacant land and buildings of the overall 125th Street corridor and its surrounding blocks. The proposed rezoning and its associated actions would upgrade conditions in this area and facilitate mixed-use development on mostly vacant and underutilized land that has excellent access to transit, open space, and commercial services. As a result of the project, long-vacant City-owned land would be returned to the City’s tax rolls.

The proposed program of development is the result of ongoing consultations with a task force begun in 2006 through Manhattan Community District #11. The Task Force also includes representatives of community organizations and elected officials. The proposal responds to Task Force concerns including the need for affordable housing, economic development, and cultural uses; protection of air quality; local participation in development, employment and retail; and, avoidance of impacts on health, education, and sanitary services. The proposed program of development reflects the overall goals of the local community and the City's elected officials for the Project Site to create a dynamic retail, residential, entertainment and media destination for upper Manhattan. The project would sustain and enhance the ongoing revitalization of 125th Street as a unique Manhattan Main Street and destination for premier arts, culture and entertainment, and would create a critical mass of media and entertainment-related businesses and jobs at a site that comprises the eastern gateway to the 125th Street corridor.

In addition to its commercial and media/art/entertainment components, the proposed action addresses the city-wide need for affordable housing and the local need to reinforce the residential character of East Harlem and foster round-the-clock residential activity on the Project Site. Up to 1,000 units of low, moderate and middle income housing are proposed, advancing the goals of the City's New Housing Marketplace Plan that is intended to create 165,000 units of affordable housing and build and preserve affordable housing for 500,000 New Yorkers over ten years. The proposed residential units would be split between homeownership and rental units, with approximately 30 percent targeted to low income households, 35 percent targeted to moderate income households, and 35 percent targeted to middle income households. Residents of Manhattan Community District #11 would be given preferential consideration for a minimum of 50 percent of the total number of units.

The proposed action also advances economic development goals of the City of New York. The project site is located within the federally-designated Upper Manhattan Empowerment Zone, as well as the state-designated East Harlem Empire Zone. The proposed action would take advantage of the benefits of these programs and would bring significant new investment and employment to this part of upper Manhattan. The East 125th Street development site is the eastern anchor for retail, residential and media uses along the East 125th Street corridor, and is adjacent to the proposed Special 125th Street District. This special district is proposed as part of the City's 125th Street Corridor Rezoning and Related Actions Project, which would allow a wide range of retail, entertainment and cultural uses to physically and economically activate the street, enable building form controls, and support job creation and career opportunities for local residents.

Construction of the East 125th Street Development would adhere to green building and sustainable design principles, and urban design guidelines, to promote environmental best practices and create a streetscape that respects the existing built context and character of the 125th Street corridor and surrounding neighborhood. "Green" design elements include, but are not limited to, energy efficient site and building design, appliances, heating, ventilation and air conditioning systems, green roofs, and other measures designed to promote sustainability.

Public outdoor open space is a key component of the proposed project in order to provide a meaningful spot for outdoor gatherings (small scale performances and other cultural events and festivals) as well as ensure access to light and air; enhance the streetscape, adjacent parks and waterfront areas; and, promote a pedestrian friendly environment. Urban Design guidelines are proposed to promote active uses at the ground floor level of the proposed mixed-use buildings,

appropriate streetwall and building heights, and transparency and visibility of retail, entertainment and other active uses.

Finally, the proposed project would replace an at-grade MTA bus storage facility located on a portion of Parcel A with an underground storage facility, improving visual conditions of the Project Site and minimizing impacts of this facility on the surrounding neighborhood. The replacement bus storage facility would accommodate 80 buses within approximately 109,000 square feet of bus storage area. Entrances would be positioned to minimize traffic congestion, and mechanical ventilation would be provided and located so as to minimize air quality effects.

C. DESCRIPTION OF PROJECT SITE

The Project Site consists of a full block and two block portions that contain a mix of vacant land, small scale commercial development, several mixed-use buildings, light industrial/auto-related uses, and surface parking mostly used by the MTA for bus storage (see Figure 1, Project Site Location). The Project Site contains 27 lots with a combined acreage of approximately 5.53 acres (240,604 square feet). Fifteen of the lots are fenced and vacant. Three lots are utilized for automobile, bus and truck parking, and nine lots -- predominantly on the north side of East 125th Street -- are occupied by retail or service commercial uses, some with apartments above, including a carpet/flooring store, dry cleaners, a barber shop and salon, a muffler shop, an automobile repair shop, an appliance parts store with upper floor apartments, a gas station, a donut shop, an antiques store with upper floor former apartments used for office space, and a motorcycle dealership. Block and Lot numbers of the three subject parcels are identified in Table 1 below. Figures 2 and 3 show Sanborn and Tax Maps of the Project Site, respectively. Existing zoning of the Project Site is illustrated in Figure 4.

Table 1 – List of Blocks and Lots: East 125th Street Development

PARCEL	AFFECTED BLOCKS	AFFECTED LOTS	SIZE
Parcel A	1791	1, 25, and 34	111,000 Square Feet
Parcel B	1790	1, 101, 3, 5, 6, 8, 12, 13, 20, 24-31, 40, 45, 46, 49	119,500 Square Feet
Parcel C	1789	46	10,000 Square Feet

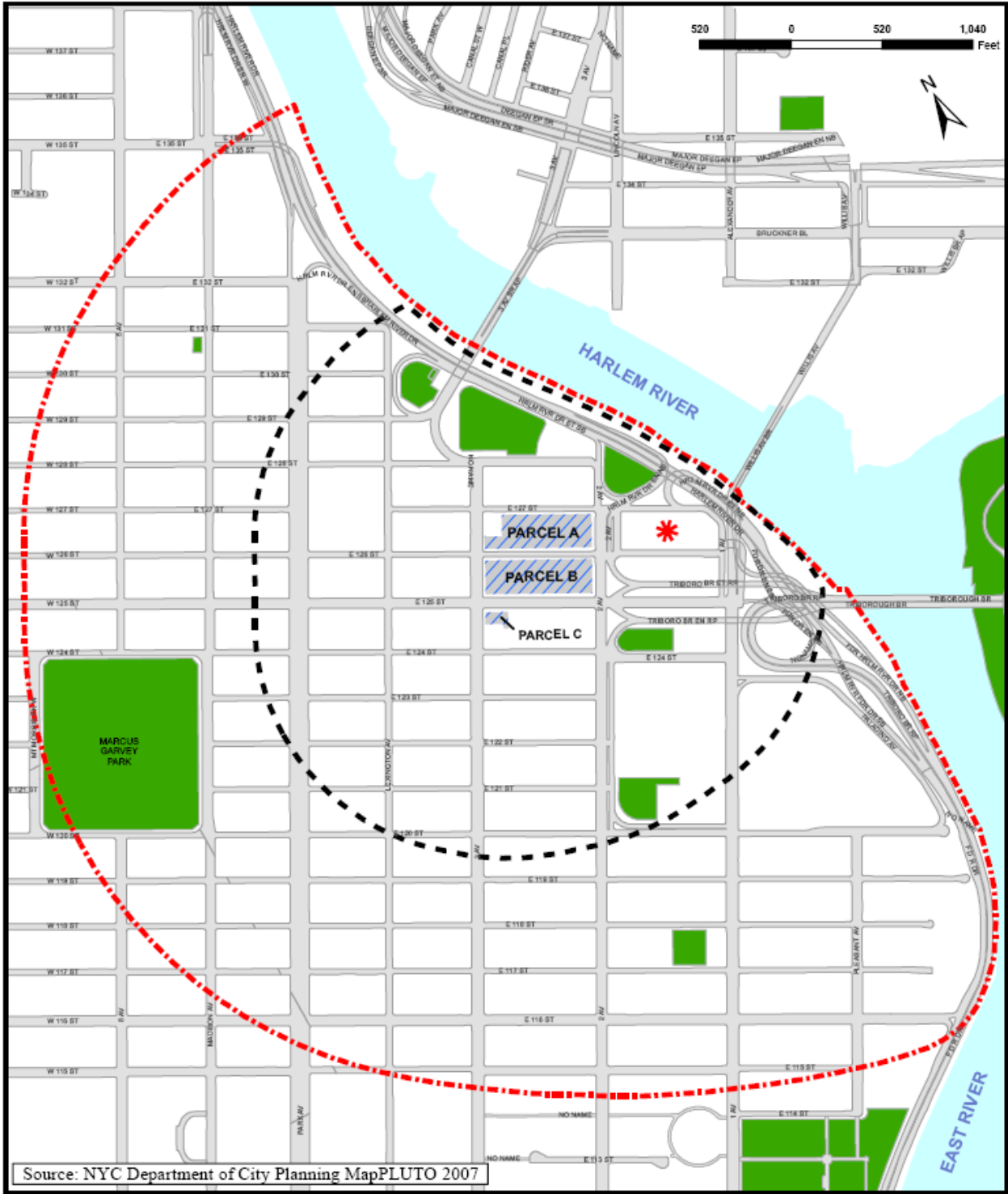
D. DESCRIPTION OF THE PROPOSED ACTION

The proposed action includes zoning map changes (see Figure 5, Proposed Zoning), disposition of City-owned property, a Special Permit for a public parking garage, an amendment to the East Harlem Urban Renewal Plan, approval of a General Large Scale Plan; modification of signage requirements, and City Planning Commission Special TA District Certification. These actions would facilitate the development of approximately 1.7 million square feet of new residential, retail and commercial uses, with an anticipated completion year of 2012. Proposed uses include

1,000 units of low, moderate, and middle income housing; approximately 470,000 square feet of retail/entertainment space (including a 300,000-square foot anchor retail tenant, and approximately 120,000 square feet of specialty retail/entertainment space including 50,000 square feet of local retail); 300,000 square feet of commercial office space for media and production/post-production companies; 30,000 square feet of not-for-profit performing/media arts space; a 100,000-square foot hotel; and, a minimum of 12,500 square feet of public open space.

Proposed retail and entertainment space would include 300,000 square feet of national anchor retail, and approximately 120,000 square feet of specialty retail goods and services that reflect the cultural diversity of East Harlem. The proposed action has been planned to attract businesses that provide goods and services that are currently underrepresented in the East Harlem Market, and to emphasize anchor tenants that are unique to the region. Storefronts are oriented to the street and proposed outdoor public open space to provide a comfortable, pedestrian-friendly environment. The types of retail that are envisioned have been identified so as to not replicate or directly compete with planned and existing retail uses in the surrounding area.

The proposed 300,000 square feet of office space includes media creative office uses, and production and post-production space. This media/office space would foster a dynamic urban place at the eastern end of 125th Street where the newest trends, technology, and solutions in the media and entertainment sectors would be expected to emerge.



Source: NYC Department of City Planning MapPLUTO 2007

Legend		<p><i>Figure 1 - Project Site Location</i></p> <p><i>East 125th Street Development EAS</i> <i>NYC Economic Development Corporation</i></p>
	Project Site	
	Approximate 1/4-mile Radius	
	Approximate 1/2-mile Radius	
	MTA Bus Depot	

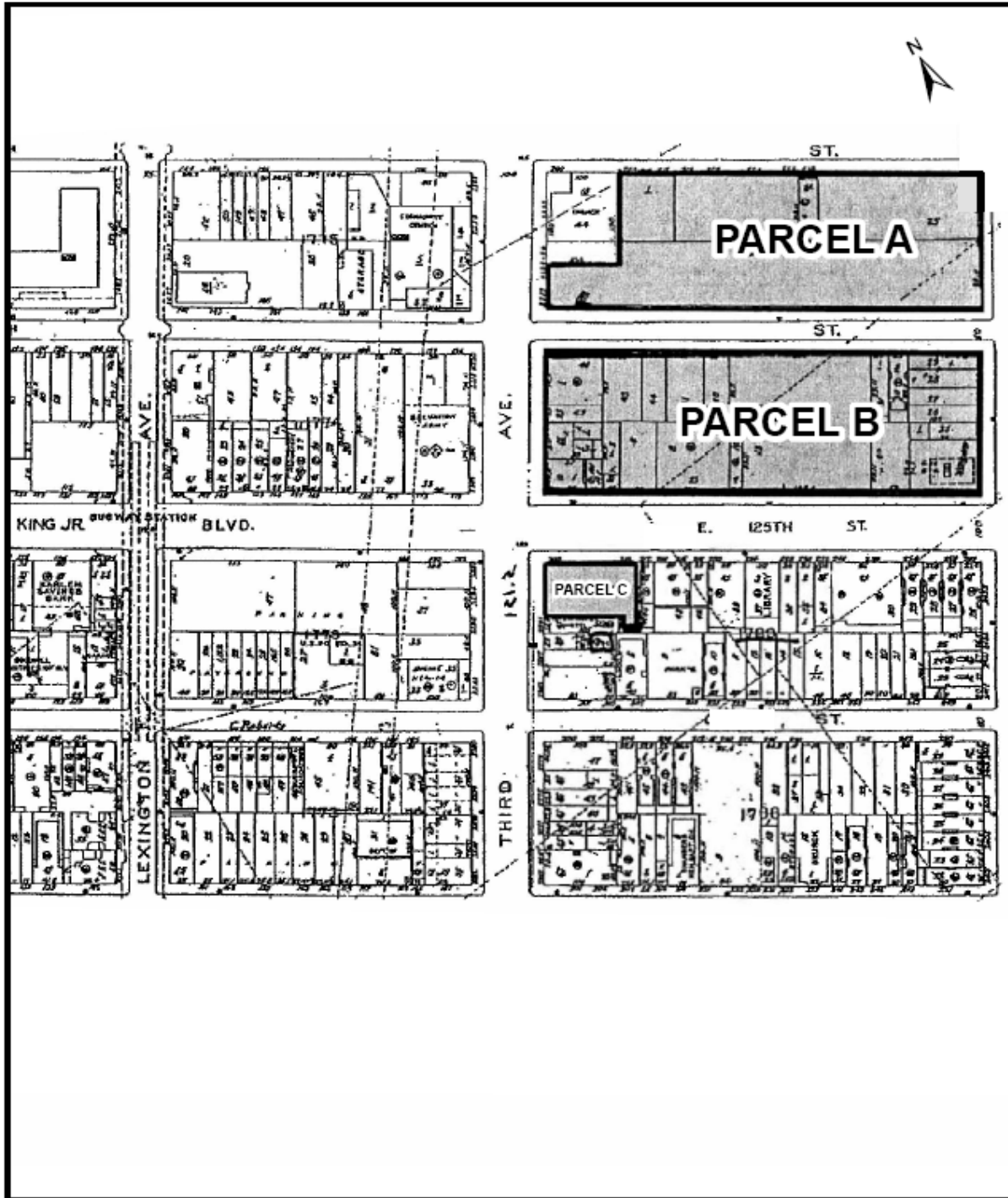
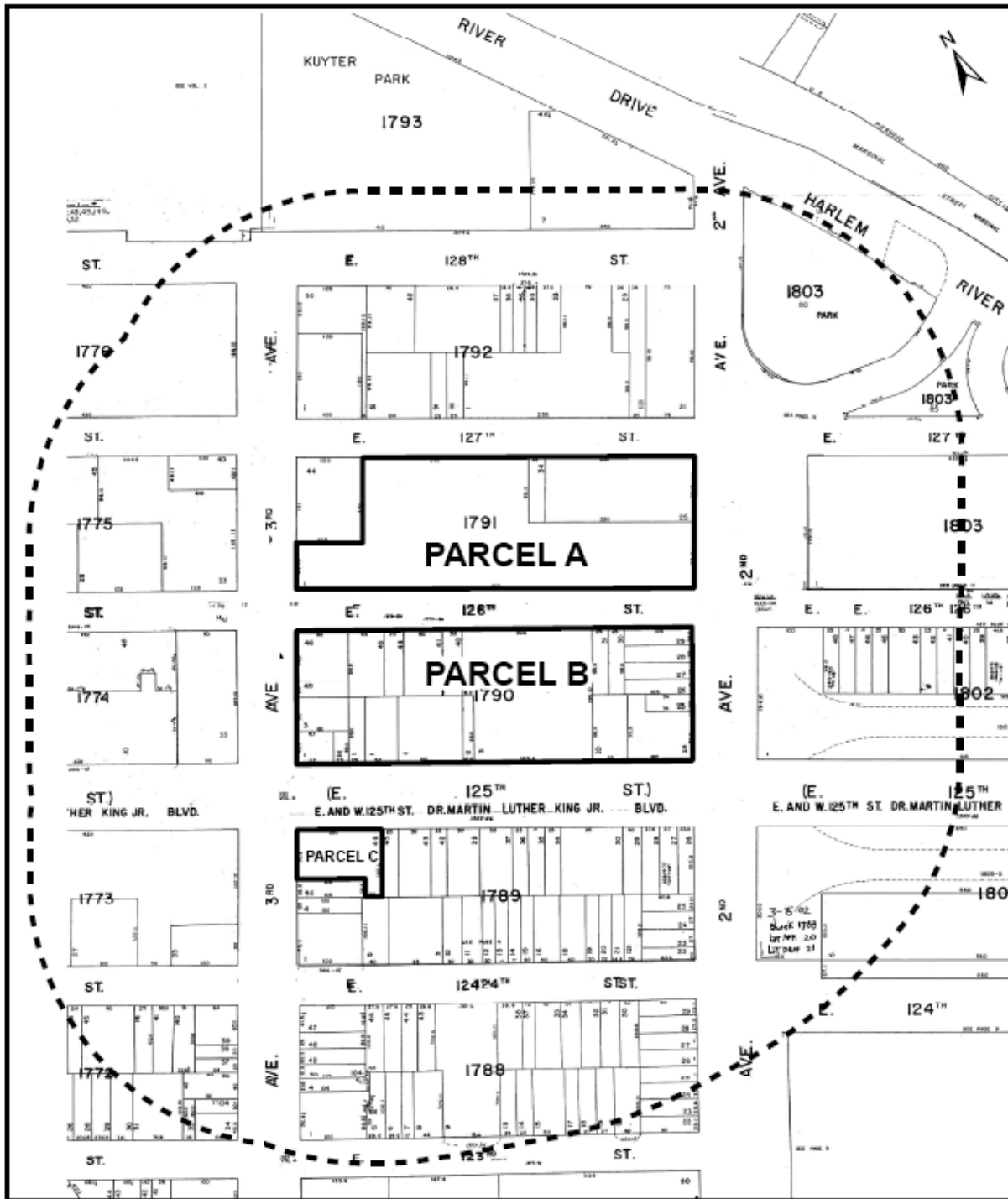


Figure 2 - Sanborn Map

*East 125th Street Development EAS
NYC Economic Development Corporation*



Legend


 Approximate 400-Foot Radius

Figure 3 - Tax Map

*East 125th Street Development EAS
NYC Economic Development Corporation*

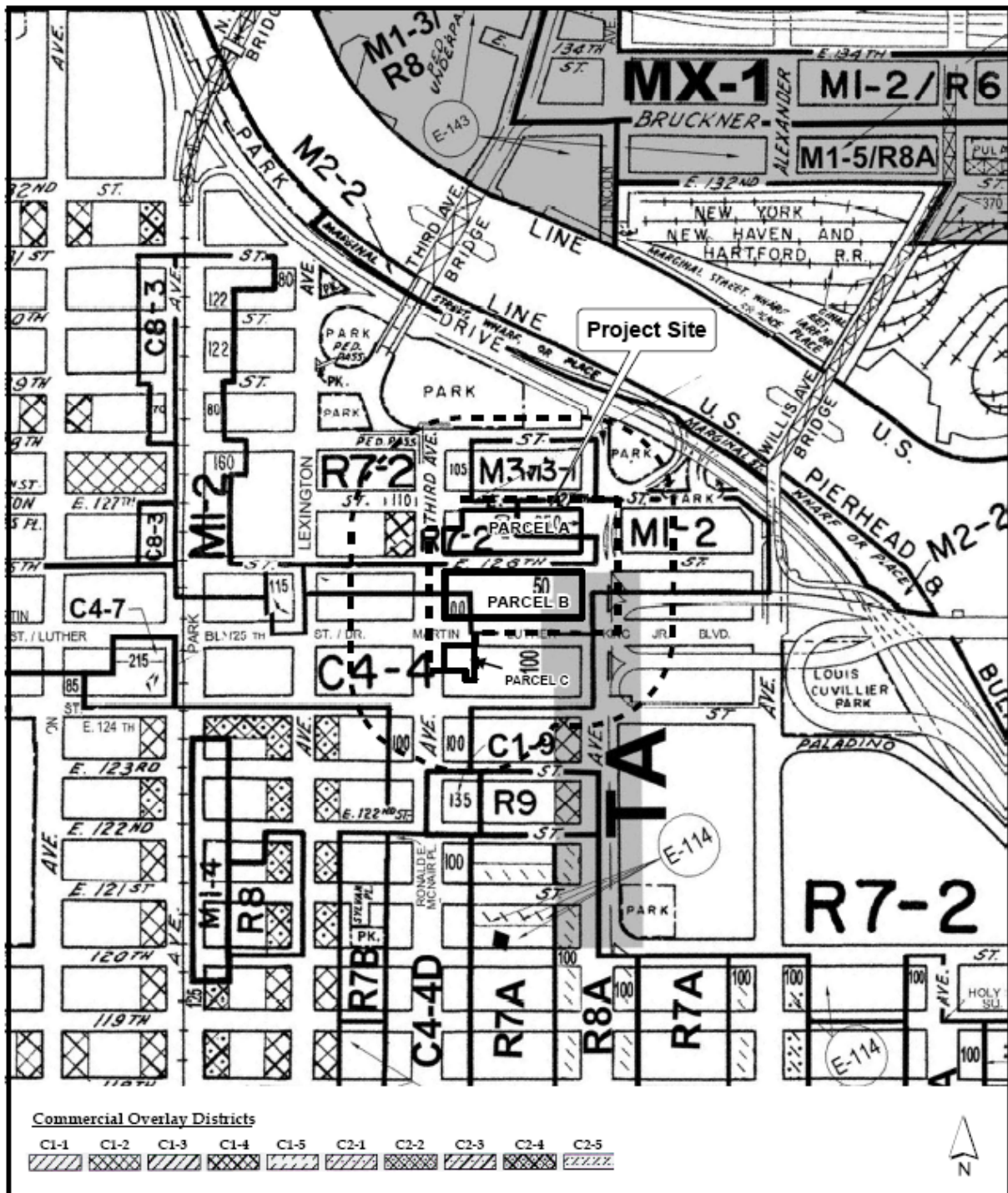


Figure 4 - Existing Zoning

East 125th Street Development EAS
 NYC Economic Development Corporation

E. ANALYSES

LAND USE, ZONING AND PUBLIC POLICY

According to the *CEQR Technical Manual*, a detailed assessment of land use is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. Zoning map changes, such as those associated with the East 125th Street Development, and development of new land uses of the magnitude associated with the proposed action, require such a detailed analysis. The proposed action would introduce up to 1,000 dwelling units, 470,000 square feet of retail/entertainment space, and 300,000 square feet of commercial office space, among other uses, in a relatively low density section of East Harlem.

The existing land use pattern of the Project Site is mixed, with low-to-mid-rise buildings (predominantly non-residential) interspersed with surface parking (the MTA bus storage facility) and vacant land. Local service uses occupy portions of the 125th Street frontage of the Project Site, with a motorcycle dealership located on 127th Street within a five-story brick building. There are approximately 10 occupied or formerly occupied residential apartments on upper floors of two of the buildings facing East 125th Street, with four of these units being occupied. These are nonconforming uses in this M1-2 District, which does not permit development of new residential uses. An MTA bus depot sits opposite Parcel A on Second Avenue (see Figure 1). Bus repair and general maintenance occur at this facility, whereas across Second Avenue, on Parcel A, the MTA facility is for bus parking only. Other surrounding uses include predominantly commercial and industrial uses to the north and south, and residential and institutional uses to the west facing Third Avenue, and at East 125th Street and Second Avenue.

Areas within approximately ¼-mile of the project site contain a broader mix of uses, and are increasingly residential south of East 124th Street, west of Lexington Avenue, and east of Second Avenue along East 126th Street and south of East 124th Street. Open space resources that fall within the ¼-mile radius include a tot lot and school playground facing Third Avenue, and parkland along the Harlem River and adjacent to the Harlem River Drive that is part of New York City's Emerald Necklace, also known as the Manhattan Waterfront Greenway. The immediately surrounding area contains major transportation and utility-related uses, including the adjacent MTA bus depot, and lands traversed by access ramps of the Harlem River Drive and Triborough Bridge. Commercial uses are concentrated along East 125th Street, and to the north, where an auto dealership occupies the majority of the block to the north of Parcel A. Institutional uses, including churches and educational facilities, are located to the south of the project site and adjacent to the northwest of Parcel A.

The replacement of underutilized land (surface parking) and predominantly low density commercial uses would result in a significant alteration of land use patterns on the Project Site. Zoning and public policy-related changes associated with the proposed action include modification of the East Harlem Urban Renewal Plan, the disposition of City-owned property, and the rezoning of the Project Site to the C6-3 or similar District. Therefore, a detailed assessment of land use, zoning and public policy will be conducted in the EIS, as described in the Draft Scope of Work for the EIS. The Primary Study Area for Land Use will consist of the Project Site and surrounding land within a 400-foot radius, extending from approximately the

midblocks of surrounding blocks, and from just north of East 128th Street to just south of East 123rd Street. A Secondary Study Area has been identified to evaluate the potential for indirect land use effects, consistent with the definition of land use study areas described in the *CEQR Technical Manual*. The Secondary Study Area encompasses land within approximately 1/4-mile of the Project Site, from approximately Park Avenue on the west to the Harlem River on the east, and from approximately East 120th Street on the south to the Harlem River on the north (see Figure 6: Land Use Study Area).

SOCIOECONOMIC CONDITIONS

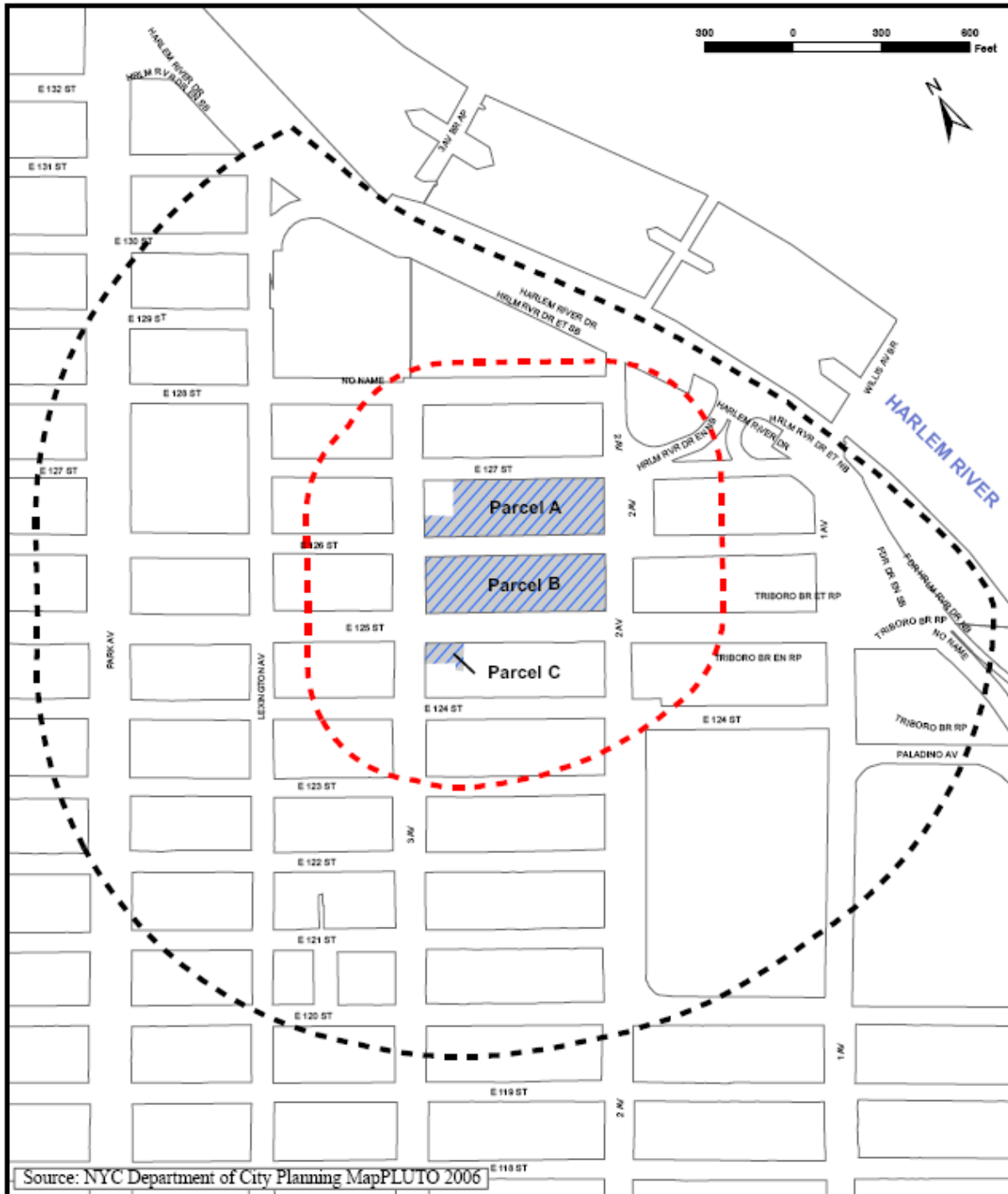
The *CEQR Technical Manual* calls for evaluation of socioeconomic conditions related to both residential conditions and business conditions where an action is expected to create substantial socioeconomic changes. According to the *CEQR Technical Manual*, residential projects with less than 200 units, and commercial projects with less than 200,000 square feet of floor area would not typically result in significant socioeconomic impacts.

Factors that must be considered in determining whether a project has the potential to create significant socioeconomic impacts and require a socioeconomic assessment include the potential for: (1) direct displacement of residential population; (2) direct displacement of existing businesses; (3) indirect displacement of residential population; (4) indirect displacement of businesses; and (5) adverse effects on specific industries not necessarily tied to a project site or area.

Direct Residential Displacement

The project site contains current or former residential units located above an appliance parts store located at 225 East 125th Street and over an antiques store located at 205 East 125th Street. According to an independent appraiser's report completed in April 2006, the units above the antiques store are commercially occupied. According to the New York City Department of City Planning's 2006 MapPluto database, use of these upper floors is mixed, with MapPluto indicating four residential units located above the appliance store, but no residential units located above the antiques store. Field surveys conducted for this EAS indicated six doorbells at the entrance of the appliance store and four doorbells at the entrance of the antiques store. However, no apparent signs of residential occupancy were observed in either building. Existing residential use of the project site is therefore conservatively estimated to total four occupied dwelling units (located above the appliance store at 225 East 125th Street). The occupancy status of these units will be confirmed in the DEIS.

The *CEQR Technical Manual* states that direct residential displacement in and of itself is not an impact under CEQR, and that no significant impacts result from direct residential displacement where a public agency is undertaking the action, or where tenants are protected by rent control, rent stabilization, or other public programs where relocation benefits would be available. According to the *CEQR Technical Manual*, impacts of residential displacement could occur if the numbers and types of people being displaced would lead to alteration of neighborhood character, or perhaps lead to indirect displacement of remaining residents.



Source: NYC Department of City Planning MapPLUTO 2006

Legend




-  Project Site
-  Approximate 400-Foot Radius
-  Approximate 1/4-mile Radius

Figure 6 - Land Use Study Area

*East 125th Street Development EAS
NYC Economic Development Corporation*

In the case of the Project Site and its Primary Study Area (see Figure 7, Socioeconomic Study Area), the approximately four households that could potentially be displaced by the proposed action do not represent a large enough population such that their displacement from the Primary Study Area would lead to an alteration of the character of this surrounding area. Total 2000 population of the four census tracts that comprise the Primary Study Area for socioeconomic analysis (Census Tracts 192, 194, 196, 202 and 204) was 13,907 persons. Based on the average household size of Manhattan Community District 11 (2.57 persons per household¹), the four households that would be displaced by the proposed action house approximately 11 persons, or less than one tenth of one percent of the Primary Study Area's total 2000 population.

Direct Business/Institutional Displacement

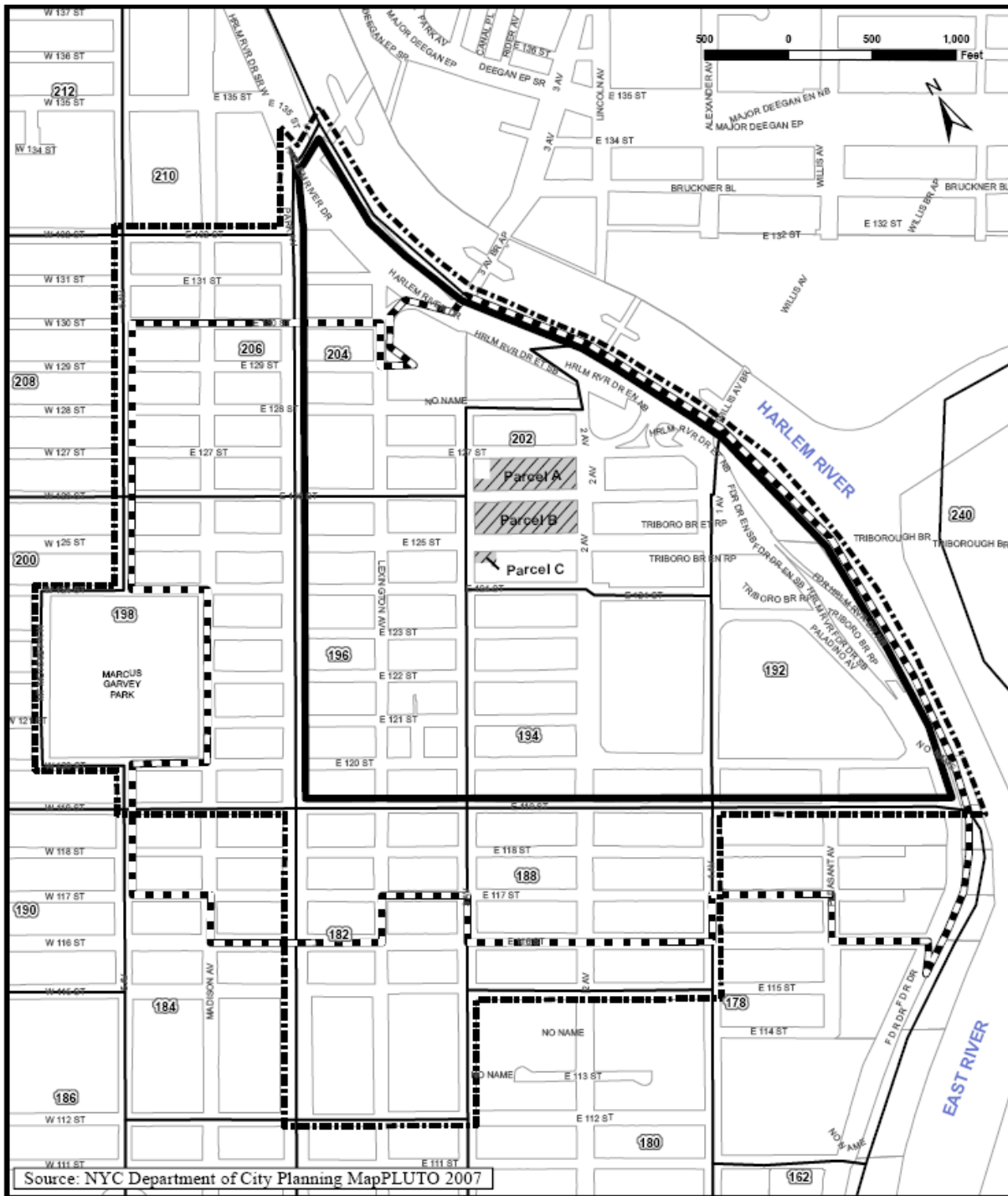
Approximately 10 existing businesses exist on the project site, with an estimated total of approximately 60-75 employees, based on field surveys conducted in November 2006, and March and April 2007. These include primarily local service and comparison type retail uses facing 125th Street including a salon and barber shop, a flooring store, an appliance store, a parking lot, and an antiques store. There is a Dunkin' Donuts store and an Amoco gas station on Second Avenue, the motorcycle dealership located on East 127th Street, and a privately operated parking facility on a City-owned lot on the midblock of Parcel B. The majority of the Project Site is used by the MTA as a bus storage facility. With the exception of the MTA bus storage facility that is proposed to be replaced on the Project Site as part of the proposed action, the businesses that currently exist on the Project Site would be directly displaced as a result of the proposed action.

The screening analysis for determining whether a detailed evaluation of direct business displacement is required in the EIS depends on consideration of the following circumstances:

- 1) Does the business have substantial economic value to the City or regional area and can it only be relocated with great difficulty, or not at all?
- 2) Is the category of business or institution the subject of other regulations or publicly adopted plans to preserve or enhance, or otherwise protect it?
- 3) Does the business or institution define or contribute substantially to a defining element of neighborhood character?
- 4) Does the number of businesses or employees to be displaced collectively define the character of the neighborhood?

The businesses that would be displaced by the proposed action are typical of those found along the larger 125th Street corridor and commercially and industrially zoned areas. They do not appear to have unique needs in terms of their space and location, other than appropriate zoning, particularly in the case of auto-related and sales uses. These businesses would be expected to relocate to available sites in the City or nearby commercially or industrially zoned areas. Since these businesses and their employees are not considered to be a defining element of the area's neighborhood character, but rather are typical of the City's industrial and commercially zoned land and corridors, they are not considered to be important in and of themselves to the City's

¹ Source: U.S. Census Bureau, 2000 Census SF1 File, as aggregated by the New York City Department of City Planning (December 2001).



Legend

-  Project Site
-  Primary Study Area
-  Secondary Study Area
-  Business & Institutional ZIP Code Study Area (ZIP Code 10035)
-  2000 Census Tract

Figure 7 - Socioeconomic Study Area

*East 125th Street Development EAS
NYC Economic Development Corporation*

economy, and a detailed assessment of the effects of the loss of these businesses on neighborhood character, particularly in terms of land use and population, is not considered to be appropriate. Existing on-site businesses and relocation assistance to be provided as part of the proposed project, if any, will be described in the EIS.

Indirect Residential Displacement

The *CEQR Technical Manual* calls for detailed evaluation of indirect residential displacement in circumstances where a project can lead to indirect changes including the following:

- 1) The addition of substantial new population with different socioeconomic characteristics compared to the size and character of the existing population.
- 2) The direct displacement of uses or properties that have a “blighting” effect on property values in the area.
- 3) The displacement of one or more components of the population to alter the socioeconomic composition of the study area.
- 4) The introduction of a “critical mass” of non-residential uses such that the surrounding area becomes more attractive as a residential neighborhood.
- 5) The introduction of a land use that could have a similar indirect effect if it is large enough or prominent enough or combines with other like uses to create a critical mass large enough to offset positive trends in the study area, to impede efforts to attract investment to the area, or to create a climate for disinvestment.

The proposed project would increase affordable housing opportunities in East Harlem, with at least 65 percent of the proposed residential units proposed for low and moderate income households. However, based on preliminary evaluation of Census Data and the presence of significant numbers of low-income residents in the area surrounding the project site, the significance of the action’s effects on indirect residential displacement are unclear, and a detailed evaluation of indirect residential displacement will be conducted and described in the EIS. Factors that are relevant to this analysis will be 1) whether the direct displacement of uses or properties that have a “blighting” effect, such as vacant land and unscreened storage, will have a significant effect on property values in the area; and, 2) whether the introduction of new office space, retail uses and media/entertainment-related uses would make this part of East Harlem more attractive as a residential neighborhood, thereby increasing the potential for indirect residential displacement.

Indirect Business/Institutional Displacement

The *CEQR Technical Manual* states that indirect displacement of business and institutional uses may result from an action that would increase property values and thus increase rents for potentially vulnerable categories of business. This is a concern when it would result in changes to land use or population patterns or community character, or when it would displace businesses that either 1) have substantial economic value to the City or regional area and can only be relocated with great difficulty, or not at all; 2) are in a category of business or institution that is the subject of other regulations or publicly adopted plans to preserve or enhance, or otherwise protect it; 3) define or contribute substantially to a defining element of neighborhood character; or, 4)

collectively define the character of a neighborhood in terms of the number of businesses or employees. The proposed action would introduce a substantial amount of new retail and office space to an area that is characterized by smaller businesses that could be vulnerable to increases in land values, and which has experienced past disinvestment. Because the proposed project is likely to increase property values in its immediately surrounding area, a detailed assessment of potential for indirect business or institutional displacement is warranted and will be conducted in the EIS.

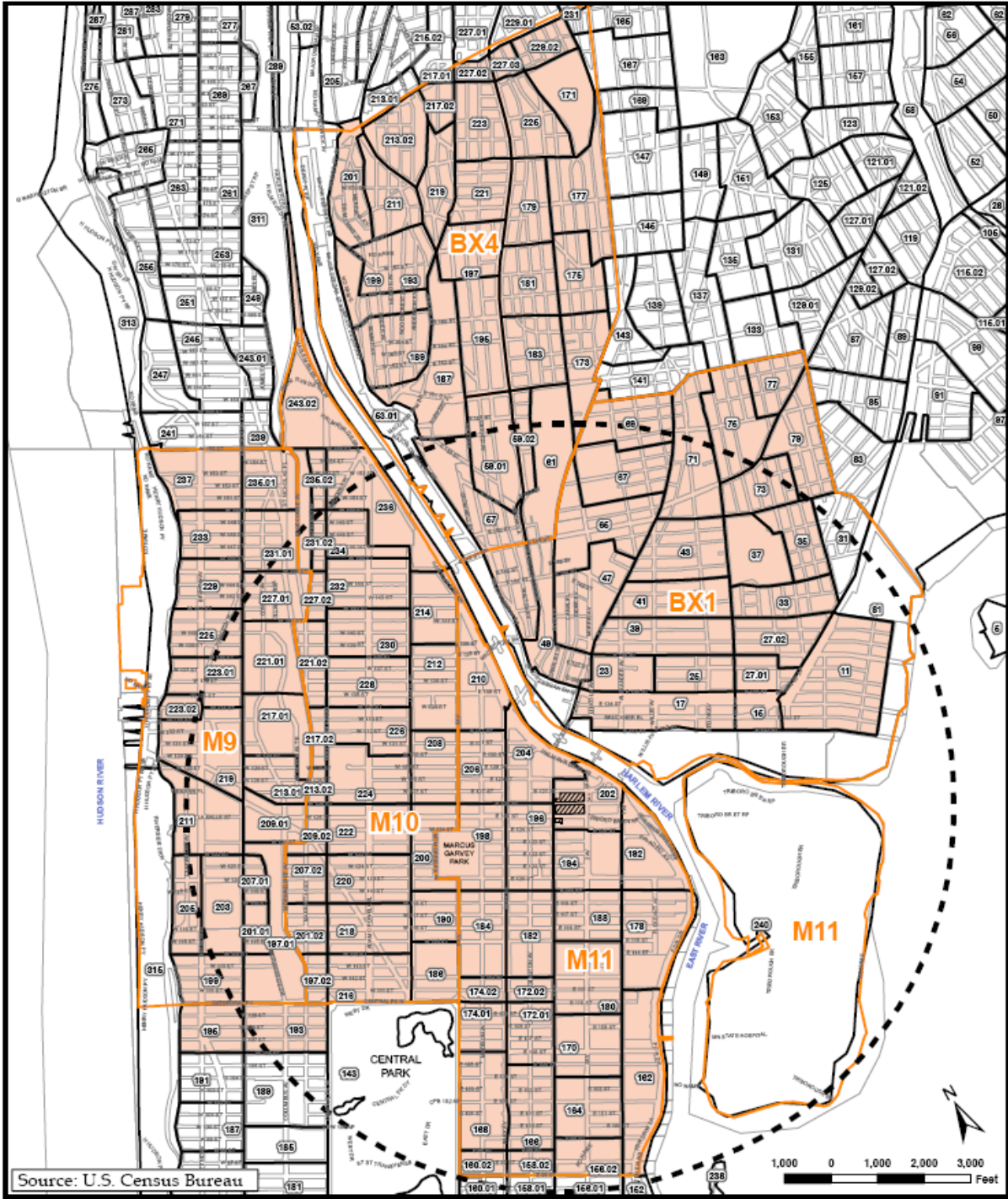
The assessment of potential for indirect business or institutional displacement will identify and characterize conditions and trends in employment and businesses within the study areas based on field surveys and employment data from the U.S. Census and/or New York State Department of Labor. The potential for introduction of a new type of economic activity that would change existing economic patterns will be assessed and described, followed by a determination of whether the proposed action would introduce a new trend or accelerate an existing trend in replacing the existing pattern of development on the Project Site with new mixed-use development. Finally, the assessment will determine if the proposed action will add to the concentration of one economic sector that will change the existing economic patterns in the study areas.

A retail market study will also be conducted to determine whether the proposed retail uses would be expected to have competitive economic impacts that would affect neighborhood character by impacting the viability of neighborhood shopping areas. A primary trade area will be examined consisting of commercial corridors within an approximately 1.5-mile radius of the project site (see following Figure 7a). A profile of the retail environment within this trade area, and data from the US Census Bureau, New York State Department of Labor, and standard reference sources, will be used to identify key retail competitors, and the expenditure profile of area households. Based on these data, the assessment will determine whether the trade area is currently saturated with retail uses or whether there is likely to be an outflow of sales from the trade area. Projected sales volumes from the proposed stores will be compared with the existing trade area expenditure profile to determine if the action would be likely to substantially raise the retail sales capture rate within the trade area, or affect competitive stores in this area.

Specific Industries

The *CEQR Technical Manual* states a given action could, under certain circumstances, affect the operation and viability of a specific industry not necessarily tied to a specific location. A detailed investigation of adverse effects on specific industries is warranted if the proposed action would either significantly affect business conditions in any industry or any category of businesses within or outside the study area; or indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses.

The proposed action would replace manufacturing-zoned land with mixed-use development, and would remove industrial (M1-2) zoning from approximately one block of land that now contains a small number of light industrial/storage-related businesses. It is anticipated that these businesses and the employees that they support would be able to relocate to available space on other



Source: U.S. Census Bureau

- Legend**
- Project Site
 - 1.5-Mile Radius
 - Community District
 - 2000 Census Tract
 - Retail Market Trade Area

Figure 7a - Retail Market Study Area

East 125th Street Development EAS
 NYC Economic Development Corporation

appropriately zoned sites in the city, with a de minimus impact on the City's industrial workforce and manufacturing base.

The project would also strengthen employment in the media sector with the introduction of up to 300,000 square feet of media-related office and post-production studio space, resulting in a positive impact on the media industry in the City of New York. Therefore, a detailed analysis of the potential for adverse effects on specific industries is not warranted.

COMMUNITY FACILITIES AND SERVICES

The *CEQR Technical Manual* requires evaluation of an action's potential effect on the provision of services provided by community facilities and services that are public or publicly funded and are available to the community. This generally occurs when a project either physically displaces or alters a community facility, or causes a change in population that could affect the service delivery of a community facility, as might happen if a facility is already overutilized, or if a project is large enough to create a demand that could not be met by the existing facility. Community facilities or resources that may be addressed in environmental assessments include 1) public schools; 2) libraries; 3) health care facilities; 4) day care centers; 5) fire protection; 6) police protection; and, 7) other community facilities such as homeless shelters, jails, community centers, colleges and universities or religious and cultural facilities (this last category of facilities only requiring evaluation if they would be physically displaced or altered by the action).

The proposed project would not permanently displace a community facility. However, an MTA bus storage facility would be relocated from surface parking on the Project Site to an underground location on the Project Site, resulting in temporary direct effects during the construction phase of the project.

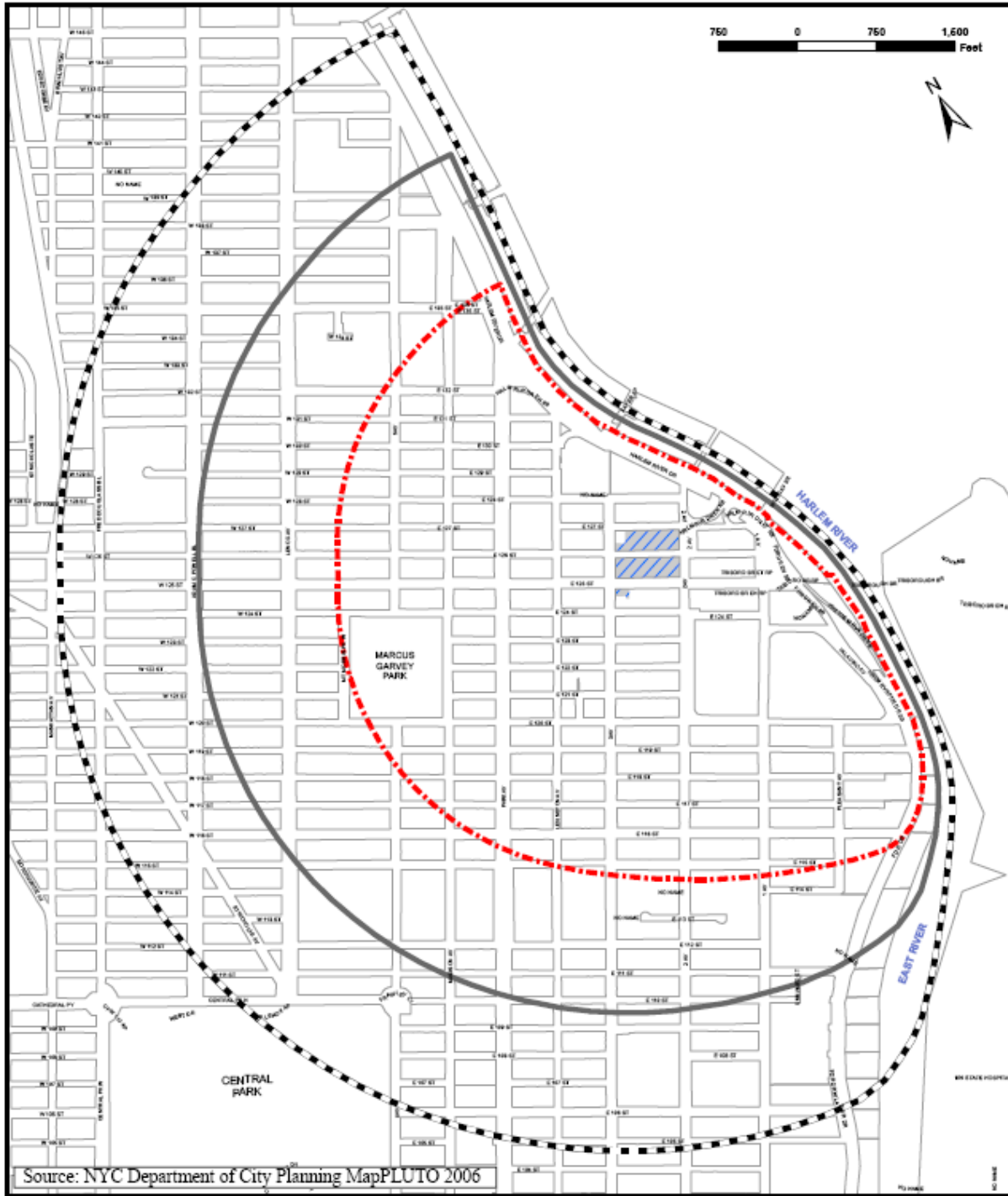
Thresholds to be used in determining whether a detailed analysis of community facilities is warranted relate to the level of proposed residential development, target income groups of proposed residences, and anticipated numbers of children. An assessment is needed for projects with direct effects on community facilities, or projects that would add more than 100 residential units, the later being the case for the proposed East 125th Street Development. Thresholds for preliminary analyses vary by category of community facility. For public schools, the threshold for preliminary analyses is the generation of more than 50 elementary/middle school, or 150 high school students. For libraries, an increase of greater than five percent in the ratio of residential units to libraries in a particular borough would trigger the need for a preliminary analysis. For health care facilities, the threshold is a project with more than 600 low-to-moderate-income units. For day care centers, the threshold is more than 50 eligible children based on the number of low- and moderate-income units by borough. Preliminary analyses related to fire and police protection services are only required when there would be a direct effect on these services.

The proposed action would introduce up to 1,000 units of housing, with up to 650 of those units being available to low and moderate income households. Therefore, thresholds for preliminary analyses are met for public schools, libraries, health care centers and day care centers. Detailed analyses of indirect potential impacts on public schools, libraries, health care centers and day care centers will be conducted and described in the EIS pursuant to the methodologies presented in the

CEQR Technical Manual Chapter 3C, Section 320, as described in the Scope of Work for the EIS (see Figure 8: Community Facilities Study Area).

OPEN SPACE

There are no public or private open space resources located on the Project Site. Within several blocks of the Project Site are New York City Department of Parks and Recreation parks including parkland along the Harlem River and adjacent to the Harlem River Drive that is part of New York City's Emerald Necklace, also known as the Manhattan Waterfront Greenway; the Wagner Houses Pool; and smaller parks of under an acre in size containing playgrounds and/or court space. Within one half mile of the Project Site are approximately two dozen open space resources, including major facilities such as the 20-acre Marcus Garvey Park extending from East 120th to East 124th Street, and soccer and baseball fields within the JHS 45 Wagner Playground/Recreation Area between First and Second Avenues at East 120th Street.



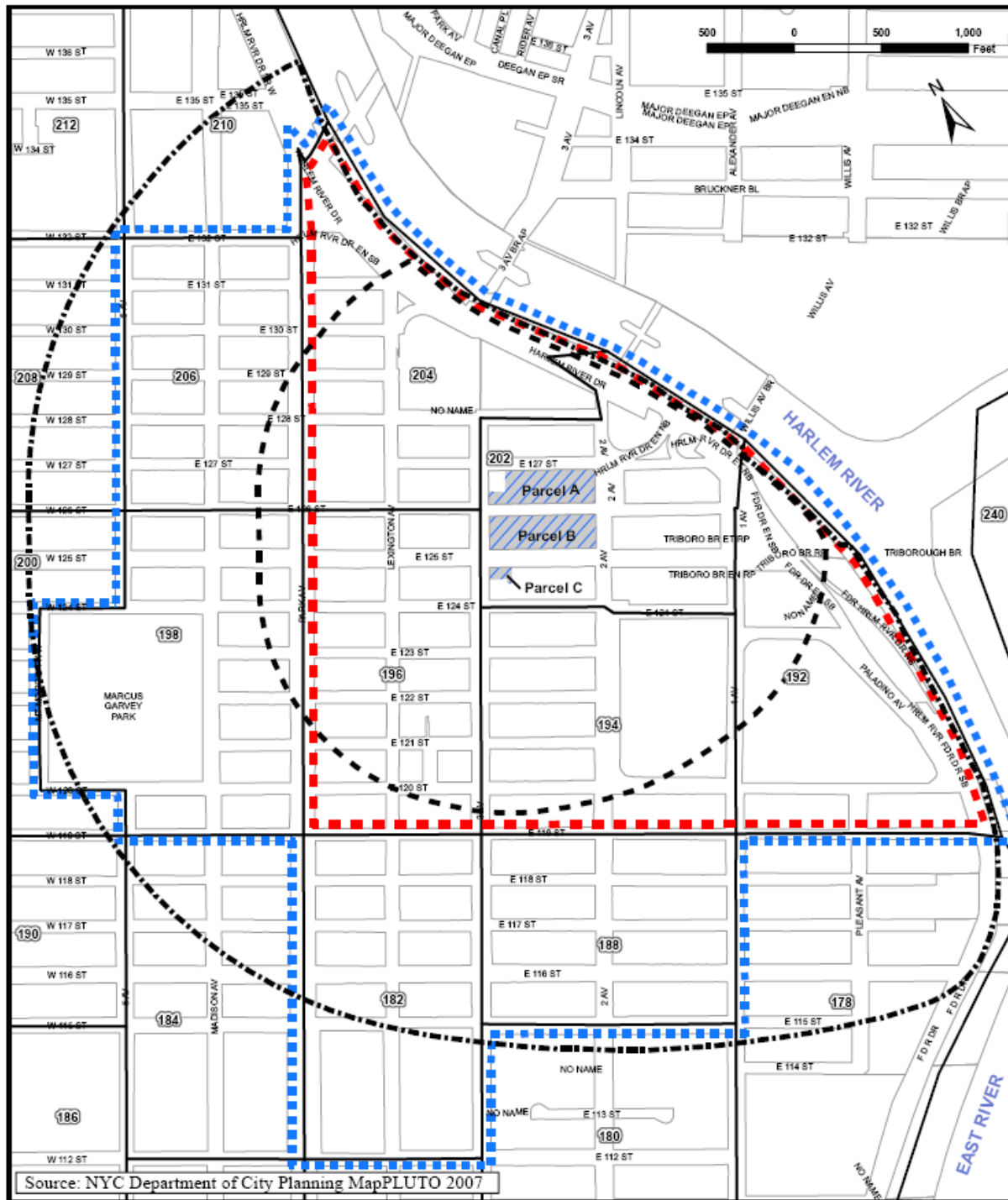
Source: NYC Department of City Planning MapPLUTO 2006

Legend

-  Project Site
-  Approximate 1/2-mile Radius
-  Approximate 3/4-mile Radius
-  Approximate 1-mile Radius

Figure 8 - Community Facilities Study Area

*East 125th Street Development EAS
NYC Economic Development Corporation*



Source: NYC Department of City Planning MapPLUTO 2007

Legend

-  Project Site
-  Approximate 1/4-mile Radius
-  Approximate 1/2-mile Radius
-  2000 Census Tract
-  Commercial Study Area
-  Residential Study Area

Figure 9 - Open Space Study Area

East 125th Street Development EAS
 NYC Economic Development Corporation

New residents and workers generated from the proposed action would place added demands on existing open space and recreational facilities. The proposed action would generate more than 200 residents and more than 500 new employees (the CEQR threshold for analysis), thereby requiring an assessment of open space resources. A detailed open space analysis will be conducted according to the following tasks:

- Using 2000 Census data, calculate the total residential population of the open space study area, which as per CEQR guidelines, would be defined as the area within a half-mile radius from the rezoning area with the study area boundary adjusted to include all census tracts with at least 50 percent of their area within the half-mile radius (see Figure 9: Open Space Study Area). The population would be identified pursuant to Table 3D-10 of the *CEQR Technical Manual*.
- Inventory existing active and passive open spaces within the open space study area. The condition and usage of existing facilities will be described based on the inventory and field visits. Jurisdiction, features, user groups, factors affecting usage, hours of operation, and access will be included in the description of facilities. Also, the potential for facilities to be affected by direct impacts, such as from shadows cast by the action induced development, will also be assessed. Acreage of these facilities will be determined and total study area acreage calculated. The percentage of active and passive open space also will be calculated. A map showing the locations of open spaces keyed to the inventory will be provided.
- Based on the inventory of facilities and study area population, the open space ratios for the residential population will be calculated and compared to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratio will be calculated for active and passive open space, as well as the ratio for the aggregate open space.
- Assess expected changes in future levels of open space supply and demand in the Build year, based on other planned development projects within the open space study area. Also take account of any new open space and recreational facilities expected in the open space study area. Open space ratios will be developed for future conditions without the action and compared with open space ratios for future conditions with the action to determine changes in future levels of adequacy.
- If the results of the impact analysis identify a potential for a significant adverse impact, discuss potential mitigation measures.
- A preliminary assessment of the potential for open space demand generated by workers will also be prepared. However, if it is determined that the action would generate 500 or more new non-residents, such as employees or a similar number of other users, there will need to be an additional analysis for the non-residential population, based on a quarter-mile radius (adjusted to include census tracts that are 50 percent or more within the quarter-mile study area radius) from the project area following the methodology in the *CEQR Technical Manual*.

SHADOWS

The *CEQR Technical Manual* requires an assessment of shadow effects of a proposed action if that action would result new structures or additions that would cast shadows long enough to reach

a publicly accessible open space other than within an hour and a half of sunrise or sunset. For actions resulting in structures or enlargements 50 feet high or taller, such as the East 125th Street Development, preliminary screening to determine if a shadow analysis is warranted entails determining whether the longest shadow that any structure would cast during the year outside of the period within an hour and a half of sunrise or sunset (a length of 4.3 times building height) could reach open space resources or identified potential architectural resources with historically significant features that depend on sunlight (other than those resources generally to the south of the Project Site).

The proposed project includes a rezoning that would allow permissible building heights of up to 210 feet. A building of this height would cast a maximum shadow length outside of the period within an hour and a half of sunrise or sunset of approximately 900 feet. Within this distance and potentially subject to shadows cast by the proposed project is New York City Department of Parks and Recreation parkland including Harlem River Park at East 127th Street and Harlem River Drive, a 0.35-acre passive recreation park with landscaped areas and benches, and a 1.37-acre playground with active recreation facilities that is referred to as the “Crack is Wack Playground” (Harlem River Drive Park), located at Second Avenue between East 127th and East 128th Streets. Other nearby open space resources, though not fully accessible to the public, include a tot lot and school playground located at East 127th Street on the west side of Third Avenue (southwestern corner and northwestern corner, respectively).

The EIS will assess the potential shadowing effects of the proposed action on light-sensitive uses in the area, and will disclose the range of shadow impacts, if any, which are likely to result from the action with respect to these natural resources, historic resources, and/or publicly accessible spaces. This may include the above listed open space resources, among others. Shadow diagrams and text will be included in the EIS to assess the potential effect of shadows from buildings resulting from the proposed action. The shadow assessment would be coordinated with the analysis of Open Space and Historic Resources, where appropriate.

HISTORIC AND ARCHEOLOGICAL RESOURCES

The *CEQR Technical Manual* identifies historic resources such as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the NY State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. Because the proposed action includes new in-ground disturbance and construction of a building type not currently permitted in the affected area, the action has the potential to result in impacts to archaeological and architectural resources.

Most of East Harlem, including the Project Site, has been extensively developed. The Project Site has been fully disturbed by the building foundations of previously razed and existing structures. Initial research regarding the boundaries of the Harlem Reformed Church of 1660 and African burial ground location on East 127th Street west of First Avenue show that this site did not extend

onto the Project Site, and confirmation of this will be provided in the EIS. It is unlikely that there are any other significant archeological resources that might be disturbed by the development. None of the buildings on the Project Site are historic structures or fall within a designated historic district. Within 400 feet of the Project Site are five designated historic resources, which include: the New York City Public Library 125th Street Branch located at 224 East 125th Street (NR eligible), a multi-unit dwelling located at 221 East 124th Street built in 1883 (NR eligible), Chambers Memorial Baptist Church located at 219 East 123rd Street (NR potentially eligible), Ligia's Place Adult Care Facility located at 2265 Third Avenue (NR potentially eligible), and the Triborough Bridge, including its approach roadway (NR eligible).

Impacts on historic resources are considered on the affected sites and in the area surrounding identified development sites, while archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. The historic resources study area is therefore defined as the area to be rezoned plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. In coordination with EIS research related to land use and hazardous materials, this section of the EIS will include an overview of the study area's history and land development. This history will be detailed enough to determine whether any potential archaeological resources may be on the site, requiring further study.

If archaeologically sensitive sites potentially affected by the proposed action are identified by LPC, a Phase 1A Archaeological Documentary Report will be prepared. The Phase 1A will document the site history, its development and uses, and the potential for the site to host significant archaeological features. The EIS will summarize the results of the Phase 1A analyses. The full Phase 1A report will be submitted to LPC for review. Further description of the tasks that would be followed to identify and describe historic and archeological resources, if necessary, are provided in the EIS Scope of Work.

URBAN DESIGN/VISUAL RESOURCES

The potential for a project to affect visual character, urban design and/or the visual resources of an area is considered in a CEQR analysis. According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is necessary for projects that would have substantially different bulk or setbacks than exist in an area, or when substantial new, above-ground construction would occur in an area that has important views, natural resources, or landmark structures.

The Project Site is located in an area where visual conditions are deficient as a result of unscreened vacant lots and surface parking. Buildings in the larger East Harlem Triangle neighborhood are generally low-to-mid-rise in scale, though examples of high rise development exist nearby, including Taino Towers, with four 35-story towers on the block located between Lexington and Third Avenues, between 122nd and 123rd Streets. The elevated entrance ramps of the Triborough Bridge located at the eastern end of East 125th Street are a dominant visual element that largely block views to the east from the 125th Street corridor.

The proposed action would affect regulations on building bulk and height. Therefore, it has the potential to result in impacts related to urban design and visual resources. Urban Design Guidelines specified in the RFP for site development (issued by the NYC Economic Development

Corporation in October 2005) called for building heights of up to 210 feet on Second and Third Avenue, minimum streetwall heights on the midblocks of 60 feet, with an 85-foot maximum, a maximum slab width for any building exceeding the streetwall height of 175 feet, minimum setbacks for building faces above the streetwall of 10 feet on wide streets, and 15 feet on narrow streets and for Parcel C. Active ground floor uses including retail and entertainment-related uses are required for 125th Street and Third Avenue lot frontage (other than building entrances), with requirements for minimum transparency, and visibility where roll-down or security gates are proposed.

Additional Open Space guidelines are proposed as part of the proposed action requiring, among other things, a minimum of 2,500 square feet of public open space on Parcel A, and a minimum of 10,000 square feet of public open space on Parcel B, with direct access from East 125th Street and East 126th Street. Rooftop outdoor open space would be maximized, and a unique “sense of place” and project identity is to be fostered through requirements for use of uniform signage; an architectural image; public art, water elements, trees, or other focal elements in proposed plazas; and, programming of activities and events, and diversifying the mix of commercial and other tenants to reflect the community’s multi-cultural diversity. Guidelines for the East 125th Street Development related to urban design and visual conditions also encourage views to nearby parks and waterfront areas, and developer contributions toward the enhancement of adjacent parks and waterfront areas.

A detailed preliminary screening analysis will be undertaken to identify whether the proposed action would exceed any of the thresholds identified in the *CEQR Technical Manual*. The urban design/visual resources study area will include the area within a ¼-mile radius of the proposed rezoning area, adjusted to include whole City blocks and natural features. This analysis will consider the overall height, bulk and massing of the proposed project and its adherence to the Urban Design Guidelines specified in the RFP. Subtasks involved in the analysis of urban design and visual resources are described in the Scope of Work.

NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. In the case of the Project Site, neighborhood character is established by the predominantly non-residential uses that face 125th Street, and the surface parking and vacant land that occupies the majority of the remainder of the Project Site (see photographs of Project Site in Appendix A). Transportation and auto-related uses partly define the character of this low scale commercial-industrial area. East 125th Street is a major transportation corridor with access to the region’s highway network, and with older, mixed-use buildings facing the Project Site on the south side of East 125th Street.

The *CEQR Technical Manual* calls for an assessment of effects on Neighborhood Character if a proposed action could result in either land use or land use policy conflicts or impacts; significant urban design or visual impacts; direct changes to an historic resource; significant socioeconomic impacts; a significant adverse impact on noise; or, a significant impact on an aspect of traffic such as a change in traffic patterns, roadway classification, vehicle mix, or traffic volumes. Since the project would alter underlying zoning regulations related to land use and visual conditions, an

evaluation of Neighborhood Character will be included in the EIS. Since most of these elements will already be covered in other EIS sections, the Neighborhood Character section of the EIS will essentially represent a summary of the key findings of these other analyses.

The Neighborhood Character section will draw on other EIS sections, describing the predominant factors that contribute to defining the character of the neighborhood. Based on planned development projects, public policy initiatives, and planned public improvements, this chapter will summarize changes that can be expected in the character of the neighborhood in the future without the project. The analysis of project impacts on various EIS sections will serve as the basis for assessing and summarizing the proposed action's impacts on neighborhood character.

HAZARDOUS MATERIALS

For hazardous materials, the goal of CEQR is to determine whether the proposed action could lead to increased exposure of people or the environment to hazardous materials and whether the increased exposure would result in significant public health impacts or environmental damage. A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to Heavy Metals, Volatile Organic Compounds (VOCs), Semivolatile Organic Compounds, Methane, Polychlorinated Biphenyls (PCBs), Pesticides, Polychlorinated Dibenzodioxins and Dibenzofurans (commonly referred to as Dioxins), and Hazardous Wastes that are defined by regulations promulgated under the Federal Resource Conservation and Recovery Act as solid wastes that are either chemically reactive, ignitable, corrosive, or toxic.

The potential for significant impacts related to hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site; b) an action would increase pathways to their exposure, either human or environmental; or c) an action would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased.

A Phase 1 Environmental Site Assessment (ESA) was completed for the Project Site in November 2006. A visual reconnaissance of the Site revealed a total of 15 vacant lots, three lots reported as vacant but utilized for parking, and nine commercial/retail businesses, three of which are located on the ground floor below loft apartments. The privately owned vacant lots and some of the City-owned lots are fenced and site conditions were viewed from the sidewalk areas. The reconnaissance revealed the presence of uneven ground surfaces, asphalt paving, buried foundations and/or fill material, all suggesting underground storage tanks and potentially contaminated fill below the ground surface.

The Phase 1 ESA recommended that a subsurface investigation be conducted including test pits and geophysical investigation methods to characterize fill materials and identify potential underground storage tanks. The report also recommended that an asbestos and lead based paint survey be conducted. A Phase II Environmental Site Investigation (ESI) Work Plan has been prepared to investigate areas of environmental concern identified in the Phase I ESA, and is described in the EIS Scope of Work.

NATURAL RESOURCES & WATERFRONT REVITALIZATION PROGRAM

The *CEQR Technical Manual* sets the following criteria for determining whether an assessment of impacts on natural resources is warranted for a particular proposed action. If any of the following criteria is not met for a given site, then an assessment of potential for impacts on natural resources must be conducted.

- The site of the action is substantially devoid of natural resources, *or* the site of the action contains natural resources or important subsurface conditions, but no activity associated with the action would disturb them, either directly or indirectly.
- The site of the action contains no "built resource" that is known to contain or may be used as a habitat by a protected species as defined in the Federal Endangered Species Act (50 CFR 17) or the State's Environmental Conservation Law (6 NYCRR Parts 182 and 193).
- The site of the action contains no subsurface conditions, the disruption of which might affect the function or value of an adjacent or nearby natural resource (for more information, see *CEQR Technical Manual* Chapter 3J, "Hazardous Materials").
- The site of the proposed action is located near the Harlem River, which is a tidal strait that is considered to be a natural resource as defined in the *CEQR Technical Manual*, but no activity associated with the action would disturb this resource, either directly or indirectly.
- As determined by satisfying all of the above criteria, the proposed action involves the disturbance of a natural resource, but that impact has been deemed insignificant by a government agency with jurisdiction over that resource and conditions have not changed significantly since the permit was issued. An example would be the repair or replacement of piers, piles, bulkheads, and other waterfront structures. These actions have been classified as environmentally insignificant in the U.S. Army Corps of Engineers' "Nationwide Permit" for such actions.

The Project Site has been extensively developed in the past with buildings and paved surfaces. It consists of urbanized land within an industrial and commercial area. There are no abutting natural resources, and no potential for disruption or indirect impacts to a natural resource. The Project Site is also located adjacent to, but not within, the City's Coastal Zone, according to the 1986 Coastal Zone Boundary map. Therefore, an assessment of the proposed action's consistency with the City's Local Waterfront Revitalization Program (LWRP) and a detailed assessment of natural resources are not warranted.

*INFRASTRUCTURE, SOLID WASTE & ENERGY***Water Supply**

The Project Site is located in an area that is served by a network of water distribution lines, including both 12-inch and 20-inch mains, providing water to individual locations. The existing water demand for the Project Site is primarily from upper floor apartments and businesses. Much of the existing Project Site is comprised of surface parking and vacant land that do not generate demand for water. Based on water usage rates from the *CEQR Technical Manual*, it is estimated that the project site currently generates water supply demand of approximately 26,000 gpd. Under future conditions with the proposed project, it is estimated that the project site would generate water supply demand totaling approximately 600,000 gpd.

Sanitary Sewage

The Project Site is served by the Wards Island Water Pollution Control Plant (WPCP), which discharges to the East River subject to New York State Department of Environmental Conservation (NYSDEC) State Pollutant Discharge Elimination System (SPDES) permit regulations. The sewer system is a combined system capable of handling both sanitary sewage and stormwater runoff. The *CEQR Technical Manual* identifies the Wards Island WPCP as having a capacity of 250 million gallons per day (mgd). Sewer lines serving the Project Site include 15-inch diameter pipes beneath the cross streets. The proposed development could produce wastewater flows of approximately 600,000 gallons per day (gpd), a small fraction of the Wards Island daily capacity.

Stormwater Management

Stormwater runoff from impervious surfaces (pavement and buildings) on the Project Site generally flows across the site toward storm sewers. The runoff flows through underground pipes and discharges, untreated, into a waterway. The proposed action would introduce approximately 1.7 million square feet of mixed-use development, increasing water demand and sewer flows from the Project Site, and increasing the amount of impervious surfaces on the site. This increase in demand could potentially result in infrastructure impacts and a detailed screening analysis for infrastructure will be conducted for the EIS to determine if a detailed evaluation is warranted. The increase in expected sewage generated by the action will be disclosed. A detailed assessment of water supply impacts will be conducted if the calculated demand exceeds approximately one million gpd.

Solid Waste and Sanitation

Municipal solid waste in the City of New York is managed in accordance with a Comprehensive Solid Waste Management Plan; the Department of Sanitation collects and disposes of all the wastes generated by residences and public institutions, and trash collected in curbside bins. The plan includes recycling and waste prevention goals, waste reduction and recycling education initiatives, and a program to promote the use of recycled products.

The proposed action may include the construction of 1,000 new residential dwelling units that could generate upwards of 40,000 pounds (20 tons) per week of municipal solid waste. The EIS will provide a detailed assessment of the potential for impacts on solid waste disposal and sanitation services.

Energy

The New York State Energy Conservation Construction Code sets minimum standards for the design and construction of all new buildings throughout New York State. As with all new development, the fuel and energy used to construct and operate the proposed development would be irreversibly lost. However, the amount of energy that would be expended would be typical of new mixed-use construction projects and the energy expended would not be expected to be locally or regionally significant. It is not expected that the net addition of energy demand from the proposed project would result in generation shortfall or service connection impacts. Consultation with Consolidated Edison will be conducted to confirm this.

TRAFFIC & PARKING

The proposed action would facilitate construction of office, retail, entertainment, and residential development, which would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the traffic and transportation studies will be a focus of the EIS, including four significant issues: (1) the size of the traffic study area and the number of intersections to be addressed both immediately adjacent to the project site and along the major routes leading to it; (2) the likelihood that the proposed project and the amount of development envisioned will generate significant impacts requiring significant levels of mitigation; (3) potential increase in the parking demand; and (4) an increased level of subway and bus use and, possibly, mitigation needed to accommodate transit riders. The fourth issue is addressed in the "Transit and Pedestrians" section below.

According to the *CEQR Technical Manual*, Traffic and Parking analyses are needed to determine whether a proposed action can be expected to have a significant impact on street and roadway conditions and on parking facilities. Traffic and Parking analyses address the following major technical areas:

- *Traffic flow and operating conditions*, including the volume of traffic expected to occur in the future with the action and the impact of this volume on traffic levels of service. The purpose of this assessment is to evaluate the sufficiency of street and highway elements to adequately process the proposed action's expected traffic flow and operating condition changes.
- *Parking conditions*, including the occupancy levels of parking lots and garages (public and accessory) as well as curbside parking spaces. The purpose is to determine what effect the proposed action would have on parking resources in the area.

- *Goods delivery*, including the capacity of proposed loading areas to accommodate the expected volume of deliveries and their ability to do so without interfering with vehicular and pedestrian traffic.
- *Vehicular and pedestrian safety*, principally focused on the effect of the proposed action’s generated demand at existing high-accident locations or at locations that may become unsafe due to the proposed action.

Traffic

If the proposed action would result in development greater than the levels shown in Table 3O-1 of the *CEQR Technical Manual* (shown below) or if development does not fall in any of the categories in Table 3O-1, a preliminary trip generation analysis—and, possibly, traffic impact analysis—will likely be needed.

Table 2: *CEQR Technical Manual* Table 3O-1

Table 3O-1 Minimum Development Densities Potentially Requiring Traffic Analysis					
Development Type	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Residential (number of new dwelling units)	240	200	200	200	100
Office (additional 1,000 gsf)	115	100	100	75	40
Retail (additional 1,000 gsf)	30	20	20	10	10
Restaurant (additional 1,000 gsf)	20	20	15	15	10
Community Facility (additional 1,000 gsf)	25	25	25	15	15
Public Parking Facility (number of new spaces)	85	85	80	60	60

With the following zone definitions:

Zone 1: Manhattan, 60th Street and south

Zone 2: Manhattan north of 60th Street, including Roosevelt Island; Downtown Brooklyn

Zone 3: Long Island City; Downtown Flushing

Zone 4: St. George (Staten Island); all other areas located within one mile of subway stations (except in Staten Island)

Zone 5: All other areas

Source: *CEQR Technical Manual*, City of New York, 2001.

Based on preliminary estimates, the proposed project is expected to generate an aggregate of more than 50 additional (net) vehicular trips, with the highest traffic concentration in the weekday 7:45-8:45 AM, 12-1 PM midday, and 4-5 PM peak hours, as well as in the Saturday midday peak hour. This scope of work considers the weekday AM, midday, and PM peak periods and the Saturday midday periods for detailed studies, focusing on those intersections handling the highest concentrations of project-generated demand. Based on the preliminary assumptions for the proposed project, it is anticipated that approximately 21 intersections would be analyzed in detail for potential traffic impacts according to the methodologies described in the *CEQR Technical Manual* (see Figure 10, Traffic Study Area).

Parking

Parking studies conducted and described in the EIS will focus on the amount of parking to be provided as part of the proposed project, and its ability to accommodate projected parking

demand associated with the project components. Area-wide parking inventories will also be conducted to determine the general area's capacity to accommodate additional parking, including the spaces displaced on the project site. In addition, any changes to parking supply and demand in the future without the proposed action will also be considered. As per CEQR guidelines, the parking study area will extend approximately ¼-mile from the boundaries of the Project Site.



Legend

- Intersection to be Analyzed
- ▨ Project Site

Note: Proposed Intersections for Analysis pending DOT Approval

Figure 10 - Traffic Study Area

*East 125th Street Development EAS
 NYC Economic Development Corporation*

TRANSIT & PEDESTRIANS

The Project Site is located one block east of the Lexington Avenue Subway Station and two blocks east of the Metro-North 125th Street commuter rail station. Numerous local and regional express bus lines run along 125th Street, Second Avenue and Third Avenue. The Project Site is also located adjacent to the planned Second Avenue Subway line and falls within a Special Transit Land Use District (TA District). New construction within this special purpose district may be required to provide a public easement associated with future subway improvements. The TA District is intended to minimize the conflict between normal pedestrian movements on public sidewalks and access to underground transit systems, reduce congestion in the vicinity of transportation nodes, require adequate access of light and air to subway mezzanines or underground station areas, and to coordinate the present and future relationship of land uses within the Special District including weather protected public access to the underground transit system, among other objectives.

The proposed project is expected to generate a net increase of more than 200 peak hour subway and bus riders, the threshold for detailed transit analysis, in the weekday AM and PM peak hours. Subway and bus modes will be examined in these two peak commuting periods to determine existing, future No-Build, and future Build conditions. New pedestrian trips are also expected to be generated by the proposed project, and pedestrian analyses will be provided in the EIS.

As described in the Scope of Work for the EIS, the EIS transit analysis will include an analysis of subway conditions that will focus on the 125th Street subway station serving nos. 4, 5, and 6 subway lines. A quantitative analysis of the local bus system in the study area will be performed for the EIS. Bus routes serving the study area include the Bx15, M15, M35, M60, M98, M100, M101, and M103 bus routes. Finally, a quantitative analysis of pedestrian conditions in the vicinity of the Project Site will be provided in the EIS that will evaluate the pedestrian characteristics on the public sidewalks, corners and crosswalks connecting the site to the surrounding system.

AIR QUALITY

Pollutants of concern are those that could have potential adverse impacts on the proposed development parcels. These pollutants include 1) project-generated carbon monoxide (CO) from motor vehicles, 2) emissions of particulates (PM₁₀ and PM_{2.5}) from existing and projected sources of diesel-powered vehicles (including the relocation of on-street MTA bus parking to an underground garage), 3) PM₁₀, sulfur dioxide (SO₂), and nitrogen dioxide (NO₂) from fuel combustion for boilers associated with existing and proposed uses, and 4) air toxics from existing manufacturing and industrial uses.

Air quality analyses for the proposed action would be carried out in accordance with the NYC *CEQR Technical Manual*, as well as other relevant guidance and protocols provided by NYS Department of Environmental Conservation (NYSDEC), NYC Department of Environmental Protection (NYCDEP), and US Environmental Protection Agency (USEPA). If appropriate, available environmental studies for other projects within the study area would be reviewed. The EIS Draft Scope of Work for the Air Quality analysis describes the methods and procedures that will be utilized.

Mobile Source Analysis

Issues

A significant increase in traffic at congested intersections would be associated with the proposed residential and commercial developments. As a result, emissions from project-related traffic, particularly those along the 125th Street, Third Avenue, and Second Avenue access corridors, in combination with other traffic associated with existing uses, have the potential to significantly impact air quality at nearby sensitive land uses.

Accordingly, one of the primary air quality issues related to the proposed redevelopment project is whether the traffic associated with the proposed project during peak traffic periods will cause or exacerbate a violation of the 8-hour ambient air quality standard for CO, the 24-hr or annual PM₁₀ standard or exceed the NYCDEP's CO de minimis criteria and the PM_{2.5} 24-hr and annual Significant Threshold Values near any of these locations.

Screen Potential Analysis Sites

A screening level analysis based on procedures found in the *CEQR Technical Manual*, will be conducted to identify those air quality intersections that will be studied in detail under the proposed development scenario. This scenario assumes a Build Year, or year of project completion, of 2012. Four peak traffic time periods will be analyzed. Air quality analysis sites will be selected based on the results of this screening level analysis. These sites will include locations of critical roadway links and heavily congested intersections, locations adjacent to sensitive land uses, critical State Implementation Plan (SIP) intersections and representative locations throughout the study area that may be affected by the traffic generated by the proposed developments. Screening thresholds and methodologies are described in the Scope of Work for the EIS.

Conduct Dispersion Modeling Analysis

A detailed microscale mobile source analysis using *CEQR Technical Manual* procedures will be conducted to estimate potential impacts near congested locations. This analysis will employ the USEPA CAL3QHC (Version 2) dispersion model for the CO microscale analysis, the CAL3QHCR dispersion model for the PM₁₀ and the PM_{2.5} analyses and the latest USEPA emission factor algorithm (currently MOBILE 6.2). Intersection geometries will be developed for each analysis site.

Parking Facilities Analyses

Proposed parking would be analyzed according the guidelines in the *CEQR Technical Manual Appendices*. Vehicles would be divided into autos and SUVs according to information from the traffic study. Emission factors for autos and SUVs would be obtained from MOBILE6. Analyses would be based on the worst-case peak period for parking facilities, which is typically the hour that has the highest number of exiting vehicles. Exiting vehicles, which are in cold-start mode, have higher emissions of CO than arriving vehicles. The primary emphasis would be on CO from parking facilities under conditions with the project. One parking facility that is considered worst-case due to its size or location would be analyzed for CO. Receptor points would be located at the

near and far sidewalks for parking facilities. CO concentrations from parking facilities must show compliance with the NAAQS as well as the NYC de minimis standards.

The proposed MTA underground bus garage will also be analyzed for CO as well as PM₁₀ and PM_{2.5}. As residents in the East Harlem community experience a high incidence of respiratory illnesses, the analysis will also quantify the cumulative effects from aboveground intersections and the proposed underground bus garage.

Stationary Source Analysis

Potential air quality issues associated with the proposed development include:

1. Emissions from the heating systems of the proposed development to significantly impact existing land uses;
2. Emissions from the heating systems of one or more of the proposed development buildings to significantly impact other proposed development buildings (project-on-project impacts);
3. Proposed residential development sites to be adversely affected by emissions generated by existing nearby potentially significant or large-scale sources of boiler emissions; and
4. Proposed residential development sites to be adversely affected by air toxic emissions generated by existing nearby industrial and commercial uses.

Air quality analyses will be conducted following the procedures outlined in the *2001 CEQR Technical Manual* to determine whether the proposed action will result in violations of ambient air quality standards or health-related guideline values.

NOISE

The assessment of noise effects is required under CEQR in order to determine a proposed action's potential effects on sensitive noise receptors, including the effects on the interior noise levels of residential, commercial, and institutional uses. There are three principal types of noise sources that affect the New York City environment including mobile sources that move in relation to a noise-sensitive receptor (principally automobiles, buses, trucks, aircraft, and trains), stationary sources such as machinery or mechanical equipment associated with industrial and manufacturing operations or building heating, ventilating, and air-conditioning systems, or noise produced by events such as concerts; and temporary construction noise sources comprising both mobile (e.g., trucks, bulldozers, etc.) and stationary (e.g., compressors, pile drivers, power tools, etc.) sources.

According to the *CEQR Technical Manual*, initial screening analysis for whether a Noise analyses is warranted would consider whether the action would generate any mobile or stationary sources of noise or be located in an area with high ambient noise levels. Areas with ambient noise levels typically include those near highly trafficked thoroughfares, airports, rail, or other loud activities. For mobile sources of noise, if a proposed action would generate or reroute vehicular traffic, a noise assessment may be appropriate. Additionally, if the action would be located near a heavily trafficked thoroughfare, noise assessment may be appropriate. For stationary sources of noise, if

the proposed project would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, or if the proposed action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, a more detailed analysis may be appropriate. In terms of construction noise, if the proposed action would cause construction equipment to be operating within 1,500 feet of a receptor for an extended period of time, a more detailed analysis should be performed.

In the case of the East 125th Street Development, given the high existing vehicular volumes on major streets in the project area, estimated trip generation from the proposed project would likely generate a relatively low level of additional noise. The greater concern related to noise impacts is therefore the impact of existing noise generators on future residents, construction noise that may affect nearby open space resources, and stationary noise sources including proposed ventilation equipment, and outdoor noise from events programmed at outdoor open space proposed as part of the project.

Off-site sources of concern for noise include the effects of noise from mobile and stationary sources in the vicinity of the future development buildings sites. This may include manufacturing/industrial sources and noise from roadways. A site survey will be carried out to identify noise sources and to generally determine worst-case periods for noise. Existing noise levels would be monitored during peak periods using standard field procedures. Based on the locations of the projected and potential development sites, no more than eight (8) noise monitoring locations would be selected. Monitoring may be carried out for peak AM, Midday, PM, and Saturday Midday periods because the mixture of truck traffic may vary for these traffic periods. No 24-hour or nighttime monitoring is anticipated since it is assumed that the worse case noise periods will be during the peak traffic periods. A screening analysis pursuant to *CEQR Technical Manual* guidelines will be conducted to determine the need for a rigorous assessment. If locations are found which exceed these guidelines (a doubling of Passenger Car Equivalents, or PCEs), then a further analysis for mobile source noise will be conducted. While it is not anticipated that project-induced traffic will double existing PCE's, the possible redistribution of bus trips in the study area due to the proposed MTA underground bus parking facility will need to be evaluated.

For stationary sources of noise from surrounding industrial uses, octave band measurements may be carried out and compared with the New York City Performance Standards for Manufacturing Districts and the NYC Noise Code. Octave band noise monitoring is intended to measure the sound level of pure tones within an octave band, which may occur due to industrial operations.

CONSTRUCTION IMPACTS

Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, air quality conditions, infrastructure, and hazardous material exposure and/or mitigation, along with any other areas of environmental assessment, as appropriate. According to the *CEQR Technical Manual*, construction impacts can be analyzed for any action that would involve construction or could induce construction. In general, for construction impacts not related to in-ground disturbance, the longer the duration of a potential impact, the more significant it becomes, and the likelier it will warrant more detailed analyses. If the duration of construction is expected

to be short-term, those impacts are considered to be temporary and, therefore, not significant, and a detailed analysis is not needed. However, there are instances where a potential impact may be of short duration but of great severity, and, therefore, would be significant, such as the effect of vibrations from construction on adjacent historic structures. The impacts of this activity may be considered significant, warranting more detailed assessment.

The construction period for the East 125th Street Development is expected to last three years. The likely construction schedule for the proposed development will be further described in the EIS. The analysis of construction impacts will focus on areas where construction activities may pose specific environmental problems. These include impacts on remaining residences, nearby open space resources, and historic resources related to issues including construction related air quality, noise, transportation, hazardous materials, and business effects, as applicable.

PUBLIC HEALTH

According to the *CEQR Technical Manual*, Public Health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. A CEQR assessment of public health should examine potential impacts on public health Citywide, or on the health of a community or certain group of individuals (e.g. users of a park, or residents adjacent to a new manufacturing facility).

According to the *CEQR Technical Manual*, public health concerns which could warrant a public health assessment include: increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse hazardous materials or air quality impacts; the presence of contamination from historic spills or releases of substances that might affect ground water to be used as a source of drinking water; solid waste management practices that could attract vermin and result in an increase in pest populations; potential significant adverse impacts to sensitive receptors from noise and odors; and actions for which the potential impact(s) may exceed accepted federal, state, or local standards.

For the East 125th Street Development, the public health analysis will draw upon the findings of the hazardous materials, air quality, and noise assessments. The proposed bus storage facility will be evaluated from an emissions standpoint, both mobile source and stationary source from proposed vent points, and from a traffic and pedestrian safety standpoint. The potential for public health impacts resulting from potential contamination in soil/dust or vapor infiltration from contaminants within buildings and soils on the Project Site will be assessed related to the potential for significant adverse hazardous materials or air quality impacts. Based on the findings of the evaluations discussed above related to topics such as air quality, noise, and hazardous materials, the EIS will provide an assessment of potential public health impacts, following the guidelines presented in the *CEQR Technical Manual*.

Appendix A

Photographs of Project Site



Photograph 1: View looking northeast to Parcel B on the north side of East 125th Street (uses on Block 1790, Lots 1-101).



Photograph 2: View looking west on East 126th Street with MTA bus storage on Block 1791, Lot 1.



Photograph 3: View looking west to East 127th Street from 2nd Avenue with Parcel A (to the right) bus storage on Block 1791, Lot 25, and motorcycle dealership building on Lot 34 to the rear. To the left is Parcel B Lot 29.



Photograph 4: View looking southwest from 2nd Avenue to Parcel B, Block 1790, Lots 24-29.