

West 108th Street WSFSSH Development

Environmental Assessment Statement

CEQR #: **17HPD083M**

May 23, 2017

Lead Agency:

NYC Dept. of Housing Preservation & Development

Prepared for:

West Side Federation for Senior & Supportive Housing

Prepared by:

Philip Habib & Associates

West 108th Street WSFSSH Development

Environmental Assessment Statement

Table of Contents

Environmental Assessment Statement (Short Form)

Project Description.....Attachment A

Supplemental Screening.....Attachment B

LPC Environmental Review Letter.....Appendix 1

TPF/TDF Technical Memorandum.....Appendix 2



City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If “yes,” **STOP** and complete the **FULL EAS FORM**.

2. Project Name West 108th Street WSFSSH Development

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
17HPD083M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY

NYC Department of Housing Preservation and Development (HPD)

4b. Applicant Information

NAME OF APPLICANT

NYC Department of Housing Preservation and Development (HPD), and the project sponsor, the West Side Federation for Senior and Supportive Housing, Inc. (WSFSSH)

NAME OF LEAD AGENCY CONTACT PERSON

Aaron Werner, Director of Environmental Planning

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Veanda Simmons, Director, HPD Manhattan Planning

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5. Project Description

The proposal involves an application by the City of New York - Department of Housing Preservation and Development ("HPD") and the project sponsor, the West Side Federation for Senior and Supportive Housing ("WSFSSH"), for approval of several discretionary actions subject to City Planning Commission ("CPC") approval (collectively, the "Proposed Actions") to facilitate the construction of two new buildings consisting of affordable and supportive housing and community facility uses on West 108th Street in the Manhattan Valley neighborhood of Manhattan Community District (CD) 7. The Proposed Actions include designation of an Urban Development Action Area, approval of an Urban Development Action Area Project ("UDAAP"), disposition of City-owned property, a zoning map amendment to change a portion of Manhattan Block 1863 from R8B to R8A, and a zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing ("MIH") Area on the Project Area. The project sponsor may seek construction financing from HPD and other agencies at a later date.

As shown in Figure 1, the Project Area (a.k.a. "rezoning area") includes Block 1863, Lots 5, 10, 13, 17 and 26, is generally bounded by Amsterdam Avenue to the west, Columbus Avenue to the east, and West 108th street to the south, and is currently part of a larger R8B zoning district. The Project Area has a total lot area of approximately 60,552 square feet (sf). Lots 5, 10, 13, and 26 constitute the Development Site upon which redevelopment would occur as a result of the Proposed Actions. Of the Development Site, Lots 5, 10, and 13 make up the site of proposed Building 1 (the "Western Development"), and Lot 26 is the site for proposed Building 2 (the "Eastern Development"). Lots 5, 13, and 26 are currently owned by the City and occupied by three public parking garages with a combined total capacity of approximately 675 spaces, whereas Lot 10 is owned by the project sponsor and occupied by the five-story Valley Lodge shelter which provides transitional housing for homeless older adults. Lot 17, which is located between Lots 13 and 26, is occupied by the Anibal Aviles Playground and zoned R8B according to Zoning Sectional Map 5d. Although Lot 17 it is part of the rezoning area, it is a "public park" for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions. The rezoning area is located across 108th Street from the Booker T. Washington Middle School and its adjacent playground.

The Proposed Actions would facilitate the development of approximately 277 affordable units, an approximately 31,000 gross square foot (gsf) transitional housing facility for older adults with approximately 110 shelter beds, and an additional approximately 6,400 gsf community facility use (the "Proposed Project"). This proposed development would consist of two buildings: the Western Development (Lots 5, 10, and 13) with approximately 193,000 gsf (maximum height of 11 stories), and the Eastern Development (Lot 26) with approximately 45,000 gsf (maximum height of 11 stories). The Proposed Actions would provide much needed affordable and supportive housing (including supportive senior housing) and transitional housing for older adults in this area of Manhattan and optimize the use of large City-owned sites suitable for housing which are located in close proximity to public transportation. Construction of the Western Development is expected to begin in 2018, with all building elements complete and fully operational by the end of 2020; construction of the Eastern Development is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025.

Project Location

BOROUGH Manhattan COMMUNITY DISTRICT(S) 7 STREET ADDRESS 103, 143-151 West 108th Street

TAX BLOCK(S) AND LOT(S) Block 1863, Lots 5, 10, 13, 17, 26 ZIP CODE 10025

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
 West 109th Street (on the north), West 108th Street (on the south), Columbus Avenue (on the east), and Amsterdam Avenue (on the west). Frontage along West 108th Street.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R8B ZONING SECTIONAL MAP NUMBER 5d

6. Required Actions or Approvals (check all that apply)

City Planning Commission: YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

CITY MAP AMENDMENT ZONING CERTIFICATION CONCESSION

ZONING MAP AMENDMENT ZONING AUTHORIZATION UDAAP

ZONING TEXT AMENDMENT ACQUISITION—REAL PROPERTY REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY DISPOSITION—REAL PROPERTY FRANCHISE

HOUSING PLAN & PROJECT OTHER, explain:

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

LEGISLATION FUNDING OF CONSTRUCTION, specify: Construction financing may be sought from multiple sources, including: the HPD Supportive Housing Loan Program, the HDC Extremely Low and Low-Income Affordability Program, Low Income Housing Tax Credits, and HDC tax exempt bonds.

RULEMAKING POLICY OR PLAN, specify:

CONSTRUCTION OF PUBLIC FACILITIES FUNDING OF PROGRAMS, specify:

384(b)(4) APPROVAL PERMITS, specify:

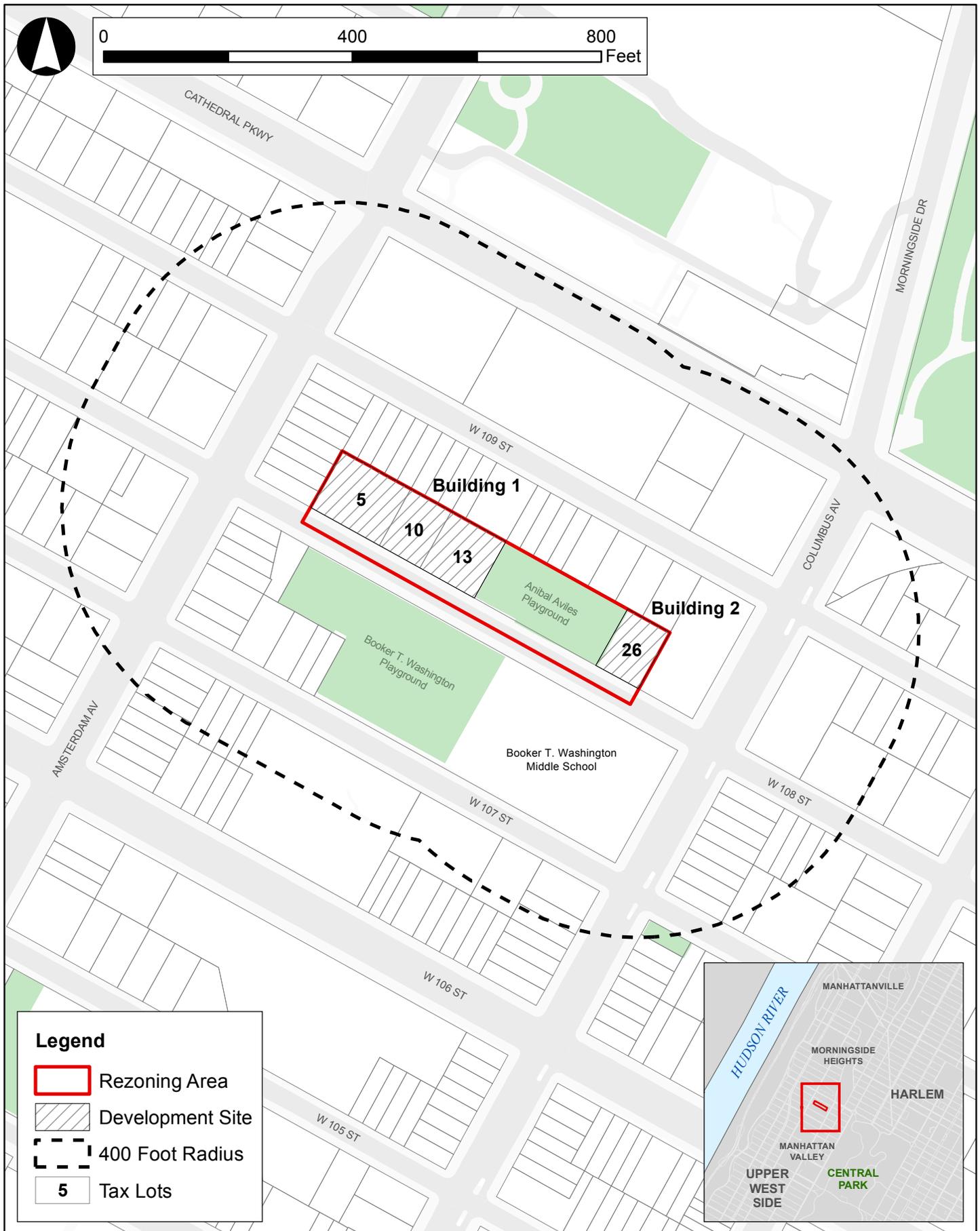
OTHER, explain:

Other City Approvals Not Subject to CEQR (check all that apply)

PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) LANDMARKS PRESERVATION COMMISSION APPROVAL

OTHER, explain:

State or Federal Actions/Approvals/Funding: YES NO If "yes," specify: The HPD and/or HDC funding for construction may include federal assistance originating from the U.S. Department of Housing and Urban Development (HUD).





NYC Digital Tax Map

Effective Date : 12-02-2013 16:17:51
End Date : Current
Manhattan Block: 1863

- Legend**
- Streets
 - Miscellaneous Text
 - Possession Hooks
 - Boundary Lines
 - Lot Face Possession Hooks
 - Regular
 - Underwater
 - Tax Lot Polygon
 - Condo Number
 - Tax Block Polygon
- Rezoning Area
- Development Site



0 5 10 20 30 40 Feet



Parcel 1, looking northeast along W 108 ST. Left to right: 151 W 108 ST Garage (Lot 5); Valley Lodge (Lot 10); 143 W 108 ST Garage (Lot 13).



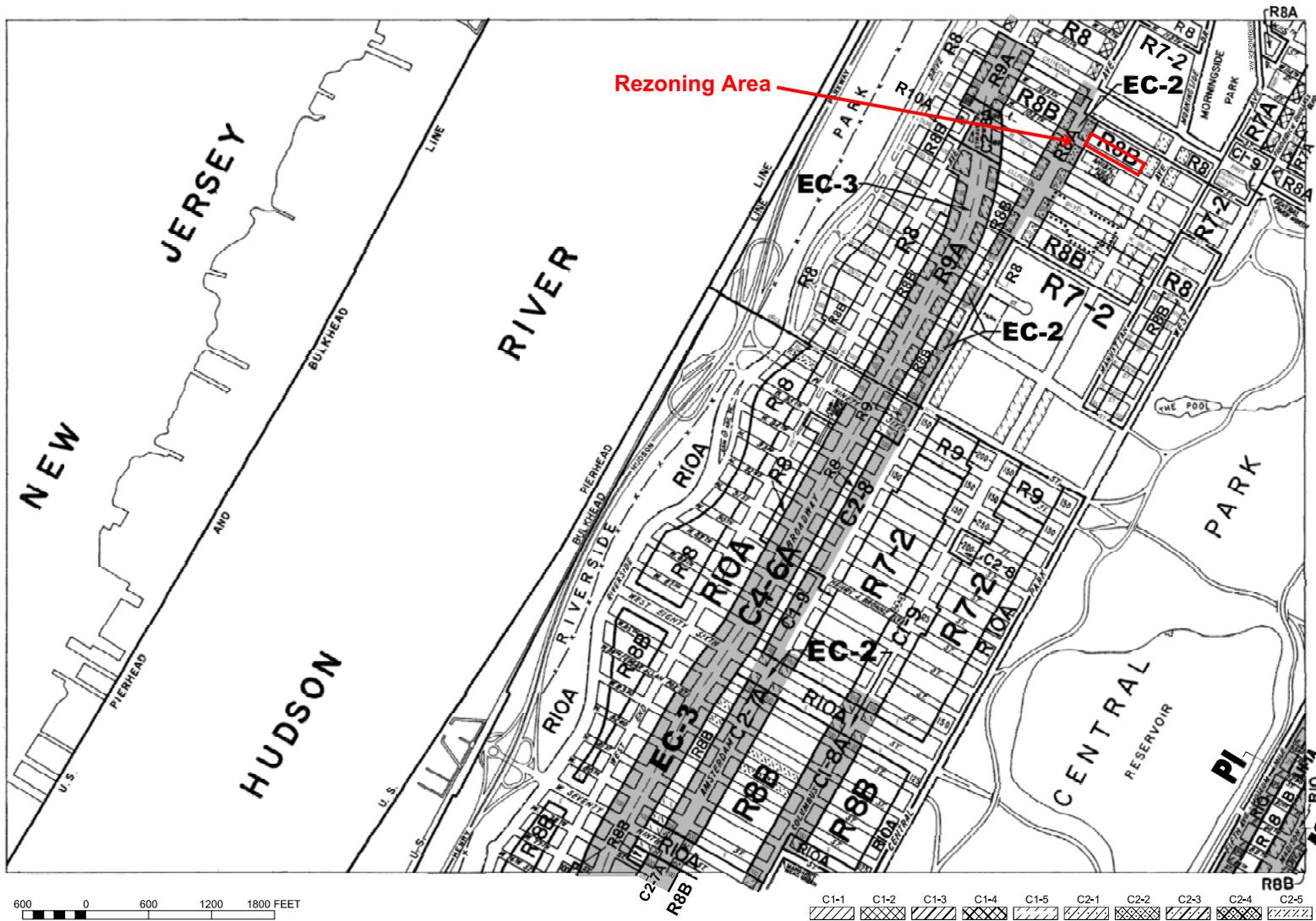
Parcel 1, looking northeast along W 108 ST. Left to right: Valley Lodge (Lot 10); 143 W 108 ST Garage (Lot 13); Anibal Aviles Playground.



Parcel 1, looking northwest on W 108 ST. 143 W 108 ST Garage (Lot 13).



Parcel 2, looking northwest along W 108 ST. 103 W 108 ST Garage.



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follow an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

- R - RESIDENTIAL DISTRICT
- C - COMMERCIAL DISTRICT
- M - MANUFACTURING DISTRICT
- SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
- AREA(S) REZONED

Effective Date(s) of Rezoning:

06-26-2014 C 130208 ZMM

Special Requirements:

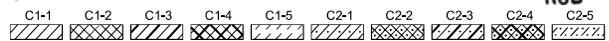
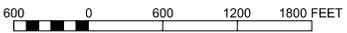
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "d" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

| | | |
|----|-----------|----|
| | 5c | 6a |
| | 5d | 6b |
| 8a | 8c | 9a |

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NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



Legend

- | | | |
|---|---|--|
|  Rezoning Area |  Multi-Family Elevator Buildings |  Public Facilities & Institutions |
|  400 Foot Radius |  Mixed Commercial/Residential |  Open Space |
| Land Use | | |
|  One & Two Family Buildings |  Industrial/Manufacturing |  Parking Facilities |
|  Multi-Family Walkup Buildings |  Transportation/Utility |  Vacant Land |
| | |  All Others or No Data |

| | | | |
|---|--|---|---|
| Does the proposed project create new open space? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | If "yes," specify size of project-created open space: _____ sq. ft. | |
| Has a No-Action scenario been defined for this project that differs from the existing condition? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | If "yes," see Chapter 2 , "Establishing the Analysis Framework" and describe briefly: | |
| 9. Analysis Year CEQR Technical Manual Chapter 2 | | | |
| ANTICIPATED BUILD YEAR (date the project would be completed and operational): Building 1: 2020; Building 2: 2025. | | | |
| ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Building 1: 28 months; Building 2: 28 months. | | | |
| WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | IF MULTIPLE PHASES, HOW MANY? 2 | |
| BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The Proposed Project will consist of two buildings. Construction of Building 1 is expected to begin in 2018 and last no longer than 28 months, with completion of all building elements by the end of 2020. Construction of Building 2 is expected to begin in 2023 and last no longer than 28 months, with completion of all building elements by the end of 2025. | | | |
| 10. Predominant Land Use in the Vicinity of the Project (check all that apply) | | | |
| <input checked="" type="checkbox"/> RESIDENTIAL | <input type="checkbox"/> MANUFACTURING | <input checked="" type="checkbox"/> COMMERCIAL | <input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE |
| | | | <input checked="" type="checkbox"/> OTHER, specify: Public Facilities and Institutions |

Part II: TECHNICAL ANALYSIS

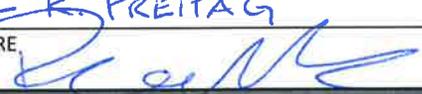
INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project’s impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the “no” box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the “yes” box.
- For each “yes” response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a “yes” answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered “no,” an agency may request a short explanation for this response.

| | YES | NO |
|---|-------------------------------------|-------------------------------------|
| 1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4 | | |
| (a) Would the proposed project result in a change in land use different from surrounding land uses? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Would the proposed project result in a change in zoning different from surrounding zoning? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Is there the potential to affect an applicable public policy? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment B. | | |
| (e) Is the project a large, publicly sponsored project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If “yes,” complete a PlaNYC assessment and attach. | | |
| (f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If “yes,” complete the Consistency Assessment Form . | | |
| 2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5 | | |
| (a) Would the proposed project: | | |
| o Generate a net increase of 200 or more residential units? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o Generate a net increase of 200,000 or more square feet of commercial space? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Directly displace more than 500 residents? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Directly displace more than 100 employees? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Affect conditions in a specific industry? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6 | | |
| (a) Direct Effects | | |
| o Would the project 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Indirect Effects | | |
| o Child Care Centers: Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. OPEN SPACE: CEQR Technical Manual Chapter 7 | | |
| (a) Would the proposed project change or eliminate existing open space? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees? | <input type="checkbox"/> | <input type="checkbox"/> |
| (c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees? | <input type="checkbox"/> | <input type="checkbox"/> |

| | YES | NO |
|--|-------------------------------------|-------------------------------------|
| 5. SHADOWS: CEQR Technical Manual Chapter 8 | | |
| (a) Would the proposed project result in a net height increase of any structure of 50 feet or more? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9 | | |
| (a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. | | |
| 7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10 | | |
| (a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11 | | |
| (a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources. | | |
| (b) Is any part of the directly affected area within the Jamaica Bay Watershed ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions . | | |
| 9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12 | | |
| (a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (h) Has a Phase I Environmental Site Assessment been performed for the site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Attachment B. | <input type="checkbox"/> | <input type="checkbox"/> |
| 10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13 | | |
| (a) Would the project result in water demand of more than one million gallons per day? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | YES | NO |
|---|-------------------------------------|-------------------------------------|
| (f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14 | | |
| (a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 13,419 | | |
| o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. ENERGY: CEQR Technical Manual Chapter 15 | | |
| (a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 30,948,200 | | |
| (b) Would the proposed project affect the transmission or generation of energy? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. TRANSPORTATION: CEQR Technical Manual Chapter 16 | | |
| (a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions: | | |
| o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.</i> | <input type="checkbox"/> | <input type="checkbox"/> |
| o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line? | <input type="checkbox"/> | <input type="checkbox"/> |
| o Would the proposed project result in more than 200 pedestrian trips per project peak hour? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 14. AIR QUALITY: CEQR Technical Manual Chapter 17 | | |
| (a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed) See Attachment B. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Does the proposed project involve multiple buildings on the project site? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18 | | |
| (a) Is the proposed project a city capital project or a power generation plant? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) Would the proposed project fundamentally change the City's solid waste management system? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ? | <input type="checkbox"/> | <input type="checkbox"/> |
| 16. NOISE: CEQR Technical Manual Chapter 19 | | |
| (a) Would the proposed project generate or reroute vehicular traffic? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20 | | |
| (a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | YES | NO |
|---|---|-------------------------------------|-------------------------------------|
| Hazardous Materials; Noise? | | | |
| (b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <u>Chapter 20</u> , "Public Health." Attach a preliminary analysis, if necessary. See Attachment B. | | | |
| 18. NEIGHBORHOOD CHARACTER: <u>CEQR Technical Manual Chapter 21</u> | | | |
| (a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <u>Chapter 21</u> , "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B. | | | |
| 19. CONSTRUCTION: <u>CEQR Technical Manual Chapter 22</u> | | | |
| (a) Would the project's construction activities involve: | | | |
| o Construction activities lasting longer than two years? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o Construction activities within a Central Business District or along an arterial highway or major thoroughfare? | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o The operation of several pieces of diesel equipment in a single location at peak construction? | | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| o Closure of a community facility or disruption in its services? | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Activities within 400 feet of a historic or cultural resource? | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Disturbance of a site containing or adjacent to a site containing natural resources? | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall? | | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| (b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <u>Chapter 22</u> , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. | | | |
| See Attachment B. | | | |
| 20. APPLICANT'S CERTIFICATION | | | |
| I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records. | | | |
| Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS. | | | |
| APPLICANT/REPRESENTATIVE NAME | DATE | | |
| PAUL R. FREITAG | May 23, 2017 | | |
| SIGNATURE |  | | |
| PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE. | | | |

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

| IMPACT CATEGORY | Potentially Significant Adverse Impact | |
|-------------------------------------|--|-------------------------------------|
| | YES | NO |
| Land Use, Zoning, and Public Policy | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Socioeconomic Conditions | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Community Facilities and Services | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Open Space | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Shadows | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Historic and Cultural Resources | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Urban Design/Visual Resources | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Natural Resources | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Hazardous Materials | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Water and Sewer Infrastructure | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Solid Waste and Sanitation Services | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Energy | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Transportation | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Air Quality | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Greenhouse Gas Emissions | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Noise | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Public Health | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Neighborhood Character | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Construction | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

2. Are there any aspects of the project relevant to the determination of whether the project 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, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

YES NO

3. Check determination to be issued by the lead agency:

Positive Declaration: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

Conditional Negative Declaration: A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

Negative Declaration: If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

| | |
|---|---|
| TITLE Director of Environmental Planning | LEAD AGENCY New York City Department of Housing Preservation and Development (HPD) |
| NAME Aaron Werner | DATE 5/23/17 |
| SIGNATURE  | |

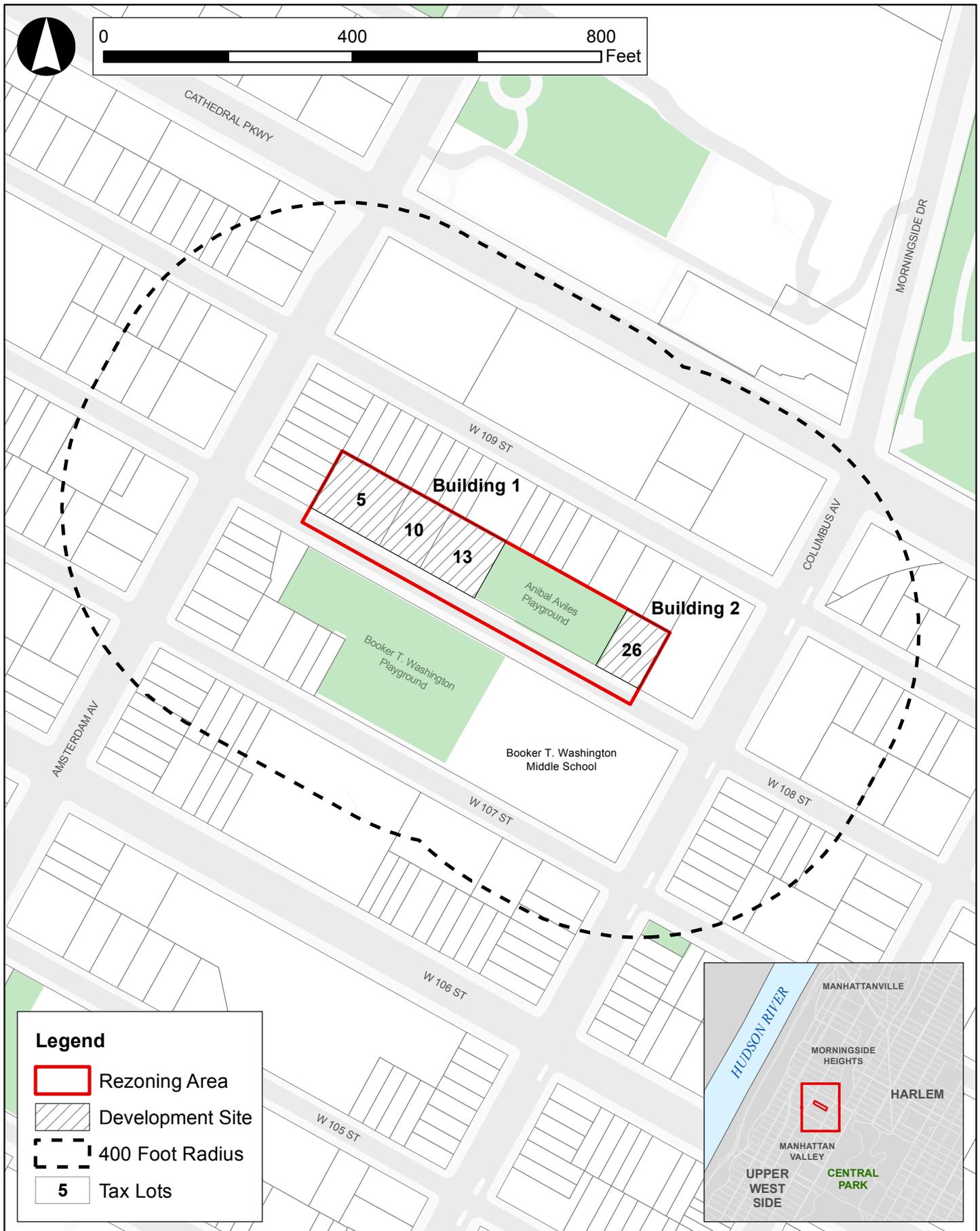
**ATTACHMENT A
PROJECT DESCRIPTION**

I. INTRODUCTION

The proposal involves an application by the City of New York – Department of Housing Preservation and Development (“HPD”) and the project sponsor, the West Side Federation for Senior and Supportive Housing (“WSFSSH”), for approval of several discretionary actions subject to City Planning Commission (“CPC”) approval (collectively, the “Proposed Actions”) to facilitate the construction of two new buildings consisting of affordable and supportive housing and community facility uses on West 108th Street in the Manhattan Valley neighborhood of Manhattan, Community District (CD) 7. The Proposed Actions include designation of an Urban Development Action Area, approval of an Urban Development Action Area Project (“UDAAP”), disposition of City-owned property, a zoning map amendment to change a portion of Manhattan Block 1863 from R8B to R8A, and a zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (“MIH”) Area on the Project Area. The project sponsor may seek construction financing from HPD and other agencies at a later date.

As shown in **Figure A-1**, the Project Area (a.k.a. “rezoning area”) includes Block 1863, Lots 5, 10, 13, 17 and 26, is generally bounded by Amsterdam Avenue to the west, Columbus Avenue to the east, and West 108th street to the south, and is currently part of a larger R8B zoning district. The Project Area has a total lot area of approximately 60,552 square feet (sf). Lots 5, 10, 13, and 26 constitute the Development Site upon which redevelopment would occur as a result of the Proposed Actions. Of the Development Site, Lots 5, 10, and 13 make up the site of proposed Building 1 (the “Western Development”), and Lot 26 is the site for proposed Building 2 (the “Eastern Development”). Lots 5, 13, and 26 are currently owned by the City and occupied by three public parking garages with a combined total capacity of approximately 675 spaces, whereas Lot 10 is owned by the project sponsor and occupied by the five-story Valley Lodge shelter which provides transitional housing for homeless older adults. Lot 17, which is located between Lots 13 and 26, is occupied by the Anibal Aviles Playground and zoned R8B according to Zoning Sectional Map 5d. Although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions. The rezoning area is located across 108th Street from the Booker T. Washington Middle School and its adjacent playground.

The Proposed Actions would facilitate the development of approximately 277 affordable units, an approximately 31,000 gross square foot (gsf) transitional housing facility for older adults with approximately 110 shelter beds, and an additional approximately 6,400 gsf community facility use (the “Proposed Project”). This proposed development would consist of two buildings: the Western Development (Lots 5, 10, and 13) with approximately 193,000 gsf (maximum height of 11 stories), and the Eastern Development (Lot 26) with approximately 45,000 gsf (maximum height of 11 stories). The Proposed Actions would provide much needed affordable and supportive housing (including supportive senior housing) and transitional housing for older adults in this area of Manhattan and optimize the use of large City-owned sites suitable for housing which are located in close proximity to public transportation. Construction of the Western Development is expected to begin in 2018, with all building elements complete and fully operational by the end of 2020; construction of the Eastern Development is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025.



II. EXISTING CONDITIONS

Proposed Rezoning Area

As shown in **Figure A-1**, the Project Area includes Block 1863, Lots 5, 10, 13, 17 and 26, is generally bounded by Amsterdam Avenue to the west, Columbus Avenue to the east, and West 108th street to the south, and is currently part of a larger R8B zoning district. The Project Area has a total lot area of 60,552 square feet (sf). Lots 5, 10, 13, and 26 constitute the Development Site upon which redevelopment would occur as a result of the Proposed Actions. Of the Development Site, Lots 5, 10, and 13 make up the site of proposed Building 1 (the “Western Development”), and Lot 26 is the site for proposed Building 2 (the “Eastern Development”). Lots 5, 13, and 26 are currently owned by the City, whereas Lot 10 is owned by the project sponsor. Lot 17, which is located between Lots 13 and 26, is occupied by the Anibal Aviles Playground and zoned R8B according to Zoning Sectional Map 5d. Although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions. Under the existing R8B zoning, each tax lot has a permitted maximum floor area ratio (FAR) of 4.0 for residential and community facility uses. Lots 5, 10, and 26 are currently underbuilt, with FARs of 3.66, 2.47, and 2.88, respectively, while Lot 13 exceeds its permitted FAR, with a built FAR of 4.46.

Both the Western Development (Block 1863, Lots 5, 10, and 13) and the Eastern Development (Block 1863, Lot 26) have frontage on the northern side of West 108th Street. The site for the Western Development has a combined lot area of approximately 30,276 sf and is currently occupied by two City-owned four- and five-story parking garages (combined floor area of approximately 91,190 sf, with a total capacity of 550 spaces), and the approximately 18,730 sf project sponsor-owned five-story Valley Lodge shelter, which provides transitional housing for homeless older adults. The site for the Eastern Development has a lot area of approximately 7,569 sf and is currently occupied by a City-owned, approximately 21,800 sf three-story parking garage, with a capacity of 125 spaces.

All three garages within the Project Area are active pursuant to month-to-month lease agreements between the garage operators and the City.

Area within 400-Foot Radius

The area within a 400-foot radius of the Project Area presents a varied mix of land uses. The properties immediately adjacent to the rezoning area are residential multi-family walkup buildings and mixed commercial/residential buildings, with local retail on the ground floors. North of the rezoning area are several larger residential multi-family elevator buildings, a mixed commercial/residential building, and a Con Edison utility facility. South of the rezoning area is the Booker T. Washington Middle School (MS 54) and its adjacent playground, two churches, a Manhattan Mini Storage facility, and a Time Warner Cable facility. To the east and west of the rezoning area, Amsterdam Avenue and Columbus Avenue are dominated by mixed commercial and residential buildings, with the exception of a commercial property at the intersection of Cathedral Parkway and Columbus Avenue. A Con Edison facility occupies the eastern block front of Amsterdam Avenue between West 109th Street and Cathedral Parkway.

Surrounding Manhattan Valley Neighborhood

The Manhattan Valley neighborhood of Manhattan CD 7, bounded by West 110th Street to the north, West 96th Street to the south, Central Park to the East, and Broadway to the West, is a smaller neighborhood within the borough’s larger Upper West Side. The area includes five- to eight-story walkup apartment buildings with ground floor retail along the north-south avenues, a mix of

brownstone townhouses in the neighborhood's eastern section, as well as a number of prewar high-rise elevator apartment buildings and New York City Housing Authority (NYCHA) developments to the south of the rezoning area.

A significant portion of Manhattan Valley, including the subject block, was rezoned in 2007 as part of the *Upper West Side Rezoning*, an area-wide rezoning of approximately 51 blocks which changed R8 and R7-2 districts to R9A, R8A, and R8B districts to better reflect the area's built character. Much of the northern section of Manhattan Valley is currently zoned R8, R8A, and R8B, with C1-5 and C2-5 commercial overlays along all of Amsterdam Avenue and Columbus Avenue north of West 104th Street. The larger apartment buildings and the NYCHA developments are located within a R7-2 district, which occupies the southern section of Manhattan Valley. The area is well-served by public transportation, including the 1/2/3 subway lines along Broadway, the A/C and B/D subway lines along Central Park West, and several New York City Transit (NYCT) bus routes, including the M7 and M11 along Amsterdam Avenue and Columbus Avenue, the M116 along West 106th Street, the M4 along Cathedral Parkway (West 110th Street), and the M60 Select Bus Service (SBS) along Broadway. The Project Area is located in a Designated Transit Zone, which does not require any accessory parking for affordable housing units pursuant to ZR Section 25-251.

There are a number of public facilities and institutions located in the surrounding neighborhood. Most prominent among them is the main campus of Columbia University, located north of the rezoning area in the Morningside Heights neighborhood, as well as the Cathedral of St. John the Divine, also located north of the rezoning area. As noted above, the Booker T. Washington Middle School, with approximately 850 students, is located across West 108th Street directly south of the rezoning area, at 103 West 107th Street. Other schools in the surrounding neighborhood include P.S. 145 at 150 West 105th Street, the Edward A. Reynolds West Side High School located further south at 140 West 102nd Street, and the Park West Montessori School located at 435 Central Park West to the east. Mt. Sinai St. Luke's Hospital is also located nearby, at 1111 Amsterdam Avenue.

There are several major open space resources in the surrounding area, including Morningside Park to the north, Central Park to the east, and Riverside Park to the west, as well as several smaller open spaces, including Anibal Aviles and Booker T. Washington playgrounds, and a number of community gardens.

III. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions include designation of an Urban Development Action Area, approval of an Urban Development Action Area Project (UDAAP), disposition of City-owned property, a zoning map amendment, a zoning text amendment, and various public funding approvals.

Urban Development Action Area Project (UDAAP)

The Development Site (Block 1863, Lots 5, 10, 13, and 26) would be designated as an Urban Development Action Area and the Proposed Project would be approved as a UDAAP.

Disposition of City-Owned Property

The disposition of City-owned property (Block 1863, Lots 5, 13, and 26) would be approved pursuant to the Uniform Land Use Review Procedure ("ULURP").

Zoning Map Amendment

The Project Area is currently located in an R8B zoning district, including the Anibal Aviles Playground (as noted above). As shown in **Figure A-2**, the proposed zoning map amendment (to Zoning Sectional Map 5d) would extend the existing R8A zoning district that is mapped along the Amsterdam Avenue frontage of Block 1863 (at a depth of approximately 100 feet) eastward along the southern half of the block (to include all of Lots 5, 10, 13, 17, and 26), ending at the western boundary of Lot 29, a corner lot at West 108th Street and Columbus Avenue. The northern boundary of the proposed rezoning area would be located along the horizontal centerline of Block 1863 (approximately 100.92 feet north of, and parallel to, West 108th Street), and the eastern boundary of the proposed rezoning area would be located 100 feet to the west of, and parallel to, Columbus Avenue. As noted above, although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions.

Both the existing R8B and the proposed R8A districts are contextual zoning districts, which limit building heights, require buildings to have continuous street walls with setbacks above a certain height, and require residential developments to comply with the Quality Housing program. However, R8A is a higher density district that generally allows mid-sized buildings, and is typically mapped along wide avenues where public transportation is readily accessible, while the R8B district has more restrictive height limits and is typically mapped along narrow streets in the middle of blocks. Table A-1 below provides a comparison of the key use and bulk requirements under the existing and proposed zoning districts.

As shown in Table A-1, R8A districts permit residential and community facility uses at a maximum FAR of 6.02 (as discussed further below, 7.20 in areas designated as part of the Mandatory Inclusionary Housing program) and 6.50, respectively. It should be noted however that the Proposed Project would not utilize the entire developable area allowed under an R8A district, but would be built at a lower FAR of approximately 5.3. The restriction to a lower FAR will be enforceable by the City. The building form in R8A districts requires a base height between 60 and 85 feet and a maximum building height of 120 feet.

TABLE A-1
Comparison of Existing and Proposed Zoning

| | Existing Zoning | Proposed Zoning |
|-----------------------------|---|---|
| Zoning District | R8B | R8A |
| Use Groups | UG 1-4 | UG 1-4 |
| Maximum FAR | 4.0 Residential 4.0 Community Facility | 6.02 Residential ¹ 6.5 Community Facility |
| Base Height | 55 – 60 feet | 60 – 85 feet |
| Max. Building Height | 75 feet | 120 feet ² |
| Required Parking | 50% of dwelling units | 40% of dwelling units |

Source: *Zoning Resolution of the City of New York*. Information shown is for areas outside the Manhattan Core.

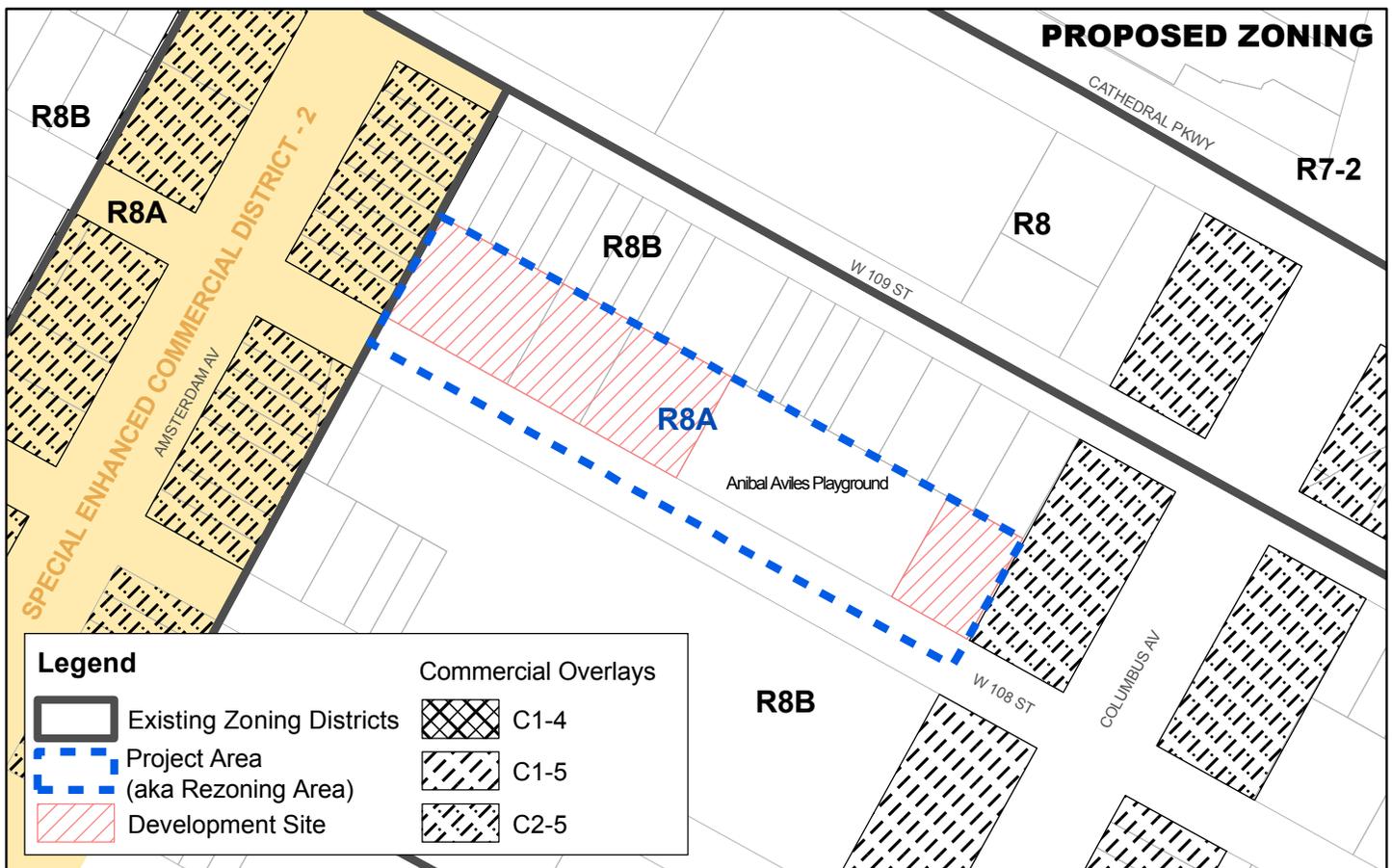
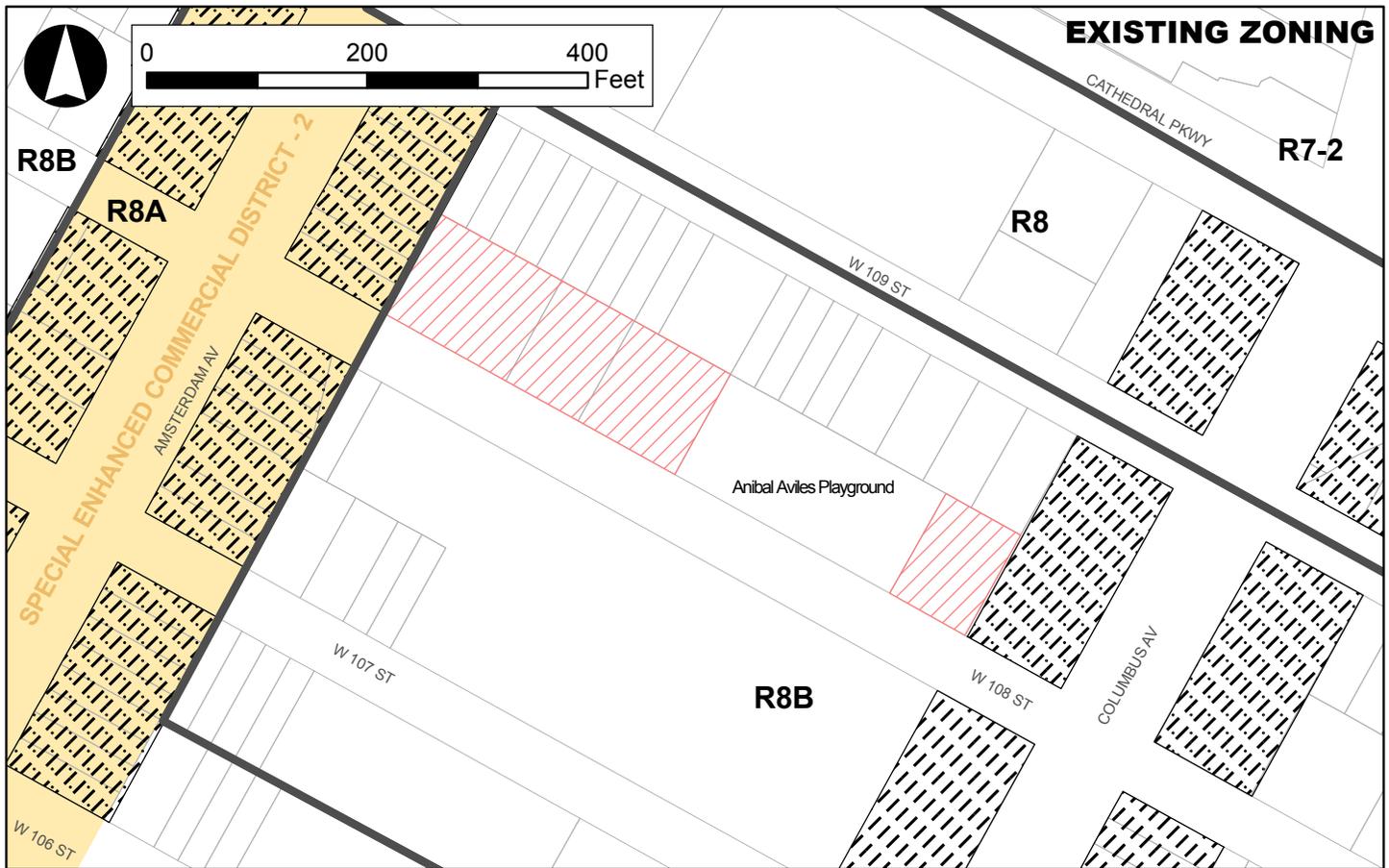
¹ 7.2 FAR with Mandatory Inclusionary Housing or for Affordable Independent Residences for Seniors (AIRS).

However the Proposed Project would be built at a lower FAR of approximately 5.3.

² 140 feet or 14 stories for MIH developments and AIRS.

Zoning Text Amendment

A zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (MIH) Area on the Project Area. An MIH Area requires permanent affordable housing to be provided equivalent to either 25 or 30 percent of the residential floor area developed. The MIH Area



| Legend | | Commercial Overlays | |
|--------|-------------------------------------|---------------------|------|
| | Existing Zoning Districts | | C1-4 |
| | Project Area (aka Rezoning Area) | | C1-5 |
| | Development Site | | C2-5 |

sets a new maximum permitted residential FAR which supersedes the FAR permitted by the underlying zoning district. With the designation of the Project Area as an MIH Area, the maximum permitted FAR within the proposed R8A district would be 7.2 (also 7.2 for Affordable Independent Residences for Seniors (AIRS)), and the maximum permitted building height would be up to 140 feet for MIH developments and AIRS. It should be noted however that the Proposed Project would not utilize the entire developable area allowed under an R8A district, but would be built at a lower FAR of approximately 5.3. The restriction to a lower FAR will be enforceable by the City. All of the Proposed Project's units would be affordable for households earning 60 percent or below of the Area Median Income (AMI).

Funding

In addition to the actions described above, the project sponsor may seek construction financing for one or more of the proposed buildings from multiple sources, including: the HPD Supportive Housing Loan Program, the New York City Housing Development Corporation's (HDC) Extremely Low and Low-Income Affordability Program, Low Income Housing Tax Credits, and HDC tax exempt bonds. The HPD and/or HDC funding may include federal assistance originating from the U.S. Department of Housing and Urban Development (HUD).

IV. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate much needed affordable housing (approximately 277 affordable units), transitional housing for older adults (approximately 110 shelter beds), as well as community facility uses. The Proposed Actions would support the City's goals of creating new affordable and supportive housing, as well as addressing the needs of the City's homeless population, by optimizing the use of City-owned land within close proximity to public transportation. The Proposed Project is also expected to create new jobs (approximately 50 new permanent on-site workers, excluding construction workers, compared to No-Action conditions).

The Proposed Actions would help address specific needs of the local community, including the provision of affordable and supportive housing, transitional housing, and community facility uses, and would make efficient use of City-owned property in close proximity to public transportation in order to meet City needs. All of the proposed 277 units would be affordable. Furthermore, the transitional housing facility would provide approximately 110 shelter beds for homeless older adults to replace the existing 92-bed facility at the Valley Lodge shelter on Lot 10. As the Proposed Actions would facilitate the creation of affordable, supportive, senior, and transitional housing, they would further achievement of the goals set forth by the City in *Housing New York: A Five-Borough, Ten-Year Plan*.

V. DESCRIPTION OF PROPOSED PROJECT

The Proposed Actions, as noted above, would facilitate the development of approximately 277 affordable units, and approximately 37,400 gsf of community facility space comprising two separate facilities: 1) an approximately 31,000 gsf transitional housing facility for homeless older adults with approximately 110 shelter beds (replacing an existing 92-bed facility), and 2) an additional approximately 6,400 gsf community facility use. The proposed affordable housing is anticipated to be marketed to households earning between 30 percent and 60 percent of AMI. The Proposed Project would consist of two buildings: the approximately 193,000 gsf Building 1, (maximum height of 11

stories), and the approximately 45,000 gsf Building 2 (maximum height of 11 stories). As the Proposed Project is an affordable housing development located in a Designated Transit Zone, no parking spaces are required. **Figure A-3** shows a preliminary site plan for the Proposed Project, and each proposed building is discussed in greater detail below.

Building 1 (the Western Development)

Building 1 would be located on Block 1863, Lots 5, 10, and 13 with frontage along West 108th Street. As shown in **Figure A-3**, Building 1 would have multiple setbacks, ranging from 6 stories to 11 stories (approximately 118 feet) at its tallest. Building 1 would measure approximately 193,000 gsf and contain a total of approximately 195 units, including 115 studio units set aside as supportive housing for older adults, and 80 affordable units that would accommodate singles and families, consisting of a mix of studio, one-, two-, and three-bedroom units. The building would also contain an approximately 31,000 gsf transitional housing facility for older adults, which would contain 110 transitional shelter beds, as well as an additional approximately 6,400 gsf community facility use (see Table A-2 below). The rear yard of Building 1 would be developed with a courtyard for use by building tenants. As shown in the preliminary site plan in **Figure A-3**, the main residential entrance to the building, as well as entrances to the community facility uses would be located on West 108th Street. Construction of Building 1 is anticipated to begin in 2018 and the building is expected to be completed and fully operational by the end of 2020.

Building 2 (the Eastern Development)

Building 2 would be located on Block 1863, Lot 26 with frontage along West 108th Street. Although complete designs are not yet available at this time, the Eastern Development is expected to have a maximum floor area of approximately 45,000 gsf, and as shown in **Figure A-3**, would rise up to 11 stories (approximately 102 feet). It is planned that the building would be comprised entirely of either supportive housing for older adults or affordable senior housing, with approximately 82 units (see Table A-2). Construction of Building 2 is anticipated to begin in 2023, once the five-year (2017-2022) lease extension on the existing garage expires, and the building is expected to be completed and fully operational by the end of 2025.

TABLE A-2
Proposed Project Program

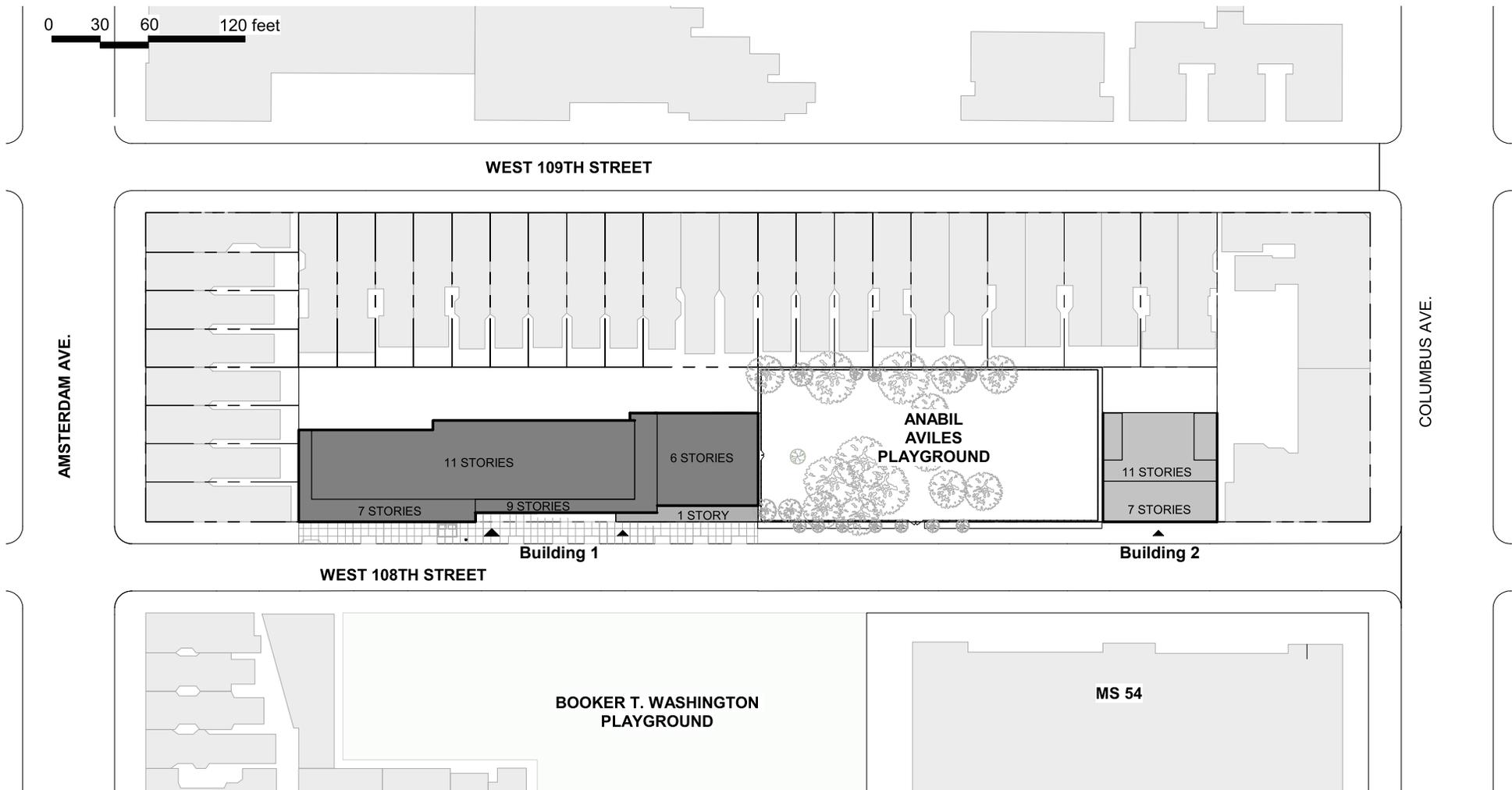
| Building | Total GSF | Residential GSF | Units | Community Facility GSF | Shelter Beds | Open Space SF | Max. Building Height (ft) |
|----------------|----------------|-----------------|------------------|------------------------|--------------|---------------|---------------------------|
| 1 | 193,000 | 155,600 | 195 ¹ | 37,400 ² | 110 | 9,000 | 118' |
| 2 ³ | 45,000 | 45,000 | 82 | - | - | - | 102' |
| Total | 238,000 | 200,600 | 277 | 37,400 | 110 | 9,000 | - |

Notes:

¹ Includes 115 supportive senior housing studios and 80 affordable units (studios and one- to three-bedroom apartments, including a building super's unit).

² Split between an approximately 31,000 gsf transitional housing facility for seniors (110 shelter beds) and an additional approximately 6,400 gsf community facility use.

³ Building design pending; these values are based on preliminary estimates, but all units would be either supportive housing for older adults or affordable senior housing



Source: DattnerArchitects

VI. ANALYSIS FRAMEWORK

Build Year

Construction of the Western Development would commence as soon as all necessary public approvals are granted. Construction of the Western Development is anticipated to begin in 2018, with all building elements complete and fully operational by the end of 2020. Construction of the Eastern Development is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025. As the Proposed Project would be fully operational in 2025, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected Build Year of 2025 for the purposes of determining potential impacts. However, where applicable, an evaluation of conditions in the interim 2020 Build Year would also be provided (e.g., for construction analysis purposes).

The Future without the Proposed Actions (2025 No-Action Condition)

In the 2025 future without the Proposed Actions, it is expected that no disposition of City-owned property and no changes to zoning or land use would occur within the Project Area. In absence of the Proposed Actions, Block 1863, Lots 5, 13, and 26 would remain City owned (under the jurisdiction of HPD) and would continue to operate with three off-street public parking garages (a total of approximately 675 parking spaces); while Lot 10 would remain under the project sponsor's ownership and continue to operate as a transitional shelter for older adults (92 shelter beds).

The Future with the Proposed Actions (2025 With-Action Condition)

The Proposed Actions would facilitate development within the Project Area. By 2025, the Proposed Actions would result in the development of Buildings 1 and 2. As discussed above, the Proposed Project would not utilize the entire developable area allowed under an R8A district, but would be built at a lower FAR of approximately 5.3. The restriction to a lower FAR will be enforceable by the City. As such, for CEQR analysis purposes, the Proposed Project described above represents the Reasonable Worst Case Development Scenario (RWCDs).

In the 2025 future with the Proposed Actions, the existing buildings within the Project Area (three garages and one shelter) would be demolished, and two new buildings would be constructed on the Development Site, containing a combined total of approximately 277 affordable units, including family, and supportive senior housing units, approximately 110 transitional shelter beds for older adults, and an additional approximately 6,400 gsf community facility use. The 92 shelter residents currently residing at the Valley Lodge Shelter will be temporarily relocated within Community Board 7 and remain under a WSFSSH DHS contract for the extent of the construction period. There would no longer be parking garages within the rezoning area. No shelter beds will be lost or gained during construction, and 18 beds will be gained once construction is complete. As noted above, although Lot 17 it is part of the rezoning area, it is a "public park" for zoning purposes and not subject to zoning regulation, and is also not proposed for any redevelopment under the Proposed Actions.

Analysis Framework

Table A-3 below provides a comparison of the 2025 No-Action and 2025 With-Action conditions identified for analysis purposes. As shown, by 2025 the incremental (net) change that would result from the Proposed Actions is a net increase of 277 affordable units (approximately 200,600 gsf),

approximately 18 shelter beds, approximately 6,400 gsf of community facility uses (excluding the shelter facility), and approximately 0.2 acres (9,000 sf) of private open space for tenants, as well as a net decrease of approximately 675 public parking spaces. The estimates of future residents and workers are based on specific resident projections for the Proposed Project, rates derived from the number of residents and workers currently at the Valley Lodge shelter and at other WSFSSH facilities. As shown in Table A-3, The Proposed Actions would result in an incremental increase of 403 residents and 50 permanent workers compared to No-Action conditions.

TABLE A-3
Comparison of 2025 No-Action and 2025 With-Action Conditions

| Use | | No-Action Scenario | With-Action Scenario | Increment |
|------------------------------------|--|--------------------|----------------------------|-----------------------------|
| Residential | Affordable Housing (Including Supportive Senior Housing) | -- | 277 units | 277 units |
| Community Facility | Shelter beds | 92 beds | 110 beds | 18 beds |
| | Other CF Uses | -- | 6,400 gsf | 6,400 gsf |
| Public Parking (spaces) | | 675 spaces | - | - 675 spaces |
| Accessory/Private Open Space | | -- | 0.2 acres (9,000 sf) | 0.2 acres (9,000 sf) |
| Population/Employment ² | | No-Action Scenario | With-Action Scenario | Increment |
| Residents | | 92 residents | 495 residents ¹ | 403 residents |
| Workers | | 54 workers | 104 workers ² | 50 workers |

Notes:

¹ Assumes 1 person per shelter bed, 1 person per studio unit, 2 people per one-bedroom unit, 3 people per two-bedroom unit, and 4 people per three-bedroom unit (data provided by WSFSSH).

² No-Action worker estimates are based on the 54 current employees within the Project Area (36 employees at the existing Valley Lodge Facility and 18 employees at the parking garages). With-Action estimates are based on data provided by WSFSSH (20 total workers associated with the permanent units, 21 workers for the supportive senior units, 39 workers for 110-bed shelter facility, 23 workers for the community facility space, and 1 park/associated maintenance worker).

ATTACHMENT B
SUPPLEMENTAL SCREENING

Attachment B: Additional Technical Information for EAS Part II: Technical Analysis

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary analyses were conducted for all aspects of the Proposed Actions to determine whether detailed analyses of any technical areas would be appropriate.

1. LAND USE, ZONING, AND PUBLIC POLICY

A detailed assessment of land use, zoning, and public policy is appropriate if a proposed action would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site.

The Proposed Actions include a zoning text and a zoning map amendment, which would result in a change in land use within the Project Area. Therefore, consistent with the guidelines of the 2014 *CEQR Technical Manual*, an assessment of land use, zoning and public policy is warranted, and will be provided in the Environmental Impact Statement (EIS), as described in the Draft Scope of Work.

2. SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area. The following describes the preliminary assessment for the five principal socioeconomic issues of concern.

Direct Residential Displacement

As the Development Site does not contain any existing residential units, the Proposed Actions would not directly displace any residents. Therefore, an assessment of direct residential displacement is not warranted.

Direct Business Displacement

The Development Site is currently occupied by three public parking garages and a transitional shelter facility containing a combined approximately 675 parking spaces and 92 shelter beds, with approximately 54 combined existing workers. As a result of the Proposed Actions, the three existing public parking garages on the Development Site, employing an estimated 18 workers, would be directly displaced by the Proposed Actions and resultant Proposed Project.

As the Proposed Actions would not directly displace more than 100 employees, would not displace any businesses that provide products or services essential to the local economy, and would not displace any categories of businesses that are subject to preservation policies, an assessment of direct business displacement is not warranted. The three existing public parking garages do not represent a critical mass within any industry or category of businesses, or category of employment. Although the existing public parking garages are valuable individually to the City's economy, the services they provide can be found elsewhere in the surrounding area and the City.

Indirect Residential Displacement

As the Proposed Actions would create a total of up to approximately 277 units, they exceed the CEQR screening threshold of more than 200 units. As such, a preliminary socioeconomic screening was conducted to assess whether the Proposed Actions could potentially have indirect residential displacement impacts.

Based on the calculations described in Attachment A, "Project Description," the Proposed Project would result in 403 incremental residents within the Project Area. According to 2011-2015 Five-Year American Community Survey (ACS) data, the seven census tracts within a quarter mile of the Project Area (Manhattan Census Tracts 189, 191, 193, 195, 197.01, 197.02, and 199) have a combined total population of approximately 52,093. In the future, taking into account background growth, the project-generated increment of 403 residents would represent less than 5 percent of the future population and therefore a quarter mile study area is appropriate for socioeconomic assessment purposes.

According to 2011-2015 Five-Year ACS data, the median household income of the seven census tracts surrounding the Project Area is \$64,381 (\$65,074 in 2016 dollars). The project sponsor has committed to making all of the Proposed Project's units affordable to households earning at or below 60 percent of the Area Median Income (AMI)¹, and has provided a unit breakdown outlining the anticipated maximum incomes of the future residents. The Proposed Project would be financed by the Low-Income Housing Tax Credit (LIHTC) program, which provides tax incentives to facilitate the development, acquisition, and rehabilitation of affordable rental housing. Based on 2017 LIHTC income limits, the senior, supportive, and standard studio units would be marketed towards individuals earning no more than \$40,080, the 1-bedroom units would be marketed towards households earning between \$20,050 and \$45,850, the 2-bedroom units would be marketed towards 3-person households earning no more than \$51,540, and the 3-bedroom units would be marketed towards 4-person households earning no more than \$57,240. As all of these income levels fall below the median household income of the seven census tracts surrounding the Project Area, the Proposed Project would not introduce any new housing that would potentially create or accelerate a trend of changing socioeconomic conditions that might increase rents in the surrounding area. The Proposed Project would be introducing a considerable amount of

¹ 2017 AMI for NYC is \$66,200 for 1 person.

affordable housing and would be helping support the economic diversity of the surrounding community. As such, the Proposed Project is not expected to result in significant adverse impacts related to indirect residential displacement and no further analysis is warranted.

Indirect Business Displacement

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. The Proposed Project would not include any retail uses and therefore does not warrant an assessment of indirect business displacement due to market saturation. The Proposed Project also does not include any commercial space, and therefore would not exceed the CEQR analysis threshold of more than 200,000 sf of commercial space warranting an assessment of potential indirect business displacement.

No significant adverse indirect business displacement impacts would result from the Proposed Actions and no further assessment is warranted.

Adverse Effects on Specific Industries

Based on the guidelines in the *CEQR Technical Manual*, an assessment is appropriate if a project is expected to affect conditions within a specific industry. This could affect socioeconomic conditions if a substantial number of workers or residents depend on the goods or services provided by the affected businesses, or if the project would result in the loss or substantial diminishment of a particularly important product or service within the city. As noted above, the Proposed Actions would not result in development warranting an assessment of direct or indirect business displacement; therefore, an assessment of adverse effects on specific industries is not warranted.

3. COMMUNITY FACILITIES

Community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. An analysis looks at an action's potential effect on the services provided by these facilities. An action can affect community facility services when it physically displaces or alters a community facility or causes a change in population that may affect the services delivered by a community facility, as might happen if a facility is already over-utilized, or if a project is large enough to create a demand that could not be met by the existing facility. The Proposed Actions would not displace any existing community facilities or services, nor would it affect the physical operations of or access to and from any police or fire stations. The Proposed Project would introduce approximately 277 additional units and 18 additional shelter beds to the area, with an estimated 403 incremental residents. The 92 shelter beds currently located within the Project Area would be temporarily relocated within Community Board 7 and remain under a WSFSSH DHS contract for the extent of the construction period. A discussion of the Proposed Actions' potential effects on community facilities is provided below.

Public Schools

According to *CEQR Technical Manual* guidelines, the threshold for analysis of elementary/middle school capacity in Manhattan is achieved if an action introduces at least 310 residential units; the threshold for analysis of high school capacity is 2,492 residential units. In addition, the *CEQR Technical Manual* states

that projects that would add residential units designed exclusively for seniors or single adults (HPD supportive housing) need not assess public school impacts. As the Proposed Actions would not result in the incremental development of more than 310 units, and most of the Proposed Project's 277 units are expected to be studios and one-bedroom units set aside for senior and supportive housing, a detailed schools analysis is not warranted.

Child Care Facilities

The *CEQR Technical Manual* requires a detailed analysis of publicly-funded child care centers when a proposed action would produce substantial numbers of subsidized, low- to moderate-income affordable housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at group child care facilities. Typically, a proposed action that generates 20 or more eligible children under the age of six requires further analysis. Based on *CEQR Technical Manual* multipliers, 170 affordable units in Manhattan would typically yield more than 20 children under the age of six eligible for publicly-funded child care. However, as most of the Proposed Project's 277 units would be studios set aside for senior and supportive housing, only 73 of these units (including the super's unit) are expected to potentially have children under the age of six. As such, the Proposed Actions would not exceed the *CEQR Technical Manual* threshold for analysis and a detailed analysis of day care centers is not warranted.

Libraries, Health Care Facilities, and Fire and Police Protection

As the Proposed Actions would not result in the introduction of a sizeable new neighborhood and would not result in a more than five percent increase in the ratio of residential units to libraries in Manhattan (i.e., would result in the development of fewer than 901 units), analyses of fire and police protection, health care facilities, and libraries are not warranted, and significant adverse impacts are not anticipated in these technical areas.

4. OPEN SPACE

An open space assessment may be necessary if a proposed action could potentially have a direct or indirect effect on open space resources in the Project Area. A direct effect would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." An indirect effect may occur when the population generated by a proposed action would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population. The Open Space appendix of the *CEQR Technical Manual* identifies the Project Area as falling into a well-served open space area. Thus, the screening threshold used for the Proposed Project is 350 residents and/or 750 workers.

The Proposed Actions would result in an increase of approximately 403 incremental residents (including temporary residents of the 110-bed transitional shelter facility) and 50 incremental workers compared to No-Action conditions. As such, the Proposed Project would exceed the CEQR screening threshold for residents. Therefore, an open space analysis for the residential population generated by the Proposed Project is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

5. SHADOWS

As stated in the *CEQR Technical Manual*, a shadow assessment considers projects that result in new shadows long enough to reach a sunlight-sensitive resource. Therefore, a shadows assessment is generally required only if the project would either (a) result in new structures (or additions to existing structures, including the addition of rooftop mechanical equipment) of 50 feet or more; or (b) be located adjacent to, or across the street from, a sunlight-sensitive resource.

As discussed in Attachment A, "Project Description," the Proposed Actions would facilitate the development of two buildings with maximum heights of approximately 118 feet and approximately 102 feet, which would both be located adjacent to the Anibal Aviles playground and across the street from the Booker T. Washington playground, two sunlight sensitive resources. As such, the Proposed Project has the potential to cast new shadows on nearby sunlight sensitive resources. Therefore, consistent with the guidelines of the 2014 *CEQR Technical Manual*, an assessment of shadows is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

6. HISTORIC AND CULTURAL RESOURCES

According to the *CEQR Technical Manual*, a historic resources assessment is required if there is the potential to affect either archaeological or architectural resources. Historic and cultural resources, which include both architectural and archaeological resources, are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes properties that have been designated or are under consideration as New York City Landmarks (NYCL) or Scenic Landmarks, or are eligible for such designation; properties within New York City Historic Districts; properties listed or are eligible to be listed on the State and/or National Register of Historic Places (S/NR); and National Historic Landmarks. An assessment of architectural and archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures, within historic districts, and for developments that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated. According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed action and in the area surrounding identified development sites.

Architectural Resources

In a letter dated April 14, 2017, LPC determined that the Development Site does not contain any eligible or designated historic architectural resources (refer to **Appendix 1**). Therefore the Proposed Actions would not result in any direct (physical) impacts to architectural resources, such as destruction, demolition, damage, alteration, or neglect. There is one S/NR-eligible historic architectural resource within 400-feet of the Project Area: 101-105 West 109th Street. This seven-story, E-plan apartment building, which is located approximately 165 feet to the north of the Project Area, has frontages along West 109th Street and Columbus Avenue. Constructed in 1908, the building is an outstanding example of Beaux Arts residential design. It is clad in red brick with white terra cotta trim, and is notable for its polished stone colonnade around its main entrance in the center pavilion of West 109th Street.

Character-defining features include its rusticated base, quoins, a secondary cornice with shell motifs, and a detailed upper cornice with intricate terra cotta ornament.²

As 101-105 West 109th Street is more than 90 feet away from the Development Site, no construction-related impacts would be expected as a result of the Proposed Project. Additionally, as the S/NR-eligible resource is located in a densely-developed urban environment, the construction of two, 11-story buildings on the Development Site would not significantly alter the setting of the apartment building and would not negatively affect the characteristics that make it eligible for listing on the S/NR. Therefore no significant adverse indirect impacts to architectural resources would result from the Proposed Actions, and no further assessment is warranted.

Archaeological Resources

According to the *CEQR Technical Manual*, archaeological resources are only considered in those areas where new excavation and ground disturbance would occur (i.e. the Development Site). Development of the Proposed Project may entail excavation and/or removal of fill at depths greater than currently exist on the site. However, as noted above, LPC has determined that the four lots comprising the Development Site do not have any archaeological significance (refer to LPC letter in **Appendix 1**). Therefore, no significant adverse impacts to archaeological resources would result from the Proposed Actions and no further assessment is warranted.

7. URBAN DESIGN AND VISUAL RESOURCES

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design characteristics of the neighborhood encompass the various components of buildings and streets in the area, including building bulk, use, and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. According to the *CEQR Technical Manual*, an analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action.

Given the zoning map amendment and resultant increase in built floor area beyond what would be allowed "as-of-right," an assessment of urban design is warranted. Therefore, an evaluation of the Proposed Project's effects on visual resources is also warranted and both technical areas will be included in the EIS, as described in the Draft Scope of Work.

8. NATURAL RESOURCES

According to the 2014 *CEQR Technical Manual*, a natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or

² Much of this information is from SHPO's "Resource Evaluation" from NYS OPRHP's CRIS (October 30, 2013).

indirectly, cause a disturbance of that resource. A natural resource is defined as the City's biodiversity (plants, wildlife and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

The Development Site is located in a fully developed area of Manhattan, and although the Development Site is immediately adjacent to the Anibal Aviles playground), this public open space is substantially devoid of natural resources as defined by the 2014 *CEQR Technical Manual*. Additionally, construction of the Proposed Project would not disturb the plants within the Anibal Aviles playground. Therefore, the Proposed Actions would not have a significant adverse impact on natural resources, and no further analysis is warranted.

9. HAZARDOUS MATERIALS

According to the *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or c) the project would introduce a population to potential human or environmental exposure from off-site sources. If all these elements can be ruled out, then no further analysis is necessary.

A Phase I Environmental Site Assessment (ESA) was prepared for the Development Site in June 2015, and a Phase II Site Investigation Report was prepared in September 2016. In addition, the project sponsor is considering enrollment in New York City's Voluntary Cleanup Program (NYCVCP), which requires the NYC Mayor's Office of Environmental Remediation (OER) to approve a Remedial Investigation Report (RIR), a Remedial Action Work Plan (RAWP), and a Remedial Action Report (RAR) for the Development Site, including Engineering and Institutional Controls and a Site Management Plan (SMP). The EIS will summarize the completed Phase I ESA and Phase II, and any other reports conducted for the Development Site, and will include any necessary recommendations for additional testing or other activities that would be required through the Land Disposition Agreement with HPD either prior to or during construction and/or operation of the Proposed Project, including a discussion of any necessary remedial or related measures.

10. WATER AND SEWER INFRASTRUCTURE

Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant impacts on this system. Therefore only very large developments or actions having exceptionally large water demands (e.g., more than 1 million gallons per day) would warrant a detailed water supply assessment. As shown in Table B-1 below, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the Proposed Project would use a total of approximately 90,600 gallons of water per day (a net increase of 78,216 gallons per day compared to No-Action conditions),

and therefore, an assessment of water supply is not warranted and no significant adverse impacts are anticipated.

TABLE B-1**Expected Water Demand for Proposed Project – 2025 No-Action vs. 2025 With-Action Conditions**

| | Use | Size (gsf) | Domestic Use (gpd) ² | Air Conditioning (gpd) ² | Total Water Demand (gpd) ² |
|--|----------------------|------------------------------------|---------------------------------|-------------------------------------|---------------------------------------|
| No-Action Condition | Transitional Shelter | 18,730 (92 beds) | 9,200 | 3,184 | 12,384 |
| | Parking ¹ | 112,990 | N/A | N/A | N/A |
| | Total | | 9,200 | 3,184 | 12,384 |
| With-Action Condition | Transitional Shelter | 31,000 (110 beds) | 11,000 | 5,270 | 16,270 |
| | Residential | 200,600 (277 units, 385 residents) | 38,500 | 34,102 | 72,602 |
| | Community Facility | 6,400 | 640 | 1,088 | 1,728 |
| | Total | | 50,140 | 40,460 | 90,600 |
| Net Difference: No-Action vs. With-Action Condition | | | 40,940 | 37,276 | 78,216 |

Notes:

¹ For conservative purposes, parking was assumed to have no daily water use.

² Based on average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual* (unless otherwise indicated):

- Residential use: 100 gallons per day (gpd) per resident, plus 0.17 gpd per sf for air conditioning (see Attachment A, "Project Description" for resident breakdown).
- Transitional Shelter use: 100 gallons per day (gpd) per bed, plus 0.17 gpd per sf for air conditioning.
- Community Facility use: 0.10 gpd per square foot, plus 0.17 gpd per sf for air conditioning.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed 1,000 residential units or 250,000 sf of commercial space or more in Manhattan (compared to No-Action conditions). As the Proposed Project would not exceed those thresholds, no assessment of wastewater and stormwater infrastructure is warranted and no significant adverse impacts are anticipated.

11. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed project would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the 2014 *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in Table B-2 below, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that the Proposed Project would generate a total of approximately 13,419 pounds of solid waste per week (lbs/wk), a net increase of 11,693 lbs/wk (5.85 tons) compared to No-Action conditions, which would not exceed the 50 ton per week CEQR screening threshold. Therefore, no significant adverse impacts to solid waste and sanitation services would result and no further analysis is required.

TABLE B-2

Expected Solid Waste Generation for Proposed Project – 2025 No-Action vs. 2025 With-Action Conditions

| | Use | Size (gsf) | Solid Waste Handled by DSNY (lbs/wk) ¹ | Solid Waste Handled by Private Carters (lbs/wk) ¹ | Total Solid Waste (lbs/wk) ¹ |
|--|----------------------|---------------------|---|--|---|
| No-Action Condition | Transitional Shelter | 18,730 (92 beds) | 1,564 | 0 | 1,564 |
| | Parking | 112,990 | 0 | 162 | 162 |
| | Total | | | 1,564 | 162 |
| With-Action Condition | Transitional Shelter | 31,000 (110 beds) | 1,870 | 0 | 2006 |
| | Residential | 200,600 (277 units) | 11,357 | 0 | 11070 |
| | Community Facility | 6,400 | 192 | 0 | 180 |
| | Total | | | 13,419 | 0 |
| Net Difference: No-Action vs. With-Action Condition | | | 11,855 | - 162 | 11,693 |

Notes:

- ¹ Based on average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual* (unless otherwise indicated):
- Residential use: 41 lbs/week per unit.
 - Transitional Shelter use: 17 lbs/week per bed.
 - Parking use: 9 lbs/week per employee, assumes a total of 18 parking garage employees.
 - Community Facility use: 0.03 lbs/week per square foot.

12. ENERGY

According to the guidance of the 2014 *CEQR Technical Manual*, a detailed assessment of energy impacts would only be required for projects that may significantly affect the transmission or generation of energy.

In accordance with CEQR guidelines, this environmental assessment discloses the Proposed Project's energy consumption. Based on the rates provided in the 2014 *CEQR Technical Manual*, the Proposed Project would be expected to require approximately 30,948,200 annual British Thermal Units (BTUs) of energy, or an increment of approximately 28,575,109 annual BTUs compared to No-Action conditions (refer to Table B-3 below). The Proposed Project would not result in any significant adverse impacts to the transmission or generation of energy, and therefore a detailed energy assessment is not warranted.

TABLE B-3

Expected Energy Use for Proposed Project – 2025 No-Action Vs. 2025 With-Action Conditions

| | Use | Size (gsf) | Rate of Consumption (Thousand BTU [Mbtu]/sf) | Annual Energy Use (annual BTUs) |
|--|----------------------|---------------------|--|---------------------------------|
| No-Action Condition | Transitional Shelter | 18,730 (92 beds) | 126.7 | 2,373,091 |
| | Parking ¹ | 112,990 | N/A | N/A |
| | Total | | | 2,373,091 |
| With-Action Condition | Transitional Shelter | 31,000 (110 beds) | 126.7 | 3,927,700 |
| | Residential | 200,600 (277 units) | 126.7 | 25,416,020 |
| | Community Facility | 6,400 | 250.7 | 1,604,480 |
| | Total | | | 30,948,200 |
| Net Difference: No-Action vs. With-Action Condition | | | | 28,575,109 |

Notes:

Based on citywide average annual energy use rates presented in Table 15-1 of the *CEQR Technical Manual*.

¹ For conservative purposes, parking was assumed to have no daily energy use.

13. TRANSPORTATION

The *CEQR Technical Manual* states that a quantified transportation analysis may be warranted if a proposed action is expected to generate more than 50 peak hour vehicle trips at an intersection, 200 peak hour subway, bus, or railroad riders on a transit facility, or 200 peak hour person trips on a pedestrian element.

Based on the Transportation Planning Factors/Travel Demand Forecast (TPF/TDF) memo (refer to **Appendix 2**), the Proposed Project is expected to generate 18 vehicle trips (vph) in the weekday AM peak hour, 11 vph in the weekday midday, 22 vph in the weekday PM, and 18 vph in the Saturday midday, compared to No-Action conditions. In addition, by displacing three existing public parking garages on the Development Site, the Proposed Actions would eliminate 29 vph, 25 vph, and 33 vph in the weekday AM, Midday, and PM peak periods, respectively, on West 108th Street and adjacent streets. As such, the Proposed Actions would result in a net reduction of vehicle trips on West 108th Street. As the net number of vehicle trips generated/diverted by the Proposed Actions would not exceed the 50 peak hour vehicle trip CEQR threshold for detailed traffic analysis, significant adverse traffic impacts would be very unlikely. As such, in accordance with *CEQR Technical Manual guidelines*, a detailed traffic analysis is not warranted and will not be provided in the EIS.

As shown in the TPF/TDF memo in **Appendix 2**, the Proposed Project would generate an incremental increase of 143, 73, 155, and 135 subway (in and out combined) trips during the weekday AM, midday, PM, and Saturday midday peak periods, respectively. Similarly, the Proposed Project would generate an incremental increase of 32, 18, 36, and 31 bus trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. As the net number of subway and bus trips generated by the Proposed Actions would not exceed the CEQR thresholds for analysis in any peak hour, a detailed transit analysis would not be warranted as no significant adverse impacts are expected.

Based on the TPF/TDF memo, the Proposed Project is expected to generate more than 200 pedestrian trips during the weekday AM, PM, and Saturday midday peak hours, which include walk-only trips as well as the pedestrian component associated with walking between the Development Site and other modes of travel, such as subway stations and bus stops. However, the Proposed Project consists of two buildings approximately 225 feet apart, and these pedestrian trips would be split eastbound/westbound between the entrances to Buildings 1 and 2 and two different subway stations, the Cathedral Parkway (110th Street) station on the no. 1 line to the west, and the Cathedral Parkway (110th Street) station on the A/B/C lines to the east. As such, concentrations of new pedestrian trips at any given pedestrian element (crosswalks, corners, and specific locations along a sidewalk) exceeding the 200-trip threshold would not occur during any peak hours (refer to TPF/TDF memo in **Appendix 2**). Therefore, no significant adverse impacts are expected and a detailed pedestrian analysis is not warranted.

Under the 2014 *CEQR Technical Manual*, a parking analysis is typically conducted if a quantified traffic analysis is necessary. While the Proposed Project does not warrant a quantified traffic analysis, the Proposed Actions would result in the elimination of three public parking garages within the Project Area, with a combined capacity of approximately 675 spaces. In addition, the affordable and supportive housing facilities developed under the Proposed Actions would not include any replacement parking. The elimination of this number of parking spaces without provision of replacement parking is atypical of most development subject to environmental review under the 2014 *CEQR Technical Manual*. Given this specific combination of factors, and the potential to result in a shortfall of parking in the surrounding

area, a detailed analysis of on-street and off-street parking conditions in the surrounding study area will be provided in the EIS, as detailed in the Draft Scope of Work.

14. AIR QUALITY

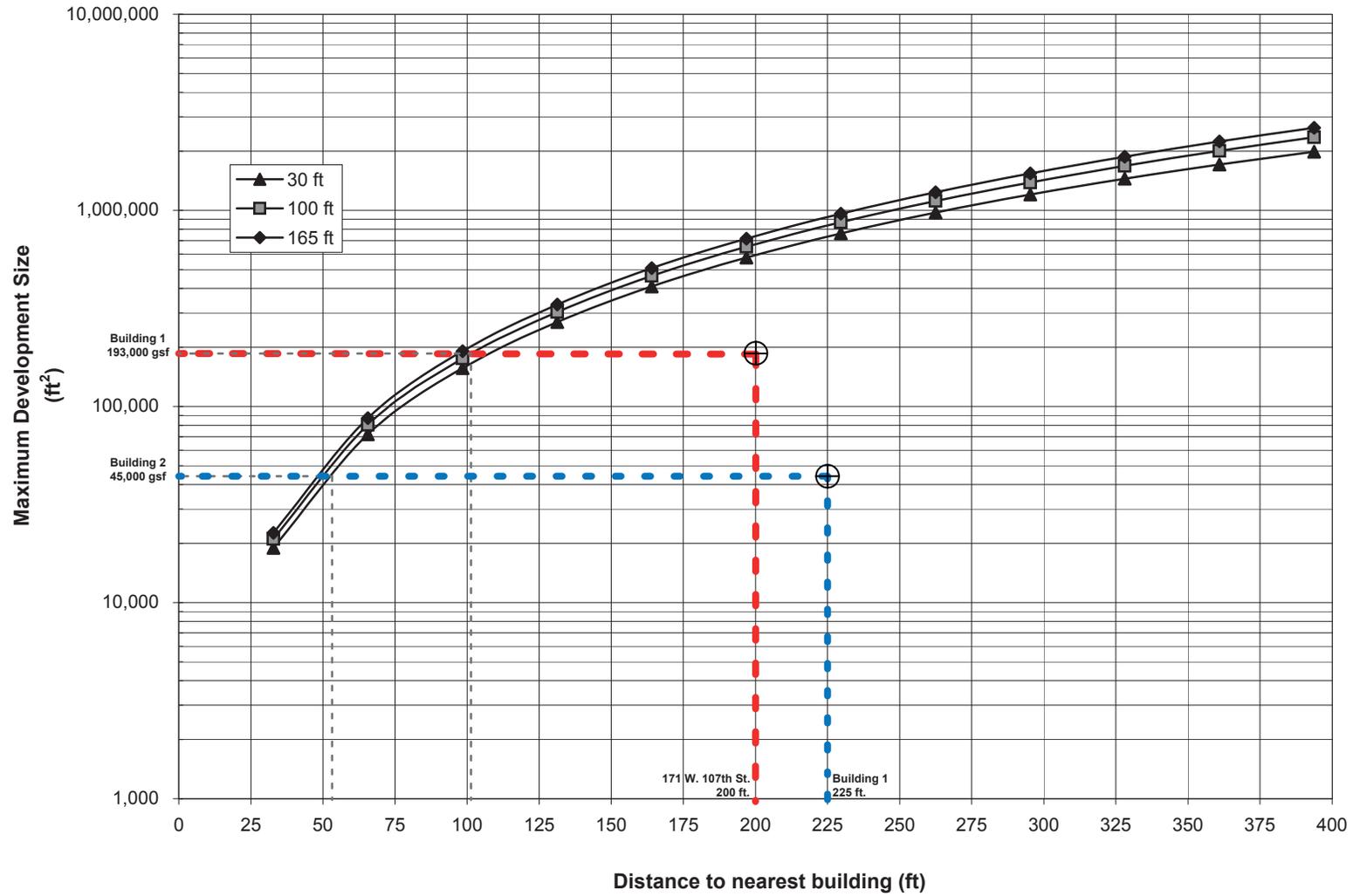
Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential for existing sources of air pollution to impact the proposed uses.

For mobile sources, a screening assessment is necessary to identify if the Proposed Actions would result in the conditions outlined in Section 210 of Chapter 17 of the *CEQR Technical Manual*. Specifically, the project-generated vehicle trips emissions threshold for conducting any air quality analysis of mobile sources is 170 vehicles at any intersection for CO, or 12 or more heavy duty diesel vehicles (HDDV) for paved roads with average daily traffic fewer than 5,000 vehicles for PM (higher thresholds for collector roads and principal/minor arterials). Based on the TPF/TDF memo, the Proposed Project would not exceed these thresholds, and therefore no further mobile source air quality analysis is warranted.

For stationary sources, a screening assessment is necessary to identify if the Proposed Actions may result in the conditions outlined in Section 220 of Chapter 17 of the *CEQR Technical Manual*. Actions can result in stationary source air quality impacts when they create new stationary sources of pollutants that can affect surrounding uses (such as emission stacks from industrial plants or exhaust from boiler stack(s) used for heating/hot water, ventilation, or air conditioning [HVAC] systems of a building); or when they locate new sensitive uses (schools, hospitals, residences) near such stationary sources. It is assumed that the Proposed Project would use natural gas-fired combustion equipment to provide heating and hot water, and an emergency diesel fuel generator would be provided for the shelter facility. Emissions from the HVAC system of the Proposed Project may affect air quality levels at other nearby existing land uses. According to *CEQR Technical Manual* guidelines, the impacts of these emissions would be a function of fuel type, stack height, building size, and location of each emissions source relative to nearby sensitive land uses. Using the stationary source air quality screening assessment provided in the Air Quality appendix of the *CEQR Technical Manual* for residential developments using natural gas for fuel (Figure 17-7), the Proposed Project is not anticipated to have significant impacts.

Based on its size (approximately 193,000 gsf), Building 1 could have stationary source air quality impacts on a building of equal or greater height that is located within approximately 100 feet. The closest existing building of equal or greater height to Building 1 is 171 West 107th Street (Block 1862, Lot 7501), a 15-story building with a height of approximately 139 feet, which is located approximately 200 feet to the south (refer to **Figure B-1**). Therefore, Building 1 passes the screening assessment for potential stationary air quality impacts and no further analysis is warranted. Likewise, based on its size (approximately 45,000 gsf), Building 2 could have stationary source air quality impacts on a building of equal or greater height that is located within approximately 55 feet. The closest building of equal or greater height to Building 2 would be Building 1 of the Proposed Project, which would be located approximately 225 feet to the west (refer to **Figure B-1**). Therefore, Building 2 also passes the screening assessment for potential stationary air quality impacts and no further analysis is warranted. Through the Land Disposition Agreement (LDA) between HPD and the project sponsor, any future development on

**FIGURE 17-7
NO₂ BOILER SCREEN
RESIDENTIAL DEVELOPMENT - NATURAL GAS**



the Development Site would be required to utilize natural gas as fuel for HVAC purposes, therefore ensuring that the Proposed Actions would not result in any stationary source air quality impacts.

To assess air quality impacts on the Proposed Project associated with emissions from nearby industrial sources, land use maps and agency databases were reviewed to identify potential sources of emissions from manufacturing/industrial or transportation/utility operations. Next, a list of the identified businesses was submitted to DEP's Bureau of Environmental Compliance to obtain the available permit information for these locations and to determine whether manufacturing or industrial emissions occur. Based on information provided by DEP, two facilities were identified within a 400-foot radius: (1) a facility with a permit currently under review (PB023514), located at 156 West 108th Street, southwest of Building 1, and (2) a dry cleaning facility located at 961 Amsterdam Avenue (PB057507). As the review identified two potential industrial sources in the vicinity of the Development Site, further evaluation is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database was performed to identify any federal or state-permitted facilities in the vicinity of the Project Area. No existing large or major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) were identified within 1,000 feet of the Project Area. Therefore, pursuant to *CEQR Technical Manual* guidelines, an analysis of large or major emission sources is not warranted.

15. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

The 2014 *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 gross square feet (gsf) or greater (or smaller projects that would result in the construction of a building that is particularly energy-intensive, such as a data processing center or health care facility). The Proposed Project would not exceed 350,000 gsf, and therefore a GHG assessment is not warranted and no further analysis is required.

According to the 2014 *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a Proposed Project in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500-year flood zone. Based on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (FIRMs) issued in 2015, the Project Area is located beyond the 100- and 500-year flood zones, and therefore is not susceptible to storm surge and coastal flooding, and an assessment of climate change is not warranted.

16. NOISE

According to the *CEQR Technical Manual*, noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if a project generates or reroutes vehicular traffic, if a project is located near a heavily trafficked thoroughfare, or if a project would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the 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 project would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the project would be located in an area with high ambient noise levels resulting from stationary sources.

According to the *CEQR Technical Manual*, a detailed mobile source analysis is generally performed if the proposed action would increase noise passenger car equivalent (Noise PCE) values by 100 percent or more. The Proposed Project would generate vehicle trips, but given the background conditions and the anticipated project-generated traffic, it is not expected that project-generated traffic would result in significant adverse noise impacts. As discussed in the "Transportation" section above, the Proposed Actions would result in a net reduction of vehicle trips on West 108th Street (refer to TPF/TDF memo in **Appendix 2**) in the weekday AM, midday, and PM peak hours. As such, the Proposed Actions would not result in a doubling of Noise PCEs, and in accordance with *CEQR Technical Manual* guidelines, a detailed mobile source noise analysis is not warranted and will not be provided in the EIS.

According to the *CEQR Technical Manual*, a detailed stationary source analysis is generally performed if the proposed action would cause a substantial stationary source (i.e., unenclosed equipment for building ventilation purposes) to be operating within 1,500 feet of a receptor with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities. The Proposed Project would not meet either of these criteria. Therefore, the Proposed Actions would not result in any stationary source noise impacts and no further analysis is warranted. The Proposed Project's rooftop mechanical equipment would be located within enclosed mechanical bulkheads and would be designed to meet all applicable noise regulations to avoid producing levels that would result in any significant adverse noise impacts. While people are not usually thought of as stationary noise, children in playgrounds or spectators at outdoor sporting events or concerts can introduce additional sources of noise within communities. According to the *CEQR Technical Manual*, noise generated by children in playgrounds or people using parks is considered a stationary source of noise. As the Proposed Project would be located near two playgrounds (the Anibal Aviles playground and the Booker T. Washington Playground), playground noise during the School PM peak hour (2:30-3:30PM) will also be taken into account in the detailed noise analysis to be provided in the EIS, as discussed in the Draft Scope of Work.

As the Proposed Project would introduce new sensitive receptors in the vicinity of heavily trafficked roadways, and would be located near two playgrounds, a detailed noise analysis will be included in the EIS, pursuant to *CEQR Technical Manual* guidelines. Building attenuation required to provide acceptable interior noise levels for the Proposed Project will be examined and discussed in the EIS, as described in the Draft Scope of Work. The detailed noise analysis will disclose required attenuation levels to meet both CEQR and HUD noise guidelines (as the Proposed Project may include federal sources of funding in the future).

17. PUBLIC HEALTH

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. For most Proposed Projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As the relevant analyses have not yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the Draft Scope of Work.

18. NEIGHBORHOOD CHARACTER

A neighborhood character assessment considers how elements on the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. To determine an action's effects on neighborhood character, a neighborhood's contributing elements are considered together.

An assessment of neighborhood character is generally needed when a Proposed Project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Project is expected to affect one or more of the constituent elements of the Project Area's neighborhood character. Therefore, an analysis of the Proposed Project's effects on neighborhood character will be provided in the EIS, as described in the Draft Scope of Work.

19. CONSTRUCTION

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and air quality conditions. In addition, because soils are disturbed during construction, any project proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

A preliminary construction assessment is typically warranted if construction activities (a) last longer than two years; (b) are located along an arterial highway or major thoroughfare; (c) involve the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involve multiple

buildings; (e) involve the operation of several pieces of diesel equipment in a single location; (f) result in the closure or disruption of a community facility service; (g) are located within 400 feet of a historic or cultural resource; (h) would disturb a site containing or adjacent to a natural resources; and/or (i) occur on multiple sites in the same geographic area.

The Proposed Project involves construction of two noncontiguous buildings, which would occur over a period of more than two years, and is therefore considered long-term. In addition, the Development Site is located in the vicinity of several sensitive receptors, such as Anibal Aviles Playground, and the Booker T. Washington Middle School and its adjacent playground. Therefore, a detailed construction impact analysis is required, and will be included in the EIS, as described in the Draft Scope of Work.

APPENDIX 1
LPC Environmental Review Letter

ENVIRONMENTAL REVIEW

Project number: HOUSING PRESERVATION AND DEV. / 17HPD083M
Project: W. 108 ST. REZONING
Date received: 4/7/2017

Properties with no Architectural or Archaeological significance:

- 1) ADDRESS: 151 WEST 108 STREET, BBL: 1018630005
- 2) ADDRESS: 149 WEST 108 STREET, BBL: 1018630010
- 3) ADDRESS: 143 WEST 108 STREET, BBL: 1018630013
- 4) ADDRESS: 111 WEST 108 STREET, BBL: 1018630017
- 5) ADDRESS: 103 WEST 108 STREET, BBL: 1018630026

Gina Santucci

4/14/2017

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 32299_FSO_DNP_04122017.doc

APPENDIX 2
TPF/TDF Technical Memorandum



Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

West 108th Street WSFSSH Development Transportation Planning Factors (TPF) / Travel Demand Forecast (TDF) DRAFT TECHNICAL MEMORANDUM

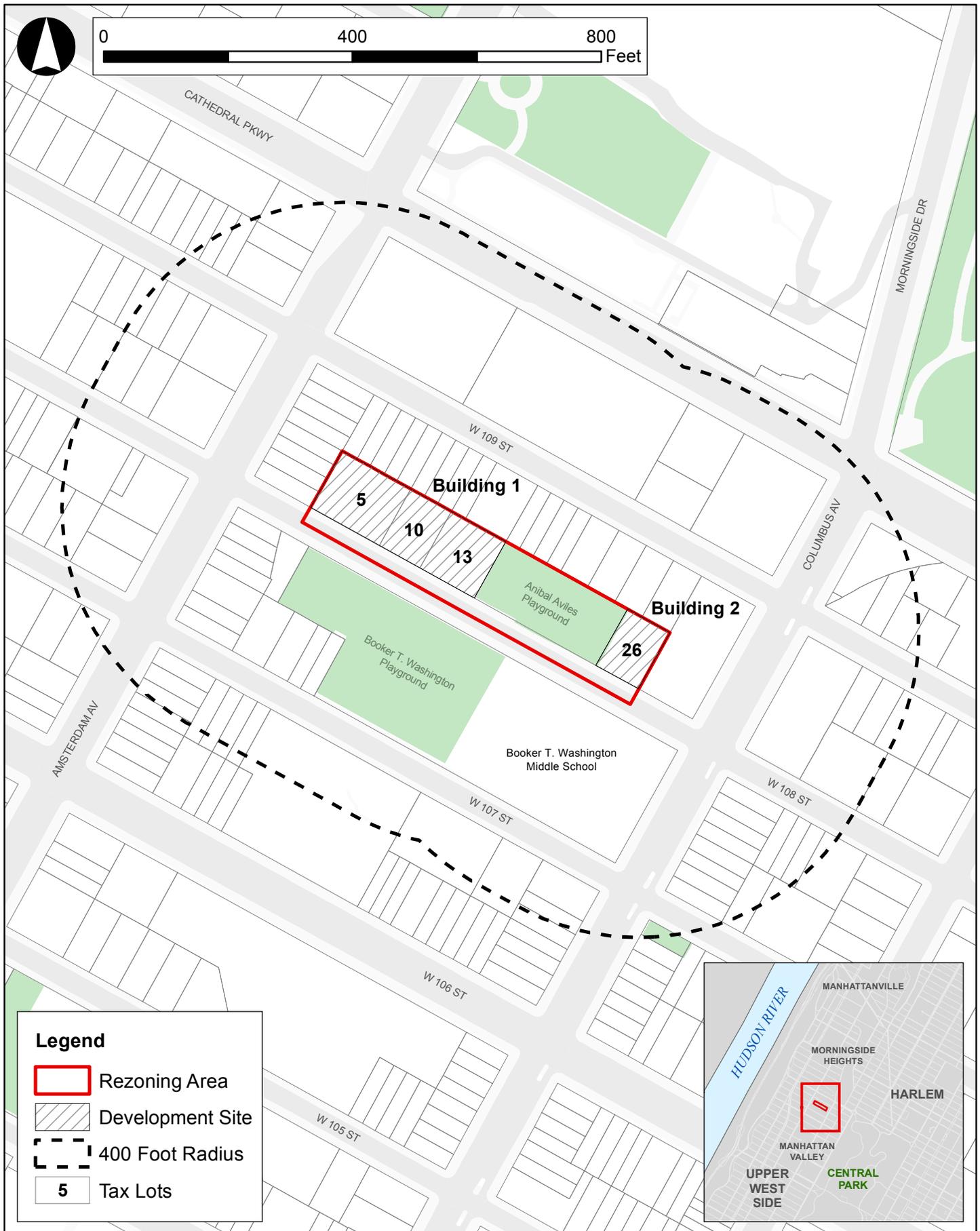
INTRODUCTION

The City of New York – Department of Housing Preservation and Development (“HPD”) and the project sponsor, the West Side Federation for Senior and Supportive Housing (“WSFSSH”), are seeking approval of several discretionary actions subject to City Planning Commission (“CPC”) approval (collectively, the “Proposed Actions”) to facilitate the construction of two new buildings consisting of affordable and supportive housing and community facility uses on West 108th Street in the Manhattan Valley neighborhood of Manhattan, Community District (CD) 7 (refer to Figure 1). The Proposed Actions include designation of an Urban Development Action Area, approval of an Urban Development Action Area Project (“UDAAP”), disposition of City-owned property, a zoning map amendment to change a portion of Manhattan Block 1863 from R8B to R8A, and a zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (“MIH”) Area on the Project Area. The project sponsor may seek construction financing from HPD and other agencies at a later date.

The Proposed Actions would facilitate the development of approximately 277 affordable units, an approximately 31,000 gross square foot (gsf) transitional housing facility for older adults with approximately 110 shelter beds, and an additional approximately 6,400 gsf community facility use (the “Proposed Project”). This proposed development would consist of two buildings: the Western Development (Lots 5, 10, and 13) with approximately 193,000 gsf (maximum height of 11 stories), and the Eastern Development (Lot 26) with approximately 45,000 gsf (maximum height of 11 stories). This memorandum summarizes the transportation planning factors to be used for the scoping Environmental Assessment Statement (EAS) analyses of traffic, transit, pedestrian, and parking conditions for the proposed development.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the potential effects of the Proposed Actions, a Reasonable Worst Case Development Scenario (RWCDs) for both the “future without the Proposed Actions” (No-Action) and the “future with the Proposed Actions” (With-Action) conditions is analyzed for an analysis year of 2025. In the absence of the Proposed Actions, it is expected that no disposition of City-owned property and no changes to zoning or land use would occur within the rezoning area. Currently, Lot 5 is occupied by a four-story parking garage containing 250 parking spaces, Lot 10 is occupied by a five-story building that houses the Valley Lodge Shelter which contains 92 beds for the homeless, Lots 13 and 26 are also occupied by five- and three- story



public parking garages containing 300 and 125 parking spaces, respectively. Under the No-Action condition, the three off-street public parking garages (a total of 675 parking spaces) would continue to operate.

Under the With-Action condition, the Proposed Actions would facilitate development within the rezoning area. By 2025, the Proposed Actions would result in the development of Buildings 1 and 2. For CEQR analysis purposes, the Proposed Project described above represents the RWCDs.

Table 1 below provides a comparison of the 2025 No-Action and 2025 With-Action conditions identified for analysis purposes. As shown, by 2025 the incremental (net) change that would result from the Proposed Actions is the addition of 277 affordable units (approximately 200,600 gsf), approximately 18 shelter beds, approximately 6,400 gsf of community facility uses (excluding the shelter facility), and approximately 0.2 acres (9,000 sf) of private open space for tenants, as well as a reduction of 675 public parking spaces.

Construction of Building 1 (Block 1863, Lots 5, 10, and 13) is expected to begin in 2018, with all building elements complete and fully operational by the end of 2020; construction of Building 2 (Block 1863, Lot 26) is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025. Accordingly, the EIS will assume a 2025 Build Year (a.k.a. analysis year), as it represents full build-out of the Proposed Project. As the incremental development resulting from the Proposed Actions would exceed the densities in Table 16-1 of the *City Environmental Quality Review (CEQR) Technical Manual* analysis thresholds, a preliminary travel demand forecast was prepared.

Table 1
Comparison of 2025 No-Action and 2025 With-Action Conditions

| Use | | No-Action Scenario | With-Action Scenario | Increment |
|------------------------------|--|--------------------|----------------------|------------------------------|
| Residential | Affordable Housing (Including Supportive Senior Housing) | -- | 277 units | +277 units |
| Community Facility | Shelter beds | 92 beds | 110 beds | +18 beds |
| | Other CF Uses | -- | 6,400 gsf | +6,400 gsf |
| Public Parking (spaces) | | 675 spaces | - | - 675 spaces |
| Accessory/Private Open Space | | -- | 0.2 acres (9,000 sf) | +0.2 acres (9,000 sf) |

TRANSPORTATION PLANNING FACTORS

In order to conduct a Level 1 Trip Generation Screening Assessment for the Proposed Actions in 2025, a travel demand forecast was prepared for a typical peak hour during the weekday AM, weekday midday, weekday PM and Saturday midday periods. The transportation planning factors shown below in Table 2 were developed based on standard criteria as per the 2014 *CEQR Technical Manual*, census data, and studies that have been used in previous Environmental Impact Statements (EIS) for projects with similar uses. These include trip generation rates, temporal and directional distributions, mode choice factors, and vehicle occupancies for the proposed project increment of 277 affordable DUs, 18 new transitional shelter beds (a total of 110 shelter beds to be provided, replacing the existing 92 beds), and 6,400 gsf of community facility space. The 277 affordable DUs and the 18 shelter beds were conservatively analyzed, for transportation purposes, as typical dwelling units (a total of 295 DUs).

Table 2
Transportation Planning Factors

| Land Use: | <u>Residential</u> | <u>Community Facility</u> | |
|-------------------------------|---------------------------|----------------------------------|-------|
| Size/Units: | 295 DU | 6,400 gsf | |
| Trip Generation: | (1) | (1) | |
| Weekday | 8.075 | 44.7 | |
| Saturday | 9.600 | 26.1 | |
| | per DU | per 1,000 gsf | |
| Temporal Distribution: | (1) | (1) | |
| AM | 10.0% | 4.0% | |
| MD | 5.0% | 9.0% | |
| PM | 11.0% | 5.0% | |
| SatMD | 8.0% | 9.0% | |
| Modal Splits: | (2) | (3) | |
| | All Periods | All Periods | |
| Auto | 6.2% | 4.0% | |
| Taxi | 0.6% | 9.0% | |
| Subway | 58.3% | 12.0% | |
| Bus | 13.3% | 5.0% | |
| Walk/Other | 21.6% | 70.0% | |
| | 100.0% | 100.0% | |
| In/Out Splits: | (3) | (4) | |
| | In Out | In | Out |
| AM | 16.0% 84.0% | 60% | 40% |
| MD | 50.0% 50.0% | 53% | 47% |
| PM | 67.0% 33.0% | 50% | 50% |
| Sat MD | 53.0% 47.0% | 34% | 66% |
| Vehicle Occupancy: | (2,3) | (3) | |
| | All Periods | All Periods | |
| Auto | 1.15 | 1.40 | |
| Taxi | 1.40 | 1.40 | |
| Truck Trip Generation: | (1) | (3) | |
| Weekday | 0.06 | 0.04 | |
| Saturday | 0.02 | 0.01 | |
| | per DU | per 1,000 sf | |
| | (1) | (3) | |
| AM | 12.0% | 8.0% | |
| MD | 9.0% | 11.0% | |
| PM | 2.0% | 2.0% | |
| Sat MD | 9.0% | 11.0% | |
| | In Out | In | Out |
| AM/MD/PM | 50.0% 50.0% | 50.0% | 50.0% |

Notes :

- (1) Based on 2014 *City Environmental Quality Review (CEQR) Technical Manual*. Community Facility assumes Health Club use.
- (2) Based on 2011-2015 *American Community Survey (ACS) Means of Transportation to Work Table* for Manhattan Census Tracts 193 for renter-occupied units
- (3) Based on *West Harlem Rezoning FEIS*, August 2012.
- (4) Based on March 2014 data provided by Chinatown YMCA facility.

Residential

The forecast of travel demand for the residential use used a weekday trip generation rate of 8.075 person trips per DU, a Saturday trip generation rate of 9.6 person trips per DU, and temporal distributions of 10%, 5%, 11%, and 8% for the weekday AM, midday, PM, and Saturday midday peak hours respectively, as per the 2014 *CEQR Technical Manual*. The residential modal splits were estimated to be 6.2%, 0.6%, 58.3%, 13.3%, and 21.6% mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, as per 2010-2014 *American Community Survey (ACS) Means of Transportation to Work* data for renters in Manhattan Census Tract 193. Directional splits (in/out) shown in Table 2 were based on the *West Harlem Rezoning FEIS, 2012*. The vehicle occupancy of 1.15 persons per vehicle was also assumed based on ACS data, while the taxi occupancy of 1.40 persons per taxi was based on the *West Harlem Rezoning FEIS, 2012*.

Community Facility

The forecast of travel demand for the community facility use used a weekday trip generation rate of 44.7 person trips per 1,000 sf, a Saturday trip generation rate of 26.1 trips per 1,000 sf and temporal distributions of 4%, 9%, 5%, and 9% for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, as per the 2014 *CEQR Technical Manual*. The modal split would be predominately walk, and assumed 4%, 9%, 12%, 5%, and 70% mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, based on the *West Harlem Rezoning FEIS, 2012*. The vehicle occupancies of 1.40 persons per vehicle, 1.40 persons per taxi were also assumed based on the *West Harlem Rezoning FEIS, 2012*. Directional splits (in/out) were based on March 2014 data provided by the Chinatown YMCA facility.

TRIP GENERATION

According to the 2014 *CEQR Technical Manual* guidelines, a two-tier screening process is used to determine whether quantified analyses of any technical areas of the transportation system are necessary. A Level 1 screening is typically necessary if a proposed project has the potential to exceed either 50 vehicle trips, 200 transit trips or 200 pedestrian trips during any given peak hour. If these thresholds are exceeded, a Level 2 screening assessment is required in order to ensure that there are not 50 vehicle trips, 50 bus trips, 200 subway/rail trips, or 200 pedestrian trips assigned to an individual transportation element (intersections, bus routes, subway stations, etc.), during any analysis peak hour. Based on the planning factors shown in in Table 2, a travel demand forecast (Level 1 screening) was prepared for the proposed development, and is shown below in Table 3.

Traffic and Parking

Based on the factors outlined above, an incremental increase of approximately 18, 11, 22, and 18 vehicle trips (in and out combined) would be generated as a result of the proposed development program during the weekday AM, midday, PM, and Saturday midday peak periods, respectively (refer to Table 3). However, as previously mentioned, there are currently three parking garages located at the project site (Block 1863, Lots 5, 13, and 26). In order to assess the existing conditions at the project site, vehicle counts were conducted at the entrances to each of the three parking garages during the weekday AM, midday and PM peak periods in November 2016. These counts are summarized below in Table 4.

As shown in Table 4, a total of 29, 25, and 33 vehicle trips (in and out combined) were generated by the three parking garages during the weekday AM, midday, and PM peak hours, respectively. As previously

Table 3
Travel Demand Forecast

| Land Use: | | <u>Residential</u> | | <u>Community Facility</u> | | <u>Total</u> | |
|--------------------------------|---------------|--------------------|------------|---------------------------|----------|--------------|-----------|
| Size/Units: | | 295 DU | | 6,400 gsf | | | |
| Peak Hour Person Trips: | | | | | | | |
| AM | | 240 | | 12 | | 252 | |
| MD | | 120 | | 26 | | 146 | |
| PM | | 264 | | 16 | | 280 | |
| Sat MD | | 228 | | 16 | | 244 | |
| Person Trips: | | | | | | | |
| | | In | Out | In | Out | In | Out |
| AM | Auto | 2 | 12 | 0 | 0 | 2 | 12 |
| | Taxi | 0 | 1 | 1 | 0 | 1 | 1 |
| | Subway | 22 | 119 | 1 | 1 | 23 | 120 |
| | Bus | 5 | 27 | 0 | 0 | 5 | 27 |
| | Walk/Other | <u>8</u> | <u>44</u> | <u>5</u> | <u>4</u> | <u>13</u> | <u>48</u> |
| | Total | 37 | 203 | 7 | 5 | 44 | 208 |
| | | In | Out | In | Out | In | Out |
| MD | Auto | 4 | 4 | 1 | 0 | 5 | 4 |
| | Taxi | 0 | 0 | 0 | 1 | 0 | 1 |
| | Subway | 35 | 35 | 2 | 1 | 37 | 36 |
| | Bus | 8 | 8 | 1 | 1 | 9 | 9 |
| | Walk/Other | <u>13</u> | <u>13</u> | <u>10</u> | <u>9</u> | <u>23</u> | <u>22</u> |
| | Total | 60 | 60 | 14 | 12 | 74 | 72 |
| | | In | Out | In | Out | In | Out |
| PM | Auto | 11 | 5 | 0 | 0 | 11 | 5 |
| | Taxi | 1 | 1 | 1 | 1 | 2 | 2 |
| | Subway | 102 | 51 | 1 | 1 | 103 | 52 |
| | Bus | 24 | 12 | 0 | 0 | 24 | 12 |
| | Walk/Other | <u>38</u> | <u>19</u> | <u>6</u> | <u>6</u> | <u>44</u> | <u>25</u> |
| | Total | 176 | 88 | 8 | 8 | 184 | 96 |
| | | In | Out | In | Out | In | Out |
| Sat MD | Auto | 7 | 7 | 0 | 0 | 7 | 7 |
| | Taxi | 1 | 1 | 0 | 1 | 1 | 2 |
| | Subway | 71 | 62 | 1 | 1 | 72 | 63 |
| | Bus | 16 | 14 | 0 | 1 | 16 | 15 |
| | Walk/Other | <u>26</u> | <u>23</u> | <u>5</u> | <u>7</u> | <u>31</u> | <u>30</u> |
| | Total | 121 | 107 | 6 | 10 | 127 | 117 |
| Vehicle Trips : | | | | | | | |
| | | In | Out | In | Out | In | Out |
| AM | Auto (Total) | 2 | 10 | 0 | 0 | 2 | 10 |
| | Taxi | 0 | 1 | 1 | 0 | 1 | 1 |
| | Taxi Balanced | 1 | 1 | 1 | 1 | 2 | 2 |
| | Truck | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> |
| | Total | 4 | 12 | 1 | 1 | 5 | 13 |
| | | In | Out | In | Out | In | Out |
| MD | Auto (Total) | 3 | 3 | 1 | 0 | 4 | 3 |
| | Taxi | 0 | 0 | 0 | 1 | 0 | 1 |
| | Taxi Balanced | 0 | 0 | 1 | 1 | 1 | 1 |
| | Truck | <u>1</u> | <u>1</u> | <u>0</u> | <u>0</u> | <u>1</u> | <u>1</u> |
| | Total | 4 | 4 | 2 | 1 | 6 | 5 |
| | | In | Out | In | Out | In | Out |
| PM | Auto (Total) | 10 | 4 | 0 | 0 | 10 | 4 |
| | Taxi | 1 | 1 | 1 | 1 | 2 | 2 |
| | Taxi Balanced | 2 | 2 | 2 | 2 | 4 | 4 |
| | Truck | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| | Total | 12 | 6 | 2 | 2 | 14 | 8 |
| | | In | Out | In | Out | In | Out |
| Sat MD | Auto (Total) | 6 | 6 | 0 | 0 | 6 | 6 |
| | Taxi | 1 | 1 | 0 | 1 | 1 | 2 |
| | Taxi Balanced | 2 | 2 | 1 | 1 | 3 | 3 |
| | Truck | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>0</u> |
| | Total | 8 | 8 | 1 | 1 | 9 | 9 |
| Total Vehicles | | | | | | | |
| | | <u>In</u> | <u>Out</u> | <u>Total</u> | | | |
| AM | | 5 | 13 | 18 | | | |
| MD | | 6 | 5 | 11 | | | |
| PM | | 14 | 8 | 22 | | | |
| Sat MD | | 9 | 9 | 18 | | | |

Table 4
Vehicle Counts at Existing Garages

| Time Period | | Garage 1 (Lot 5) | | | Garage 2 (Lot 13) | | | Garage 3 | | | Total |
|-----------------|----------------|------------------|-----|-------|-------------------|-----|-------|----------|-----|-------|-----------|
| | | In | Out | Total | In | Out | Total | In | Out | Total | |
| 7:30 AM | 8:30 AM | 2 | 5 | 7 | 1 | 11 | 12 | 1 | 2 | 3 | 22 |
| 7:45 AM | 8:45 AM | 4 | 6 | 10 | 2 | 9 | 11 | 0 | 1 | 1 | 22 |
| 8:00 AM | 9:00 AM | 5 | 6 | 11 | 2 | 7 | 9 | 0 | 1 | 1 | 21 |
| 8:15 AM | 9:15 AM | 8 | 7 | 15 | 2 | 4 | 6 | 0 | 1 | 1 | 22 |
| 8:30 AM | 9:30 AM | 9 | 12 | 21 | 2 | 4 | 6 | 1 | 1 | 2 | 29 |
| 12:00 PM | 1:00 PM | 7 | 11 | 18 | 3 | 2 | 5 | 1 | 1 | 2 | 25 |
| 12:15 PM | 1:15 PM | 6 | 10 | 16 | 2 | 1 | 3 | 1 | 3 | 4 | 23 |
| 12:30 PM | 1:30 PM | 7 | 9 | 16 | 1 | 2 | 3 | 1 | 2 | 3 | 22 |
| 12:45 PM | 1:45 PM | 4 | 4 | 8 | 1 | 4 | 5 | 1 | 2 | 3 | 16 |
| 1:00 PM | 2:00 PM | 4 | 2 | 6 | 1 | 4 | 5 | 0 | 3 | 3 | 14 |
| 5:00 PM | 6:00 PM | 6 | 10 | 16 | 2 | 0 | 2 | 3 | 3 | 6 | 24 |
| 5:15 PM | 6:15 PM | 7 | 13 | 20 | 2 | 4 | 6 | 3 | 1 | 4 | 30 |
| 5:30 PM | 6:30 PM | 10 | 9 | 19 | 4 | 4 | 8 | 3 | 1 | 4 | 31 |
| 5:45 PM | 6:45 PM | 12 | 7 | 19 | 5 | 5 | 10 | 3 | 1 | 4 | 33 |
| 6:00 PM | 7:00 PM | 10 | 7 | 17 | 6 | 6 | 12 | 3 | 0 | 3 | 32 |

Source: PHA counts conducted in November 2016

Note:

1. **Bold** indicates peak hour and peak hour volume

mentioned, the proposed development would result in an incremental increase of 18, 11, and 22 vehicle trips (in and out combined) during the weekday AM, midday, and PM peak hours (refer to Table 3). Under the With-Action condition, the vehicle trips generated by the existing parking garages would be displaced. Therefore, the net incremental vehicle trips generated by the proposed development would be negative during the weekday AM, midday, and PM peak hours, with -11, -14, and -11 vehicle trips generated, respectively. As the *CEQR Technical Manual* Level 1 screening threshold of 50 vehicle trips per peak hour is not exceeded during any of the four peak hour periods, significant adverse impacts would be unlikely and a Level 2 screening analysis is not warranted.

As per the *CEQR Technical Manual*, a detailed parking assessment is not needed if the threshold for traffic analysis is not exceeded. However, as the Proposed Actions would eliminate a combined 675 parking spaces, and may result in a significant parking shortfall in the surrounding area. Therefore, a detailed parking analysis will be included in the EIS.

Transit

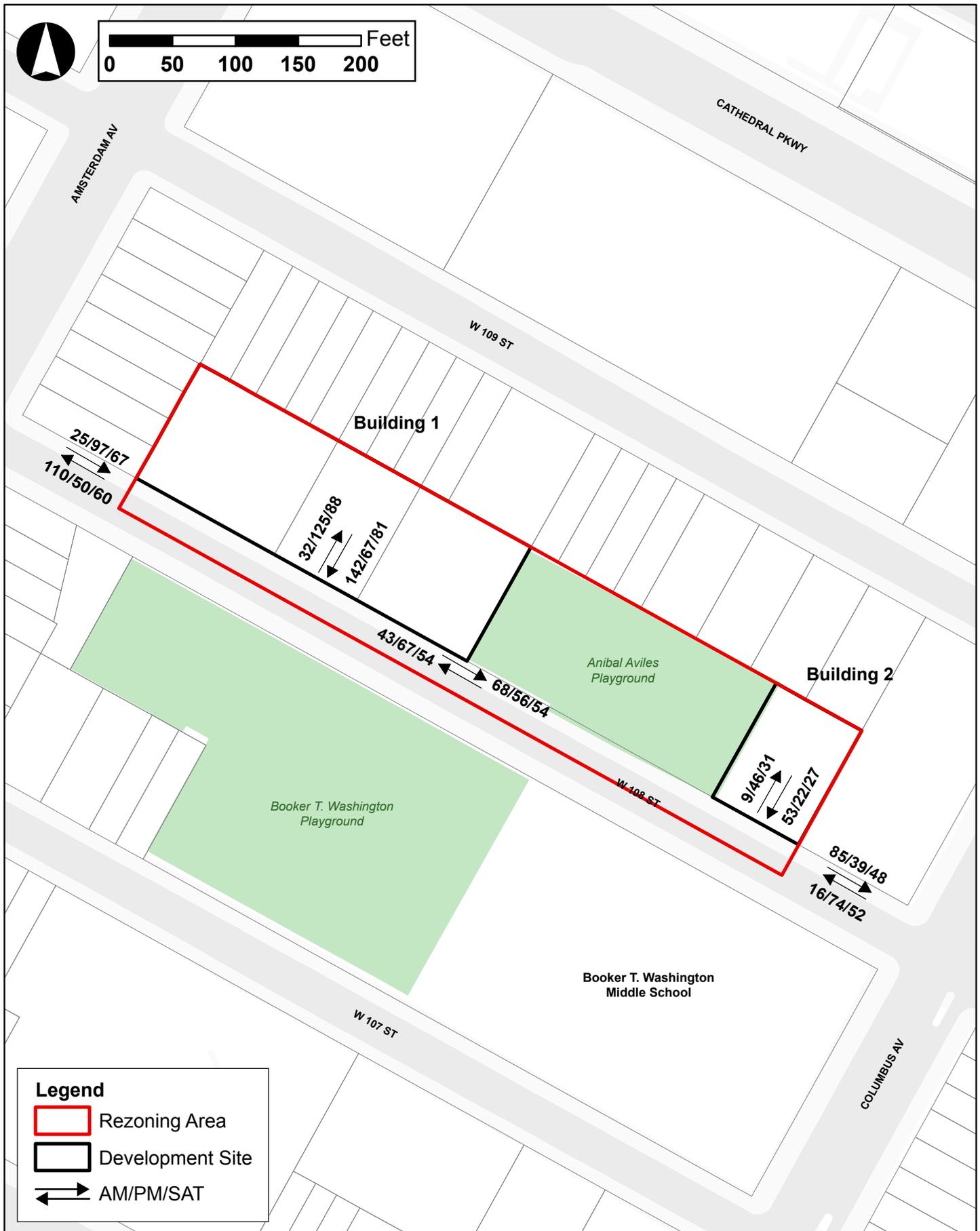
According to the general thresholds used by the Metropolitan Transportation Authority (MTA) specified in the 2014 *CEQR Technical Manual*, detailed transit analyses are not required if the proposed development is projected to result in fewer than 200 peak hour subway/rail or bus transit riders.

As shown in Table 3, the proposed development would generate an incremental increase of 143, 73, 155, and 135 subway (in and out combined) trips during the weekday AM, midday, PM and Saturday midday peak periods, respectively. Similarly, the development would generate an incremental increase of 32, 18, 36, and 31 bus trips during the weekday AM, midday, PM and Saturday midday peak hours, respectively. Therefore, the transit thresholds are not met in any of the four analyzed peak hours, and a detailed transit analysis would not be warranted as no significant adverse impacts are expected.

Pedestrians

According to the *CEQR Technical Manual*, detailed pedestrian analyses are not required if the proposed development is projected to result in less than 200 peak hour pedestrian trips. As shown in Table 3, the development would generate an incremental increase of 61, 45, 69, and 61 walk-only trips (in and out combined) during the weekday AM, midday, PM and Saturday midday peak periods, respectively (refer to Table 3). In addition to the walk-only trips, the subway and bus trips also include walk portions of the trip. Therefore, the proposed project would generate a total of 236, 136, 260, and 227 walk trips in the weekday AM, midday, PM and Saturday peak periods respectively. As the total walk trips exceed the *CEQR Technical Manual* threshold during the weekday AM, weekday PM and Saturday midday peak hours, a more detailed analysis is warranted. The subsequent Level 2 pedestrian assignment is shown below in Figure 2 for the weekday AM, PM and Saturday midday peak hours.

As shown in Figure 2, pedestrian trips would be distributed eastbound and westbound between the entrances to Buildings 1 and 2. Therefore, no single pedestrian element is expected to experience an increase of greater than 200 person trips during any of the peak hour periods, and no significant adverse impacts are expected and a detailed pedestrian analysis is not warranted.



CONCLUSIONS

The incremental trips generated by the proposed development would be less than the 2014 *CEQR Technical Manual* thresholds during all peak periods and detailed traffic, parking, transit, and pedestrian analyses are not warranted as impacts are not likely. However, as the Proposed Actions would eliminate three public parking garages containing a combined 675 parking spaces, which may result in a significant parking shortfall in the surrounding area, a detailed parking analysis will be included in the EIS.