An aerial photograph of a city grid, likely Manhattan, with a semi-transparent blue overlay. The text is positioned in the upper left and lower left areas of the image.

**PLACE-BASED COMMUNITY BROWNFIELD PLANNING
FOUNDATION REPORT ON EXISTING CONDITIONS
HARLEM GATEWAY , MANHATTAN**

**FINAL
DECEMBER 2015**



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This document was prepared by the New York City Department of City Planning for the New York City Mayor's Office of Environmental Remediation and the New York State Department of State with state funds provided through the Brownfield Opportunity Areas Program.



Table of Contents

Purpose5

Introduction6

Task 1. Description of Proposed Project, Boundary and Public Participation7

 Community Overview and History7

 Geographic location in relation to the county and region7

 Map 1. Broad Community Context Map: Manhattan, Community Districts 7 & 10, Harlem Gateway Study Area Boundaries 8

 Current community features and conditions9

 Historical Context10

 Map 2. Study Area Map: CDs 7 & 10, Harlem Gateway Study Area boundaries 11

 Demographic, social, economic, and employment indicators12

 Demographics12

 Figure 1. Race/Hispanic Origin among residents in Harlem Gateway and NYC 12

 Figure 2. Residential Age Distribution 13

 Education14

 Figure 3. Educational Attainment 14

 Economic and Employment Indicators15

 Figure 4. Employment 15

 Housing16

 Figure 5. Housing Tenure 16

 Figure 6. Housing Occupancy 17

 Current and historical economic and land use development trends18

 Figure 7a. Land Uses in Harlem Gateway 19

 Figure 7b. Land Uses by Harlem Gateway Neighborhood, Borough and City 19

 Project Overview and Description20

 Existing land uses and development patterns20

 Upper West Side Rezoning21

 Map 3. Upper West Side Rezoning 22

 Frederick Douglass Boulevard Rezoning23

 Map 4. Frederick Douglass Boulevard Rezoning 24

 Summary of real or perceived brownfield sites25

 Map 5. NYC OER SPEED Database Results for Harlem Gateway 26

 An overview of the area's potential 28

 Figure 8. 2011 Quarterly Census of Employment and Wages, Harlem Gateway 30

 Study Area Boundary Description and Justification31

 Map 6. Brownfield Opportunity Area Boundary Map: Harlem Gateway 32

| | |
|--|-----------|
| Task II. Preliminary Analysis of the Brownfield Opportunity Area | 33 |
| Existing Land Uses and Zoning | 33 |
| Map 7a. Land Use: Harlem Gateway Study Area..... | 34 |
| Map 7b. Zoning and Commercial Overlays: Harlem Gateway Study area | 35 |
| Figure 9a. Land Use distribution by Square Feet on Tax Lots in Harlem Gateway Study Area | 36 |
| Figure9b. Percent Tax Lots by Land Use in Harlem Gateway Study Area | 37 |
| Transportation and Infrastructure..... | 39 |
| Map 8a Subway Connections Infrastructure within Harlem Gateway Study Area | 40 |
| Map 8b. Bike Lanes in Harlem Gateway Study Area | 41 |
| Map 8c. Bus Connections in Harlem Gateway Study Area | 42 |
| Natural Resources | 43 |
| Map 9. City Trees, Open Spaces and Parks in Harlem Gateway | 44 |
| Figure 10. FEMA Advisory Zones | 45 |
| Map 10a. FEMA Advisory Base Flood Elevation and Harlem Gateway | 46 |
| Map 10b. NYC Hurricane Evacuation Zones and Harlem Gateway | 47 |
| Potential Brownfield, Abandoned, and Vacant Sites | 48 |
| Map 11. Brownfield and Underutilized Lots in Study Area..... | 50 |
| Underutilized Site | 51 |
| Site 1: 952 Columbus Avenue..... | 51 |
| Potential Brownfields | 52 |
| Site A: 103 West 108th Street | 52 |
| Site B: 143 West 108th Street | 53 |
| Site C: 2040 Frederick Douglass Boulevard | 54 |
| Site D: 129 West 112th Street | 55 |
| Site E: 314 West 118th Street | 56 |
| Site F: 2171 & 2173 Frederick Douglass Boulevard..... | 57 |
| Land Ownership..... | 58 |
| Figure 11. Property Ownership within Study Area | 59 |
| Map 12. Land Ownership in Harlem Gateway | 60 |
| Task III. Summary of Preliminary Analysis and Recommendations | 61 |
| Key Findings and Preliminary Recommendations | 61 |
| Local Participation | 61 |
| APPENDIX A: SITE PROFILES | 62 |
| Descriptive Profiles of Brownfield and Underutilized Properties | 63 |
| Site 1: 952 Columbus Avenue, Former A&P Market | 63 |
| Property Description and Current Land Use..... | 63 |
| Environmental and Land Use History..... | 63 |

| | |
|---|-----------|
| Site A: 103 West 108 th Street | 64 |
| Property Description and Current Land Use | 64 |
| Environmental and Land Use History | 64 |
| Site B: 143 West 108 th Street | 65 |
| Property Description and Current Land Use | 65 |
| Environmental and Land Use History | 65 |
| Site C: 2040 Frederick Douglass Boulevard | 66 |
| Property Description and Current Land Use | 66 |
| Environmental and Land Use History | 67 |
| Site D: 129 West 112 th Street | 68 |
| Property Description and Current Land Use | 68 |
| Environmental and Land Use History | 68 |
| Site E: 314 West 118 th Street..... | 69 |
| Property Description and Current Land Use | 69 |
| Environmental and Land Use History | 70 |
| Site F: 2171 & 2173 Frederick Douglass Boulevard..... | 71 |
| Property Description and Current Land Use | 71 |
| Environmental and Land Use History | 72 |
| APPENDIX B: ACCOMPANYING MAPS | 73 |
| Appended Map B1: Strategic Sites in Harlem Gateway | 74 |
| Appended Map B2: Aerial Community Map | 75 |
| Appended Map B3: Study Area Boundary and Aerial Map | 76 |
| Appended Map B4: Community Facilities in Harlem Gateway | 77 |
| Appended Map B5: Digital Elevation Model..... | 78 |
| Appended Map B6: Hurricane Sandy Storm Surge | 79 |
| Appended Map B7: 2010 Census Tract Population by Census Tract in Harlem Gateway | 80 |
| Appended Map B8: Manhattan Avenue Historic District | 81 |

PURPOSE

This existing conditions foundation report was commissioned by the New York City Mayor's Office of Environmental Remediation (OER) to help community members and community-based organizations (CBO's) conduct place-based planning for revitalization of vacant and underutilized brownfield properties. Place-based planning by community groups is supported by OER under the NYC Place-Based Community Brownfield Planning Program and by the New York State Department of State in the Brownfield Opportunity Area Program. To advance implementation of plans, OER provides financial and technical assistance to CBO's for cleanup and redevelopment of brownfield properties and seeks to help people foster greater health and well-being in their neighborhoods.

Brownfields are vacant or underutilized properties where environmental pollution has deterred investment and redevelopment. Pollution introduces many risks to land development and often causes community and private developers to pass over these properties, especially in low-income neighborhoods where land values may be depressed and insufficient to cover added cleanup costs. Over time, brownfield sites accumulate and cluster in these neighborhoods, presenting heightened health risks while also reducing opportunities for small businesses, permanent new jobs, and affordable housing. OER has established a wide variety of programs to support place-based community brownfield planning and establish a local vision for use of these properties and to help bring community plans to life. Using these tools, we seek to help people turn brownfield liabilities in their neighborhoods into community assets.

This report provides an overview of the study area's geologic and natural features, historical development patterns, zoning, land use and infrastructure, as well as demographic and economic profiles, a summary of environmental conditions, and a preliminary evaluation of potential strategic properties. It is intended to initiate an ongoing process of data collection and analysis to better inform community planning activities and visioning and to enable people to make more informed decisions about their neighborhoods. This report was prepared by the New York City Department of City Planning under contract with the Mayor's Office of Environmental Remediation.

Introduction

This analysis of existing conditions in the Harlem Gateway area was conducted to advance community brownfield planning by local community development interests. The Study Area focuses on Manhattan Valley and adjacent neighborhoods, an area in Manhattan that has, in recent years, shown increased investment, development, and potential for further interest in the area. Over the past decade, this area has demonstrated an upward trajectory in development; however, some barriers to investment still exist due in part to a history of environmental contamination. The analysis in this report was conducted in March 2013.

One local community based organization, the Manhattan Valley Development Corporation (MVDC), approached the City with an interest in advancing their community planning and redevelopment work. The priorities that the MVDC has identified include the development of affordable housing in the neighborhood, especially targeted towards the elderly with enhanced services and access to neighborhood amenities for that demographic.

The study considers an area in need of environmental remediation and economic development or redevelopment. It provides an overview on existing land uses, development patterns, real or perceived brownfield sites, and development potential. Contextual information related to geographic location, demographic, social, economic and employment indicators, current community features and conditions, and current and historical economic and land use development trends provide an understanding of the broader area surrounding the area of study.

Various neighborhoods are referenced throughout this document. The Study Area is called, for the purposes of this report, Harlem Gateway. This study area encompasses approximately 435 acres in Manhattan, and includes portions of the Upper West Side and South Harlem neighborhoods. The study area begins on West 101st Street extending up to West 126th Street and is bounded by the Hudson River to the west and Lenox Avenue to the east. Maps 1 and 2 display how Harlem Gateway fits into the surrounding neighborhood context.

The entire Upper West Side neighborhood is roughly defined by Central Park and the Hudson River and by West 59th Street and West 110th Street. Within the Upper West Side is a smaller sub-neighborhood known as Manhattan Valley, roughly bounded by West 110th Street to the north, Central Park West to the east, West 96th Street to the south, and Broadway to the west. South Harlem is bounded roughly by 5th Avenue and Morningside Park to the east and west respectively and by West 110th Street and West 125th Street to the south and north.

The hierarchy of geographies for which land use and demographics analysis is done, from most encompassing to most specific, is ordered: New York City, the borough of Manhattan, Manhattan Community Districts 7 and 10, and the Harlem Gateway study area. The Study Area boundaries were determined based on a close alignment with the MVDC Service Area¹, encompassing New York County Census Tracts 189, 193, 195, 197.02, 201.02, 209.01, 216, 218, 220, 222, and 257. Wherever possible, Census Tract data was used to compare Study Area conditions with the larger surrounding neighborhoods within Community Districts 7 and 10, the borough of Manhattan, and NYC as a whole. In text, the combined data for CDs 7 and 10 are referred to as the “surrounding neighborhood”.

The report was researched and written by the NYC Department of City Planning, working under a contract awarded to the NYC Mayor’s Office of Environmental Remediation by the NYS Department of State (NYS DOS).

¹ *The service area is defined by the area between West 101st Street and West 126 Street to the south and north; Central Park West and the Hudson River south of Cathedral Parkway; and Morningside Avenue and Lenox Avenue north of Central Park.*

Task 1. Description of Proposed Project, Boundary and Public Participation

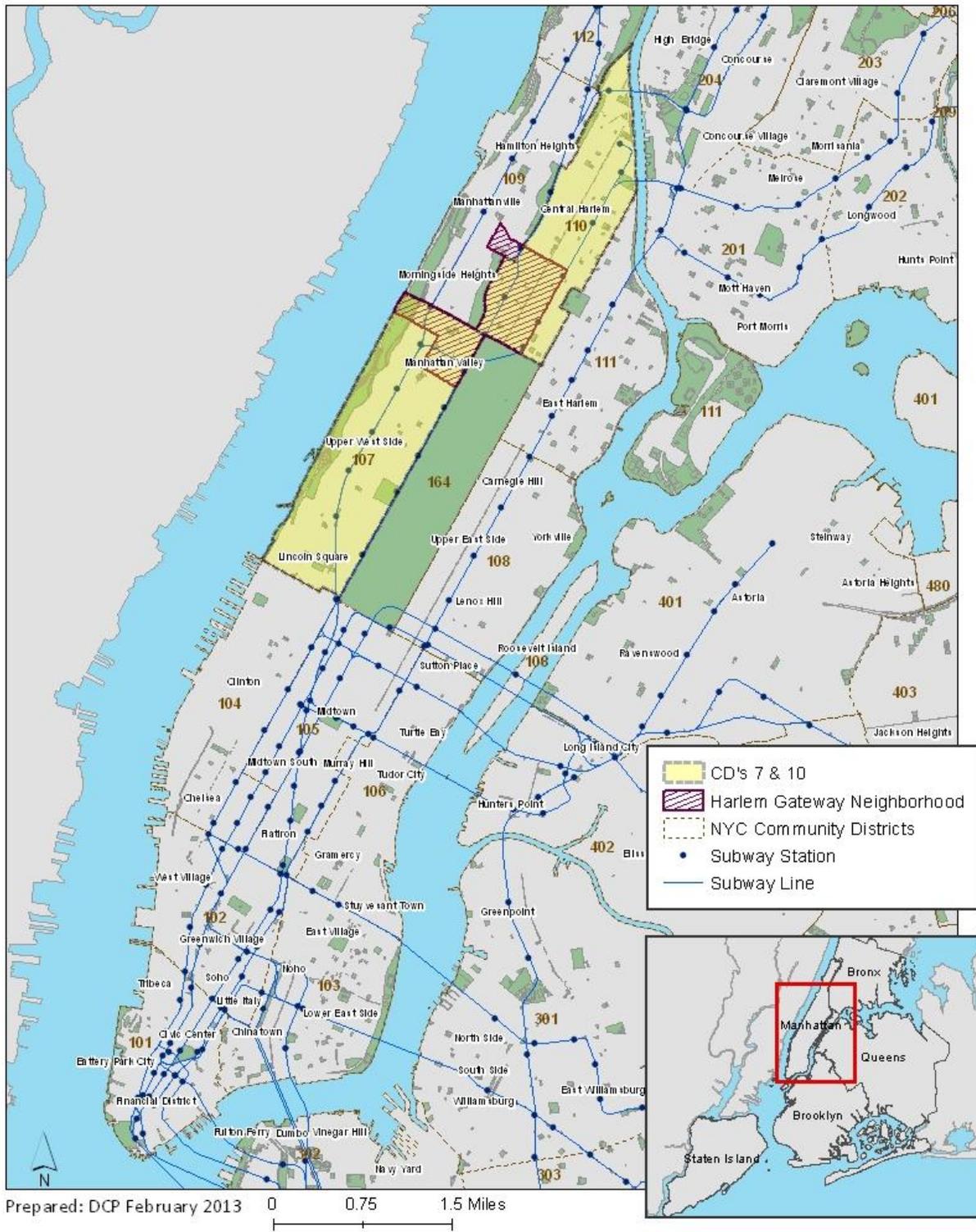
Community Overview and History

Geographic location in relation to the county and region

The area of focus for this study is located in northern Manhattan, within the South Harlem, Manhattan Valley, and Upper West Side neighborhoods. The study area and its geographical context is shown below in Map 1 and Map 2. Manhattan is third most populous borough of New York City with over 1.5 million people, about 19 percent of all New York City residents, at the 2010 Census. The borough is an island, bounded by the Hudson River to the west and the East River to the east. The closest landmasses are the Bronx to the north, Queens and Brooklyn to the east, and New Jersey to the west.

This study area, shown in Maps 1 and 2 in red, transverses multiple neighborhoods including a portion of the Upper West Side, Manhattan Valley, and South Harlem. The Upper West Side is roughly defined by Central Park and the Hudson River and between West 59th Street and West 110th Street. A portion of the Upper West Side, Manhattan Valley is a neighborhood that is roughly defined be bounded by West 110th Street to the north, Central Park West to the east, West 96th Street to the south, and Broadway to the west. South Harlem is bounded roughly by 5th Avenue and Morningside Park to the east and west and by West 110th Street and West 125th Street to the south and north. Harlem Gateway also includes parts of Community Districts 7 and 10. The neighborhood for the purposes of this study is roughly bounded by 101st Street to the south, 126th Street to the north, Lenox Avenue to the east, and the Hudson River to the West.

Map 1. Broad Community Context Map: Manhattan, Community Districts 7 & 10, Harlem Gateway Study Area Boundaries



Current community features and conditions

Manhattan, including northern Manhattan, is transit-rich with numerous subway and bus lines connecting neighborhoods around the borough, the city, and the region. The 2/3 and B/C subway lines connect the study area with the rest of Manhattan, the Bronx, and Brooklyn. These lines also run through transfer points providing access to other lines.

The area is also well served well by bus lines including the M4 and M104 running along Broadway, the M7 along Columbus, Amsterdam, and Lenox Avenues, the M11 along Columbus and Amsterdam Avenues, the cross-town M116, the M3 running along St. Nicholas Avenue, the M10 along Central Park West and Frederick Douglass Boulevard, and the M2 running along Adam C. Powell Jr. Boulevard.

Frederick Douglass Boulevard (8th Avenue), under which the A, B, C, and D trains run, and Adam C. Powell Jr. Boulevard (7th Avenue) are lined with local commercial uses. To a lesser extent, these uses are also found along Lenox Avenue, under which the 2/3 trains run. 125th Street is an east/west corridor that acts as a commercial and retail hub for northern Manhattan. To the south, Broadway, Amsterdam and Columbus Avenues are lined with regional and local commercial uses throughout the Upper West Side. Commercial zoning along these corridors generally permits single-story local retail and personal service shops needed in residential neighborhoods, including grocery stores, nail salons, pharmacies and restaurants.

Central Park is at the southern end of the neighborhoods and is a local and regional destination for residents and tourists. The park provides significant green space in Manhattan with active and passive recreation options. Morningside Park is adjacent to the Harlem Gateway study area to the northwest and is a popular local destination.

Today, several community groups serve northern Manhattan and the study area. The Manhattan Valley Development Corporation (MVDC), currently serves the bulk of the study area. Founded in 1968, the mission of MVDC is to provide safe, decent housing that low income families and individuals can afford in Manhattan Valley and throughout Upper Manhattan. Part of their work in the community involves managing affordable housing, assisting residents with the procurement of secure entitlements and government benefits including food assistance, Medicare, Medicaid, and supplemental social security in addition to referring residents to food pantries and clothing donation sites, providing job training and assisting with crime prevention and landlord mediation activities. Over the course of their nearly 45 years of service to the neighborhood, MVDC has sponsored the development of over 600 low income Section 8 apartments in 35 buildings; maintains and manages 167 units in 11 buildings, has developed 112 units for the low income and homeless as part of the HPS/LISC Housing Demonstration Program and has rehabilitated 175 vacant City-owned buildings as part of the Manhattan Valley Cross Subsidy Plan (<http://www.mvdc.org/>).

Other community groups in the area serve a variety of the neighborhoods needs. Included in these groups is the Columbus Amsterdam Business Improvement District which was created to “increase commercial activity and create a more vital and active business center along Columbus and Amsterdam Avenues from West 96th Street to W. 110th Street by providing services and initiating capital improvements to make the neighborhood cleaner, safe, and more prosperous.”² The West Side Arts Coalition is another group in the neighborhood that has advocated for the arts for over 30 years.³ El Taller Latino Americano, another non-profit organization, provides language classes and serves as an important cultural center in the community showcasing local and internationally known musicians and

² <http://columbusamsterdambid.org/about-us>

³ <http://www.wsacny.org/about-us.html>

artists.⁴ Additionally, the Cathedral Church of St. John the Divine is a major institution in this community. Their Cathedral Community Cares program aims to combat and alleviate poverty and operates a soup kitchen, and the Nutrition, Health and Clothing Center, and Education and Advocacy Center which provide school, youth and family programs.⁵ While these groups are not exhaustive of the community groups that have an important presence in the neighborhood, they offer an image of the rich diversity of resources in this community.

Below, Map 2 provides a visual understanding of the neighborhood's relationship to the surrounding area and the rest of New York City. Since Community Districts 7 and 10 are used in this report to study the demographic and land use characteristics of the larger area in which Harlem Gateway is situated, they are highlighted in Map 2. A display of community facilities, including police and fire stations, libraries, senior centers, hospitals and healthcare facilities, schools, food pantries, and homeless services can be found in Appended Map B4.

Historical Context

Beginning in the early-mid 1800's and with the adoption of the Commissioners Plan of 1811, the Harlem hills were mostly leveled, making way for a new IRT subway and other major urban infrastructure projects. This new land use regime paved the way for projects such as the Croton Aqueduct running down Amsterdam Avenue and created opportunity for new residential development. By the early 20th Century, public transportation served a growing population with the opening of the Ninth Avenue El train, the IRT Broadway Line, and the opening of the Eighth Avenue Subway along Central Park West. The Upper West Side was originally planned as a residential district, and beginning in the 1880's Eighth, Ninth, Tenth, Eleventh, and the Boulevard Avenues were all renamed respectively to Central Park West, Columbus, Amsterdam, West End, and Broadway in order to better distinguish upper Manhattan from mid-town.

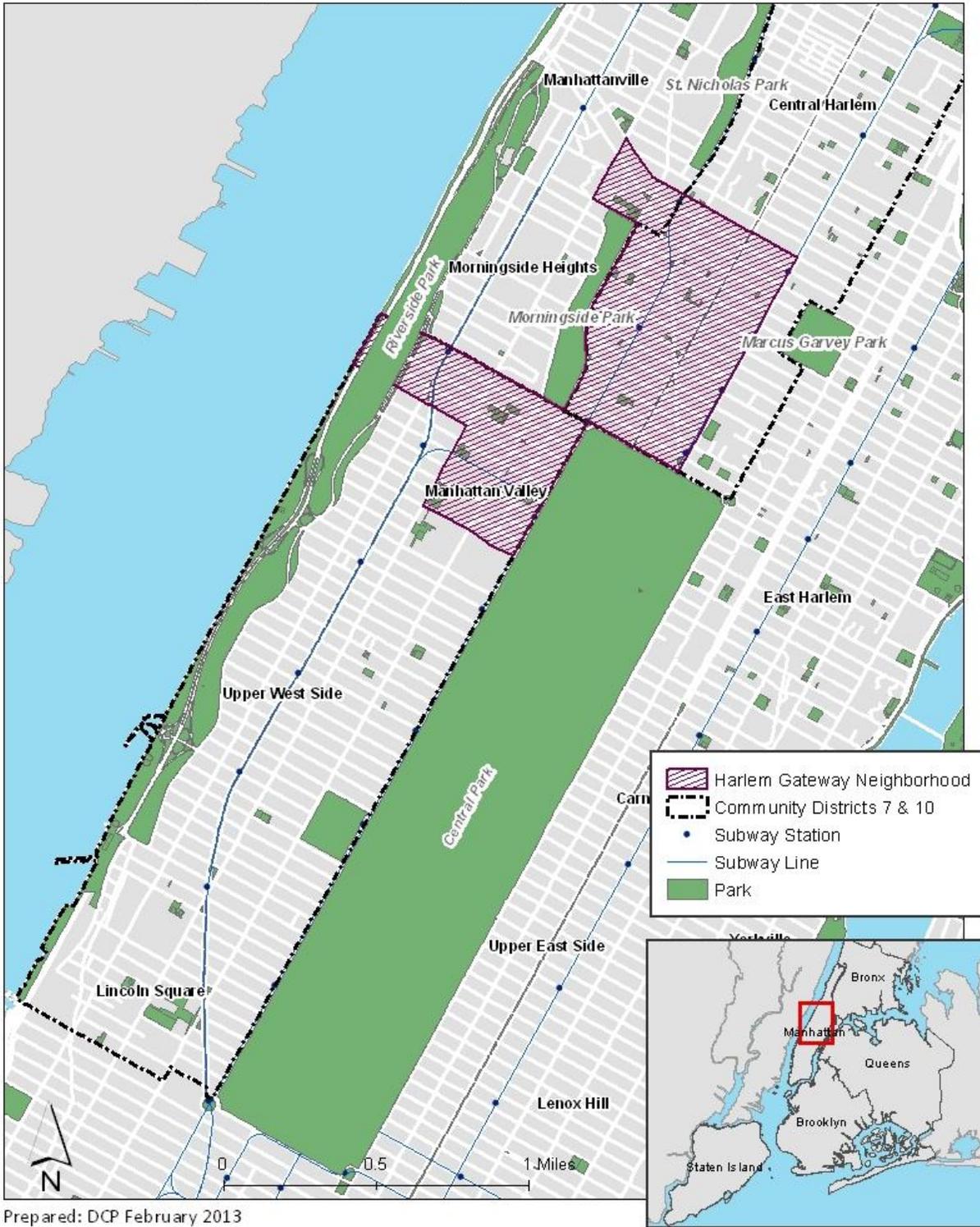
Resulting from improved transportation and the completion of Central Park, the area reached peak housing construction in the final decades of the 19th Century, and improved city services and low land costs attracted several major charitable institutions such as the Hebrew Home for the Aged, the Catholic Old Age Home, the Association for the Relief of Respectable Aged Indigent Females (now the American Youth Hostel), and the New York Cancer Hospital on the Upper West Side. Slightly further north in Harlem, the early 20th Century saw a major migration of various ethnic groups to Harlem, particularly African Americans and Puerto Ricans turning these neighborhoods into some of the most diverse in New York and the country. Around this time, Harlem ripened with the Harlem Renaissance as new jazz clubs and other cultural institutions, including the famed Apollo Theater, took root providing jobs and outlets for cultural expression.

After the Great Depression and World War II however, Harlem was hit hard with economic downturn leading to heightened crime and poverty. Around mid-century, other land use developments on the Upper West Side were taking place such as the construction of the Frederick Douglass Houses between 100th and 104th Streets and along Amsterdam Avenue notably in the style of tower-in-the-park high rises. The neighborhoods of the Upper West Side and South Harlem suffered high crime rates and economic distress through the 1970's and 1980's. Mirroring trends seen throughout the city, these neighborhoods have undergone significant housing redevelopment and decrease in crime in recent years. With this development, however, affordable housing remains a concern for community residents.

⁴ <http://www.tallerlatino.org/>

⁵ <http://www.stjohndivine.org/index.html>

Map 2. Study Area Map: CDs 7 & 10, Harlem Gateway Study Area boundaries



Demographic, social, economic, and employment indicators

Demographics

The neighborhoods of the Upper West Side, Manhattan Valley and South Harlem are encompassed by Community Districts 7 and 10 and overlap with Harlem Gateway. As of the 2010 Census, the surrounding neighborhood (CDs 7 and 10) had a population of 324,807 people, an increase of 3.18% from the 2000 Census count of 314,808. The most significant population gains in this area were made among Asian and Pacific Island, White Nonhispanic, and Hispanic populations while losses were counted among Black and African American populations. While there were also overall gains among Asian and Pacific Island population throughout Manhattan and New York City between 2000 and 2010, 23.84% and 31.65% respectively, the increase in the surrounding neighborhood was even more significant at gains of 50 and 35% respectively. For a spatial display of the total population density for this study area, refer to Appendix Map B7.

As of the 2010 Census, the majority of the population in Harlem Gateway was White Nonhispanic, Black and African American Nonhispanic, and Hispanic. This largely corresponds to the demographics of the surrounding neighborhood.

While there were losses among the Black and African American population, at 38.1 percent, this demographic is the most populous in Harlem Gateway. Black and African Americans make up approximately 22.8 percent of all residents in the city as a whole.

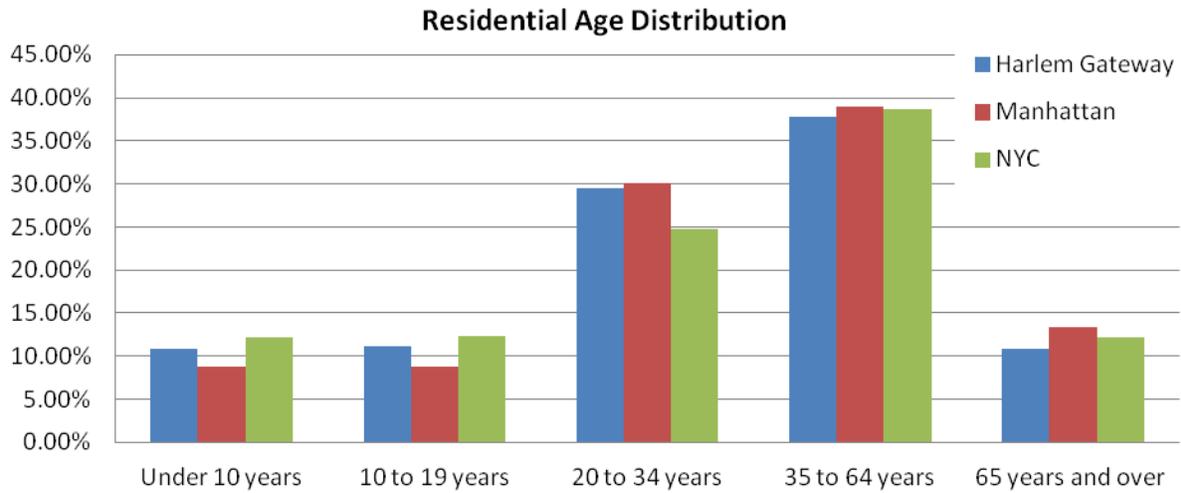
Figure 1. Race/Hispanic Origin among residents in Harlem Gateway and NYC6

| | Harlem Gateway | | New York City | |
|--|----------------|----------------|---------------|----------------|
| | <i>Number</i> | <i>Percent</i> | <i>Number</i> | <i>Percent</i> |
| Total population | 64,444 | 100.0% | 8,175,133 | 100.0% |
| White non-Hispanic | 15,999 | 24.8% | 2,722,904 | 33.3% |
| Black/African American Nonhispanic | 24,550 | 38.1% | 1,861,295 | 22.8% |
| Asian Nonhispanic | 3,251 | 5.0% | 1,030,914 | 12.6% |
| American Indian/Alaskan Nonhispanic | 132 | 0.2% | 17,427 | 0.2% |
| Some other race Nonhispanic | 255 | 0.4% | 57,841 | 0.7% |
| Nonhispanic of two or more races | 1,589 | 2.5% | 148,676 | 1.8% |
| Hispanic origin | 18,668 | 29.0% | 2,336,076 | 28.6% |

⁶ US Census Bureau, 2010 Census, SF1

The distribution of ages among residents of Harlem Gateway skews slightly younger than that of the borough, with a higher share of children in the total population of Harlem Gateway. Compared with the rest of New York City, Harlem Gateway has significantly higher percentage of young adults, counted as nearly 30% of the population. That said, there are roughly the same number of residents under the ages of 10 (approximately 7,080), between 10 and 19 years (approximately 7,235), and over the age of 65 (approximately 7,081).

Figure 2. Residential Age Distribution⁷

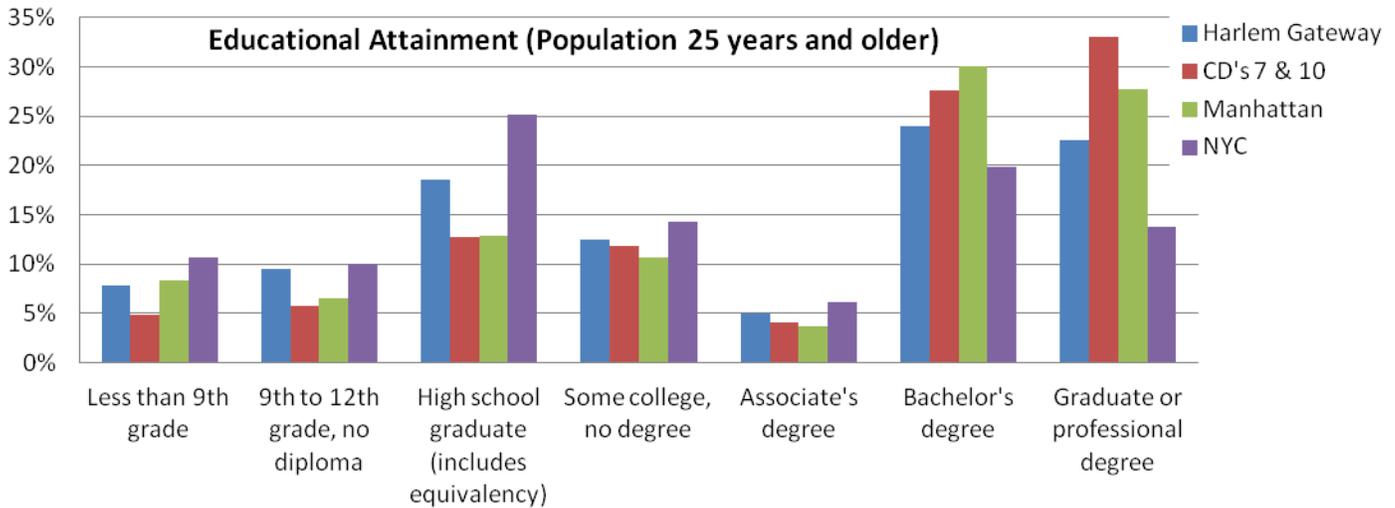


⁷ 2007-2011 ACS; Table DP05

Education

Based on ACS 2011 5 Year estimates, Harlem Gateway has a higher percentage of high school graduates and those who have completed some college or received associates degrees than the surrounding neighborhood and Manhattan. As shown below in Figure 3, while Harlem Gateway has fewer residents who have completed Bachelor's degrees and Graduate or professional degrees than the surrounding neighborhoods and Manhattan, there is a significantly higher percentage of those with who have attained this level of education when compared with the rest of New York City.

Figure 3. Educational Attainment⁸



⁸ Harlem Gateway, Manhattan, NYC: 2007-2011 ACS; CD7&CD12: 2009-2011 ACS

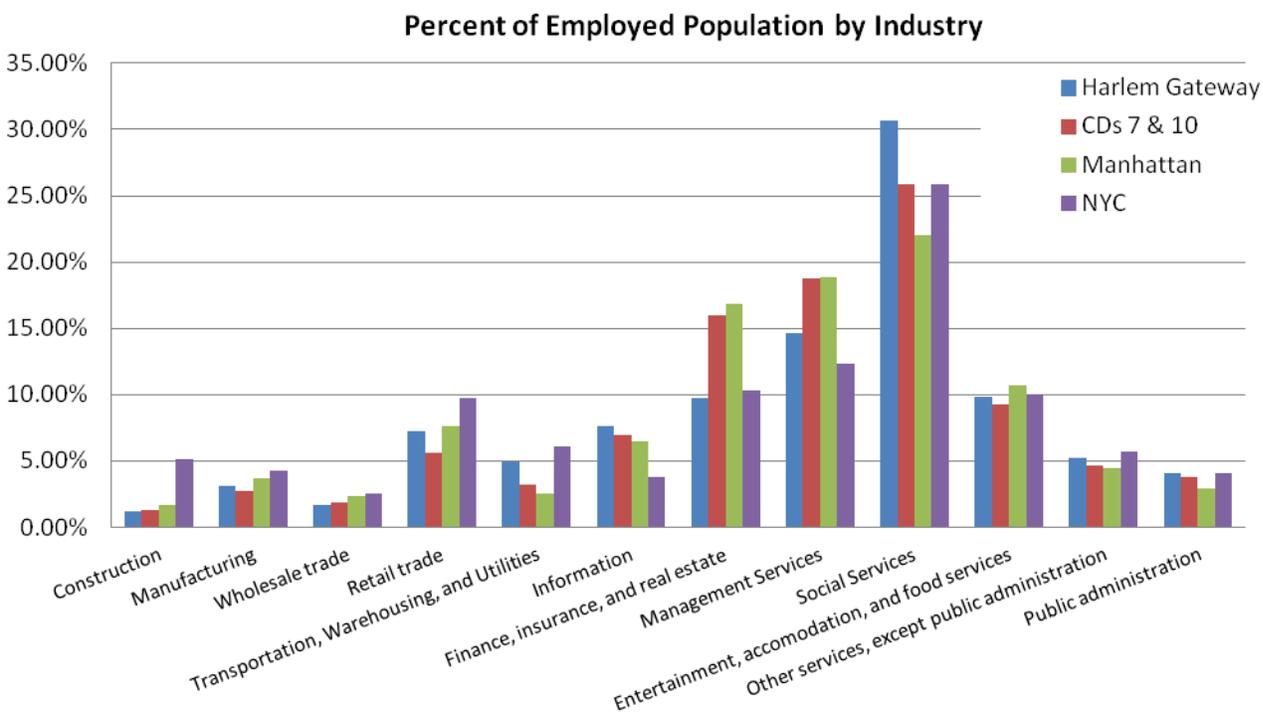
Economic and Employment Indicators

At 9.34, the unemployment rate in the Harlem Gateway is higher than the rate for Manhattan (8.4 percent) but slightly lower than the city as a whole (9.5 percent) according to the 2007-2011 ACS. The unemployment rate is defined by the Census as “All civilians 16 years old who “were neither ‘at work’ nor ‘with a job but not at work’ during the reference week, were looking for work during the last 4 weeks, and were available to start a job.”

As shown in Figure 4, among those employed, a greater share of workers living in Harlem Gateway work in Social Services, including educational services, health care, and social assistance than workers living in the surrounding neighborhood, Manhattan and the city as a whole. The same holds true for workers in the information industry. This is likely due to the proximity of Columbia University and the City College of New York. In contrast, a lower percentage of Harlem Gateway residents are employed by the finance and real estate industries (9.72 percent) while in the surrounding neighborhoods and in Manhattan these industries employ around 16 percent and 17 percent of workers respectively.

Today, the poverty rate according to the ACS 2007-2011 estimates for the combined census tracts in Harlem Gateway is nearly 26 percent. Using the aggregation of the census tracts in Harlem Gateway, the median household income is \$43,709 and the mean household income is \$73,239. Census tract 195, the highest-earning tract in Harlem Gateway, is located between Cathedral Parkway and West 106th Street and Amsterdam Avenue and the Hudson River. It has a median household income of over \$88,000. In contrast, the lowest median household income for a single tract is \$24,787. This area, Census Tract 209.01, is located between West 123rd Street and West 126th Street between St. Nicholas and Amsterdam Avenues. There is a significant amount of public housing in this census tract.

Figure 4. Employment⁹



⁹ Harlem Gateway, Manhattan, NYC, ACS 2007-2011; Community Districts, ACS 2009-2011

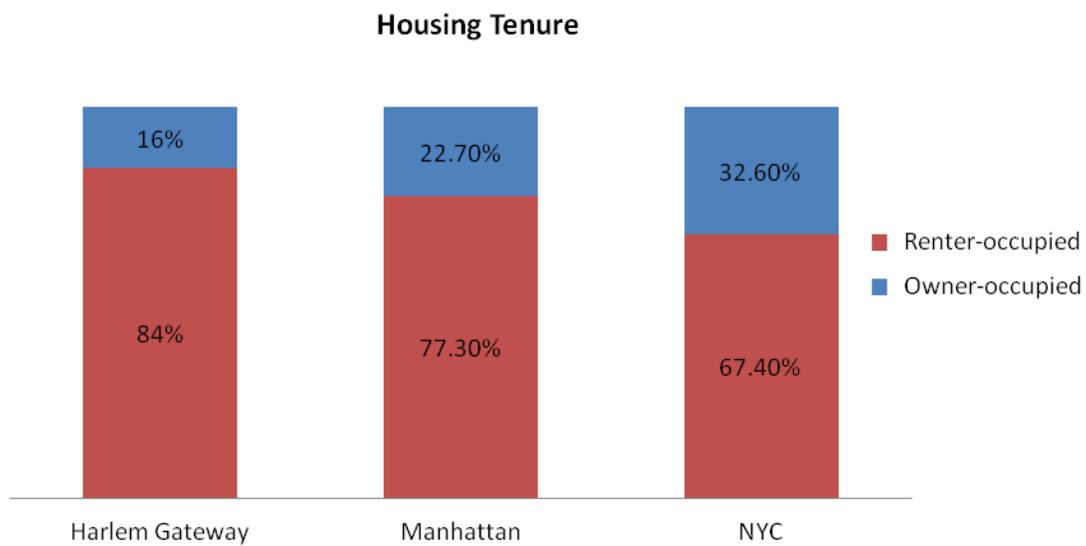
Additional analysis of the industry mix and employment conditions was conducted using the 2011 Quarterly Census of Employment and Wages (QCEW) administered by the United State Department of Labor Bureau of Labor Statistics. The results of this analysis can be found later in this report in the section entitled, “*An overview of the area's potential in terms of providing new development and uses, businesses and housing, creating new employment opportunities, generating additional revenues, new public amenities or recreational opportunities, and improving environmental quality.*”

Housing

The percent of owner-occupied housing in Harlem Gateway is less than Manhattan and New York City as a whole. Only 16 percent of households were owner-occupied according to the 2007-2011 ACS, as compared to 22.7 percent in Manhattan and 32.6 percent in the city as a whole.

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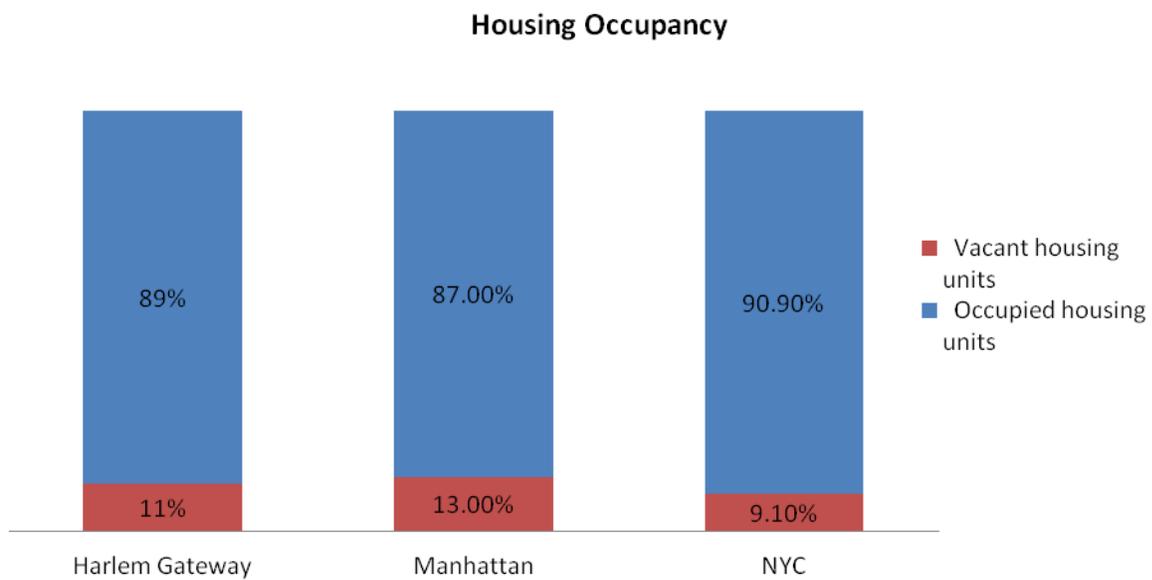
Figure 5. Housing Tenure¹⁰



¹⁰ 2007-2011 ACS Table DP04

As shown below in Figure 6, the housing unit vacancy rate in Harlem Gateway remains slightly higher than the vacancy rate for New York City as a whole, but lower than that of Manhattan. Neighborhoods south of Harlem Gateway experience lower foreclosure rates than areas to the north, including Harlem Gateway according to a 2009 map produced by the New York Times ¹¹. A review of foreclosed homes listed on zillow.com on February 14, 2013 revealed only 2 homes in foreclosure in the neighborhoods of Manhattan Valley and Uptown Harlem which, combined, approximate the neighborhood boundaries for Harlem Gateway as defined in this report¹².

Figure 6. Housing Occupancy¹³



¹¹ <http://www.nytimes.com/interactive/2009/05/15/nyregion/0515-foreclose.html>

¹² <http://www.zillow.com>

¹³ 2007-2011 ACS Table DP04

Current and historical economic and land use development trends

Over the past decade, The Department of City Planning adopted two rezonings in the area to respond to growing concerns over inconsistent development patterns in the neighborhood. In 2003, the Frederick Douglass Boulevard Rezoning was adopted to foster new opportunities for residential development and address Harlem's need for new housing, promote building forms that are more compatible with existing urban fabric, and expand opportunities for new ground floor commercial uses by mapping commercial overlays along West 116th Street. With similar goals in mind, additional zoning changes took place in 2007 when the Upper West Side Rezoning was adopted. In order to promote appropriate development, create opportunities for affordable housing, and preserve historic assets, contextual zoning districts were adopted to reflect the variation in existing built environments. These zoning changes are outlined in further detail later in this report as they have shaped development trends over the past decade.

As shown in Figure 7a below, land uses within the Harlem Gateway neighborhood are primarily residential and mixed commercial/residential, with over 68 percent of all lots and 74 percent of all building area occupied by exclusively residential uses. There is about a quarter-million square feet of vacant lot area within the neighborhood, representing 5 percent of all lot area in Harlem Gateway.

The share of lot area allocated towards each land use differs at the neighborhood, borough and city level, as further illustrated in Figure 7b below. This analysis indicates that this area is primarily residential, more so than the rest of Manhattan and New York City as a whole, with nearly 50 percent of the total lot areas in the neighborhood occupied by residential uses. In Manhattan and New York City, residential uses occupied 24 percent and 39 percent of total lot area respectively. Similarly, this neighborhood has more land occupied by mixed commercial/residential buildings, around 19 percent. It is important to note that it appears that Harlem Gateway has significantly less park and open space than the rest of Manhattan and New York City. However, based on the geography used to conduct this land use analysis, Central Park and Morningside Park were not included. A small portion of Riverside Park is included in the study area as it is captured in Census Tract 195. All three of these large parks are easily accessible to residents of this neighborhood. For additional information regarding parks, open spaces, and playgrounds in and around Harlem Gateway, refer to the Natural Resources section and Map 9 of this report.

Figure 7a. Land Uses in Harlem Gateway¹⁴

| Building Type | Total Tax Lots | % Tax Lots | Total Lot Area (sq ft) | % Lot Area | Total Building Area (sq ft) | % Building Area |
|-------------------------------------|----------------|-------------|------------------------|-------------|-----------------------------|-----------------|
| One & Two Family | 213 | 10% | 351,069 | 3% | 757,421 | 2% |
| MultiFamily Walkup | 1042 | 48% | 2,651,937 | 21% | 8,404,914 | 22% |
| MultiFamily Elevator | 219 | 10% | 2,837,112 | 23% | 11,975,094 | 32% |
| Mixed Commercial/ Residential | 350 | 16% | 2,413,304 | 19% | 9,678,498 | 26% |
| Commercial/ Office | 72 | 3% | 772,207 | 6% | 2,827,620 | 8% |
| Industrial/ Manufacturing | 14 | 1% | 81,226 | 1% | 330,803 | 1% |
| Transportation/ Utility | 8 | 0% | 89,376 | 1% | 10,868 | 0% |
| Public Facilities & Institutions | 122 | 6% | 1,496,702 | 12% | 3,328,797 | 9% |
| Open Space | 10 | 0% | 1,307,883 | 11% | 3,772 | 0% |
| Parking Facilities | 21 | 1% | 125,061 | 1% | 283,935 | 1% |
| Vacant Land | 101 | 5% | 262,509 | 2% | 0 | 0% |
| Unknown | 4 | 0% | 7,282 | 0% | 7,475 | 0% |
| Grand Total | 2,176 | 100% | 12,395,668 | 100% | 37,609,197 | 100% |

Figure 7b. Land Uses by Harlem Gateway Neighborhood, Borough and City¹⁵

| Building Type | Harlem Gateway | Manhattan | New York City |
|----------------------------------|----------------|-------------|---------------|
| One & Two Family | 3% | 1% | 27% |
| MultiFamily Residential | 44% | 23% | 12% |
| Mixed Commercial/ Residential | 19% | 13% | 3% |
| Commercial/ Office | 6% | 11% | 4% |
| Industrial/ Manufacturing | 1% | 2% | 4% |
| Transportation/ Utility | 1% | 7% | 7% |
| Public Facilities & Institutions | 12% | 12% | 7% |
| Open Space | 11% | 25% | 27% |
| Parking Facilities | 1% | 2% | 1% |
| Vacant Land | 2% | 3% | 6% |
| No Data* | - | 2% | 2% |
| Grand Total | 100% | 100% | 100% |

¹⁴ New York City PLUTO 2012

¹⁵ New York city PLUTO 2012

Project Overview and Description

Existing land uses and development patterns

Harlem Gateway has a wide variety of built environments, from the modernist "tower-in-the-park" developments of Park West Village and Frederick Douglass Houses, to the three-story town houses between Riverside Drive and Broadway, to the up-and-down character of Broadway itself – the area's curvilinear commercial center. Manhattan Valley consists of the area east of Amsterdam Avenue generally from West 104th Street to West 110th Street. Manhattan Valley is notable for its consistent four-to five-story apartment buildings and row houses built to the street line, on both avenues and streets. This building type, generally constructed between 1900 and 1920, creates a lower-scale neighborhood framed by Central Park West, West 110th Street and West 106th Street, which are wide streets with several larger residential and community facility buildings. The area to the north of Central Park and to the east of Morningside Park is characterized mainly by medium-density residential districts, five- to eight-story residential buildings along the avenues, and three- to five-story row-houses on the mid-blocks. To the south, Broadway, Amsterdam and Columbus Avenues are lined with regional and local commercial uses throughout the Upper West Side. Commercial zoning along these corridors generally permits single-story local retail and personal service shops needed in residential neighborhoods, including grocery stores, nail salons, pharmacies and restaurants. Between the avenues, three-to five-story townhouses or multiple dwellings generally line narrow side streets. Broadway contains a mixture of building types and styles, ranging from one- and two-story commercial structures to 17-story apartment buildings.

Over the past decade, two important zoning changes have taken place, impacting upon nearly all of the Harlem Gateway study area: the Upper West Side Rezoning in 2007 and the Frederick Douglass Boulevard Rezoning in 2003. The study area focuses on the portion of Manhattan's Upper West Side and South Harlem that has in recent years shown increased investment, development and potential for increased development interest in the area. Due in part to these rezonings, this area has demonstrated an upward trajectory in development. These rezoning are discussed below.

Upper West Side Rezoning

In 2006, The Department of City Planning, together with area residents, Community Board 7 and the Upper West Side Rezoning Task Force, the Manhattan Borough President, local elected officials, the Department of Housing Preservation and Development, and the Landmarks Preservation Commission, developed a comprehensive rezoning proposal for the northern portion of the Upper West Side. This proposal aimed to promote appropriate development that respects established built form, create opportunities for the development of affordable housing; and, preserve historic assets.

The 2007 rezoning of the Upper West Side spanned between West 97th Street to the south and West 110th to the north, and Riverside Drive to the west and Central Park West to the east. Prior to rezoning, virtually the entire area west of Amsterdam Avenue was zoned R8. In the Manhattan Valley neighborhood, most of the residential buildings in the area east of Amsterdam exceeded the maximum FAR allowable under the R7-2 zoning. The potential for taller buildings, set back from the street line, created buildings that were inconsistent with the existing built form of Manhattan Valley.

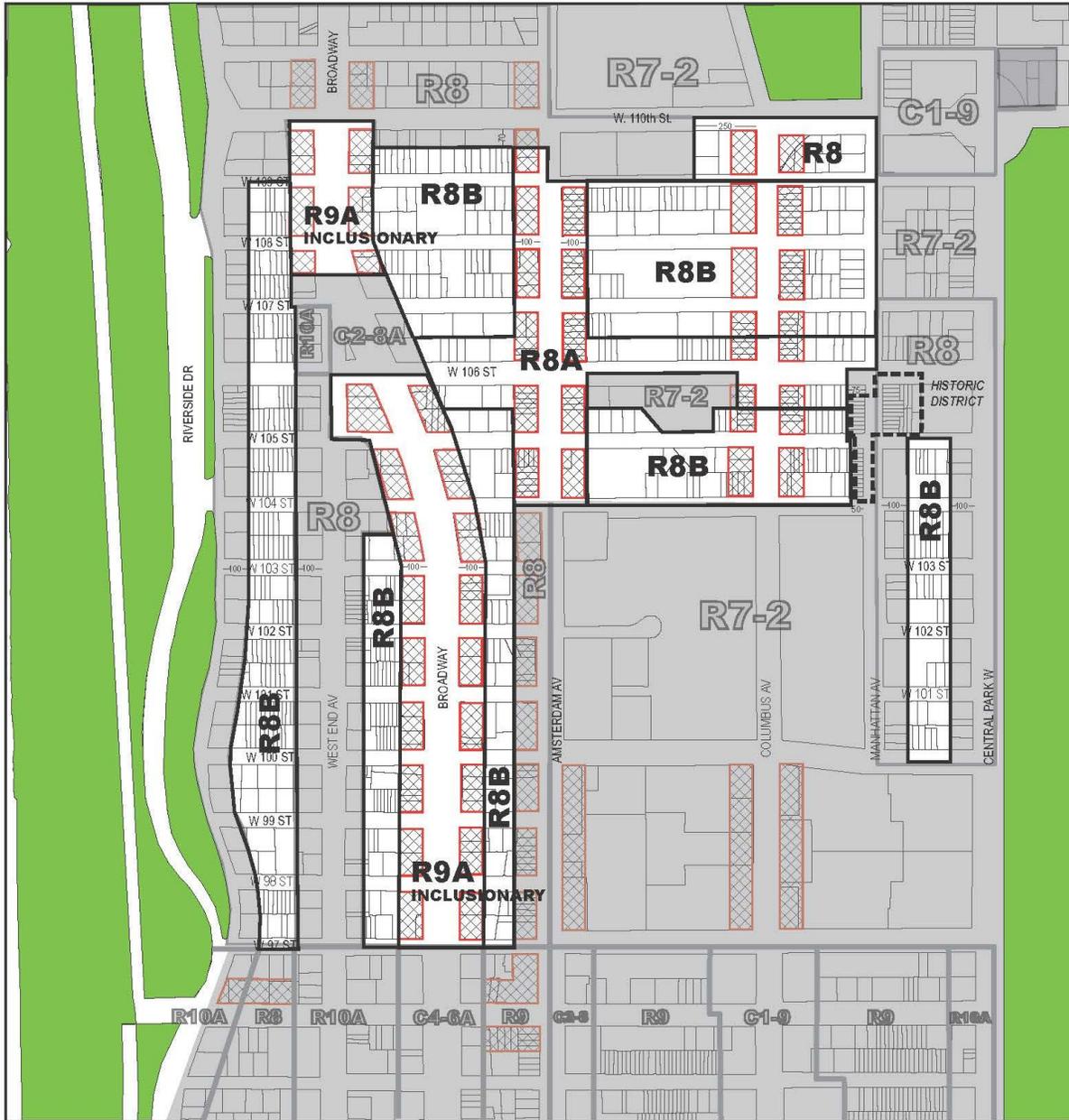
The zoning change resulted in contextual zoning districts that limit building heights, require building to be built to the street line or line up with abutting buildings, have maximum and minimum street wall heights, and require residential developments to comply with the Quality Housing program¹⁶. These controls help to ensure that new development through the district relates the area's existing scale and character.

As part of the planning work for the area, the block fronts on Manhattan Avenue between West 104th and 106th Streets with their three-story structures built in the early years of the 20th century, have been designated a historic district by the Landmark Preservation Commission. The Manhattan Avenue Historic District is displayed in Appended Map B8.

The following Map 3 displays the Upper West Side rezoning. The area marked as "Proposed Zoning" in this map was officially adopted in September of 2007. The area marked as "Existing Zoning" was the original zoning mapped in 1961.

¹⁶ *The Quality Housing Program, mandatory in contextual R6 through R10 residence districts and optional in non-contextual R6 through R10 districts, encourages development consistent with the character of many established neighborhoods. Its bulk regulations set height limits and allow high lot coverage buildings that are set at or near the street line. The Quality Housing Program also requires amenities relating to interior space, recreation areas and landscaping.*

Map 3. Upper West Side Rezoning



-  PROPOSED ZONING
-  EXISTING ZONING
-  COMMERCIAL OVERLAY



Manhattan Community District 7
 DEPARTMENT OF CITY PLANNING New York City MANHATTAN OFFICE

Frederick Douglass Boulevard Rezoning

The 2003 Frederick Douglass Boulevard Rezoning aimed to address the need for new housing and encourage development consistent with the prevailing low- to mid-rise character of the area. The action also sought to expand opportunities for new ground floor commercial and retail uses, particularly along West 116th Street, by zoning a C1-4 Commercial Overlay. Rezoning took place in an area bounded by Central Park North to the south, West 124th Street to the north, Morningside Park to the west, and Adam C. Powell Jr. Boulevard to the east

The resulting zoning changed the R7-2 districts to R8A along Frederick Douglass Boulevard, Morningside Avenue, and West 111th Street along Central Park North. This new district provides a better match between the existing land use and underlying zoning and ensures that future development will be more compatible with the built context.

Side streets were rezoned R7B to preserve the character of these neighborhoods and ensure that any future developments will maintain heights, street walls, and densities that typify neighboring row houses. Lastly, to replace the existing C4-4 district along Frederick Douglass Boulevard, St. Nicholas Avenue, and West 122nd and West 124th streets, C4-4D was zoned. This change increases permitted residential densities on Frederick Douglass Boulevard and St. Nicholas Avenue while retaining the same range of commercial uses allowed for by C4-4 such as specialty and department stores, theaters, and other commercial, retail, and office uses.

Below, Map 4 displays the Frederick Douglass Boulevard Rezoning. The shaded areas are districts which were officially adopted in November of 2003.

Map 4. Frederick Douglass Boulevard Rezoning



Frederick Douglass Boulevard Zoning Study

City of New York -- Department of City Planning

April 2002

Summary of real or perceived brownfield sites

Although Harlem Gateway has a history of a variety of commercial and retail uses and residential development, the area has also had some uses which may impact upon future development as they impose the possibility of environmental contamination. Overall, any significant environmental contamination on brownfield sites in Harlem Gateway is likely caused by, but limited to, a variety of historic uses from parking and car storage, petroleum based pollution, iron manufacture, illegal storage of combustible and flammable materials, and junk storage. It is this history that may impact upon the redevelopment of properties in this neighborhood. The land use analysis presented above in Figures 7a and 7b reveals that 5 percent of all lots, and 2 percent of total lot area, in the Harlem Gateway study area are vacant. This is comparable to the amount of vacant land in the borough but less than New York City as a whole. There are also sites throughout the study area that have structures that are underutilized, vacant, partially developed, or have contamination issues that hinder development or the development of nearby properties.

To advance community-supported brownfield redevelopment, community-based organizations identify strategic sites within their study area that could catalyze neighborhood revitalization. These sites are identified based on the likelihood of environmental contamination and their development potential to serve the community's needs and goals. The brownfields and strategic sites outlined in this report were identified through the Office of Environmental Remediation's (NYC OER) Searchable Property Environmental E-Database (*SPEED*) Portal (www.nyc.gov/speed), historical research of Sanborn Fire Insurance maps, building records and Certificates of Occupancy, field surveys and conversations with the Manhattan Valley Development Corporation. Indicators of possible contamination that can be found on the *SPEED* Portal include assignments of "E"-designations, records of Petroleum Bulk Storage (PBS) and Chemical Bulk Storage (CBS), and Open Spill Records. Building Violations and Environmental Control Board Violations administered by the New York City Department of Buildings can also point towards potential contamination. Research of all these records guides the selection of strategic sites and identifies those that reveal the most substantive evidence of contamination, as well as indicate the scope of environmental contamination in the study area as a whole.

The following Map 5 shows "E"-designations and spill sites in the area, which may point to potential brownfields. However, Open Spill sites and "E"-designations mapped in *SPEED* are not indisputable evidence of contamination, as some spills may have been remediated and "E"-designations only denote the potential for contamination. This report identifies seven strategic sites, some of which are a subset of sites mapped below. However, as stated above, additional sources were used to supplement records indicated in *SPEED*.

What follows in this section is a brief overview of the strategic sites, most of which are potential brownfields, identified for the purposes of this report. For a full review of the methodology, including a discussion of each of the sources used to identify these sites and detailed summaries of each site, refer to the section entitled, "Potential Brownfield, Abandoned, and Vacant Sites." The strategic sites profiled in this report are not exhaustive of brownfields, underutilized, and vacant sites in Harlem Gateway but are representative of the types of potential contamination in the area. As such, it is likely that MVDC will identify additional strategic sites based on their intimate knowledge of the neighborhood, understanding of development issues for individual sites, and additional historical research.

Map 5. NYC OER
SPEED Database
Results for
Harlem Gateway



Of the strategic sites profiled in this report, the New York State Department of Environmental Conservation maintains a Spill Record (Spill # 9509121) for 2040 Frederick Douglass Boulevard (Site C). On October 24, 1995 a gasoline spill was reported at the gasoline station, affecting the soil.¹⁷ The volume of the spill is not known. This site is also listed in the New York State Department of Environmental Conservation Bulk Petroleum Storage Inventory (PBS No 2-480664).

Of the seven strategic sites, four have histories of automotive activities such as 103 West 108th Street (Site A), 143 West 108th Street (Site B), 129 West 112th Street (Site D), and 2171 and 2173 Frederick Douglass Boulevard (Site F). This history raises an important indicator of potential environmental contamination and a possible barrier to economic development. In the event that there have been or are automotive uses on a site, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.

Of the seven strategic sites, two have “E’-Designations” arising from the 2003 Frederick Douglass Rezoning: 314 West 118th Street and 2040 Frederick Douglass Boulevard.

The high quantity of parking facilities and an additional number of vacant properties that were previously used for residential purposes contribute to a sense of a weakened streetscape and underutilization throughout the study area. As mentioned above, any significant environmental contamination on any brownfield site in Harlem Gateway, including but not limited to the strategic sites in this report, is likely caused by petroleum based pollution and/or automotive uses based on research done using the sources listed at the beginning of this section.

¹⁷ <http://www.dec.ny.gov/cfm/xtapps/dereexternal/spills/details.cfm?pageid=2>

An overview of the area's potential in terms of providing new development and uses, businesses and housing, creating new employment opportunities, generating additional revenues, new public amenities or recreational opportunities, and improving environmental quality

While poor environmental quality at some locations poses revitalization barriers, several vacant and underutilized tax lots in the Harlem Gateway study area provide potential for new development. There are opportunities to improve the overall health of the neighborhood to serve the needs of existing residents and provide opportunities for future residential and retail growth.

The Manhattan Valley Development Corporation has a significant presence in the neighborhood and for over 40 years has served the needs of residents and played a crucial role in the development of affordable housing in the area. The priorities that they have identified include the development of affordable housing in the neighborhood, especially targeted towards the elderly with enhanced services and access to neighborhood amenities for that demographic. As discussed earlier in this report, the Frederick Douglass Boulevard Rezoning, which impacts portion of Harlem Gateway north of West 110th Street, has opened up opportunities for significant residential and housing development. With regards to affordable housing, MVDC intends to discuss these priorities with the community and develop a consensus about future development as a part of the community engagement process.

Analysis of the retail market potential in Harlem Gateway was conducted using Claritas, a proprietary data provider. Claritas estimates potential annual consumer expenditures (demand) in various retail sectors' sales using data from the Bureau of Labor Statistics and the Census of Retail Trade conducted by the US Census. Claritas also provides estimates of retail supply for custom geographies, derived from County Level business sales activity using wage and employment data from the Bureau of Labor Statistics' ES-202 file, and local sales tax data. More information on Claritas methodology can be found at <http://tetrad.com/demographics/usa/nielsen/retailmarketpower.html>.

The estimates for a custom geography's retail supply and demand help to identify the potential for new business development and commercial uses. To understand commercial development potential in Harlem Gateway, the entire study area was drawn to capture a reasonable local retail trade area. Shopping centers on 125th Street, 100th Street and Columbus Avenue, and along Amsterdam Avenues and Broadway are regional draws for significant shopping excursions. The study area has hundreds of smaller shops as well as large anchors such as department stores along 125th Street, the Apollo Theater, an AMC movie theater on 124th Street, and a growing restaurant presence along Frederick Douglass Boulevard.

Based on observations of the surrounding neighborhood, there are several commercial centers within and in the immediate vicinity of the study area. Broadway, Amsterdam Avenue and 125th Street are robust commercial and retail centers and are well suited as both local and regional destinations for activities ranging from daily errands and convenience shopping to specialty good and departments store destinations, to large entertainment facilities. The extensive connections to public transportation and parking surrounded by nearly 65,000 residents bolster the community's potential for continued economic development and potential revitalization of underutilized properties. Claritas analysis identifies that the consumers in this neighborhood are well served by retail services ranging from grocery stores and pharmacies to clothing shops and restaurants. The most consistent gaps are found in the supply of and demand for hobby shops, sporting goods, book shops, and music stores with a \$20 million demand being met by \$11.3 in retail supply- a nearly \$9 million spending gap. There is also a spending gap of over \$15 million for department stores within the study area.

Retail supply and demand calculations provided by Claritas are likely weakened by the nature of urban economics, with significant shopping done regionally, not necessarily within the neighborhood, given commuting and other travel tendencies. The presence of large and diverse retail hubs, easily accessible by public transportation throughout the borough of Manhattan, complicate efforts to determine true gaps in local retail using this data. Many Manhattan residents find it convenient to shop outside their neighborhoods. As such, the Claritas data offers a sense of how comprehensive the supply of goods and some services are within and around the study area, and where significant gaps in necessary convenience goods may exist; however, it does not provide clear direction for retail attraction efforts. Furthermore, the analysis does not consider gaps in non-retail services, like cultural centers or medical offices.

Additional analysis of the industry mix and employment conditions was conducted using the 2011 Quarterly Census of Employment and Wages (QCEW) administered by the United State Department of Labor Bureau of Labor Statistics. The QCEW program publishes a quarterly count of employment and wages reported by employers covering 98 percent of U.S. jobs. The QCEW program produces a comprehensive tabulation of employment and wage information for workers covered by State unemployment insurance laws and Federal workers covered by the Unemployment Compensation for Federal Employees program.¹⁸

Analysis of a custom geography's industry mix helps to identify the potential for new business and land use development. To understand business development potential in Harlem Gateway and in the surrounding community, analysis of QCEW data was done for the Harlem Gateway geography to capture the industries represented in the area. The following analysis was done based on only the private firms that have reliable and geo-coded addresses. The data captures private companies on privately- or city-owned land, but does not include public employees regardless of site ownership.

The most prevalent industries in the study area, based on the number of private firms and employees, include other services¹⁹, real estate and rental and leasing companies, and retail services. As shown below in Figure 8, of the total 8,748 employees captured in the firms in Harlem Gateway, 30 percent of them are employed by the health care and social assistance industry. Retail trade services and accommodation and food services account for 18 percent and 14 percent respectively of the jobs in Harlem Gateway. This analysis highlights the strongest industries for employment in the area, and aligns with the data reviewed in the ACS 5 Years Estimates earlier in this report.

¹⁸ <http://www.bls.gov/cew/cewover.htm>

¹⁹ "Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grant making, advocacy, and providing dry cleaning and laundry services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services" (<http://www.bls.gov/iag/tgs/iag81.htm>)

Figure 8. 2011 Quarterly Census of Employment and Wages, Harlem Gateway

| Industry | Share of Total Firms | Share of Total Employees |
|--|----------------------|--------------------------|
| Other Services (except Public Administration) | 21% | 7% |
| Real Estate and Rental and Leasing | 15% | 8% |
| Retail Trade | 14% | 18% |
| Accommodation and Food Services | 10% | 14% |
| Health Care and Social Assistance | 9% | 30% |
| Professional, Scientific, and Technical Services | 7% | 3% |
| All other | 6% | 1% |
| Arts, Entertainment, and Recreation | 3% | 4% |
| Finance and Insurance | 3% | 3% |
| Educational Services | 3% | 7% |
| Administrative and Support and Waste Management and Remediation Services | 2% | 1% |
| Construction | 2% | 1% |
| Information | 2% | 1% |
| Wholesale Trade | 2% | 1% |
| Manufacturing | 1% | 1% |
| Transportation and Warehousing | 1% | 1% |
| Management of Companies and Enterprises | 0% | 0% |

Study Area Boundary Description and Justification

The study area boundaries in the Harlem Gateway neighborhood align closely with, but are not exclusively bounded by, the Manhattan Valley Development Corporation's service area. The service area of the Manhattan Valley Development Corporation extends beyond the neighborhood of Manhattan Valley. The service area is defined by the area between West 101st Street and West 126 Street to the south and north; Central Park West and the Hudson River south of Cathedral Parkway; and Morningside Avenue and Lenox Avenue north of Central Park. The boundaries of the Harlem Gateway study area are roughly the boundaries of the MVDC service area and as such are necessary for the achievement of the group's expressed goals. It is the combined area of the census tracts captured in this service area that defines the study area. These boundaries consider that Columbia University is situated just west of Morningside Park. As the inclusion of the university in the study area would skew demographic and land use analysis for Harlem Gateway, the area is not included for the purposes of this study. Further, Morningside Park is a topographically significant feature of the area as shown in Appended Map B5 and discussed in the Natural Resources section of this report. Morningside Park, Central Park, and the Hudson River create natural edges for the study area.

As previously discussed, the study focuses on an area that has shown increased investment, development, and potential for further development interest in the area. Over the past decade, this area has demonstrated an upward trajectory in development; however, some barriers to investment still exist due in part to a history of environmental contamination. The study area encompasses approximately 435 acres and considers existing commercial and residential uses, community facilities, gas stations, and vacant property that might ultimately be developed. This area is mapped below in Map 6.



Prepared: DCP February 2013

Task II. Preliminary Analysis of the Study Area

Existing Land Uses and Zoning

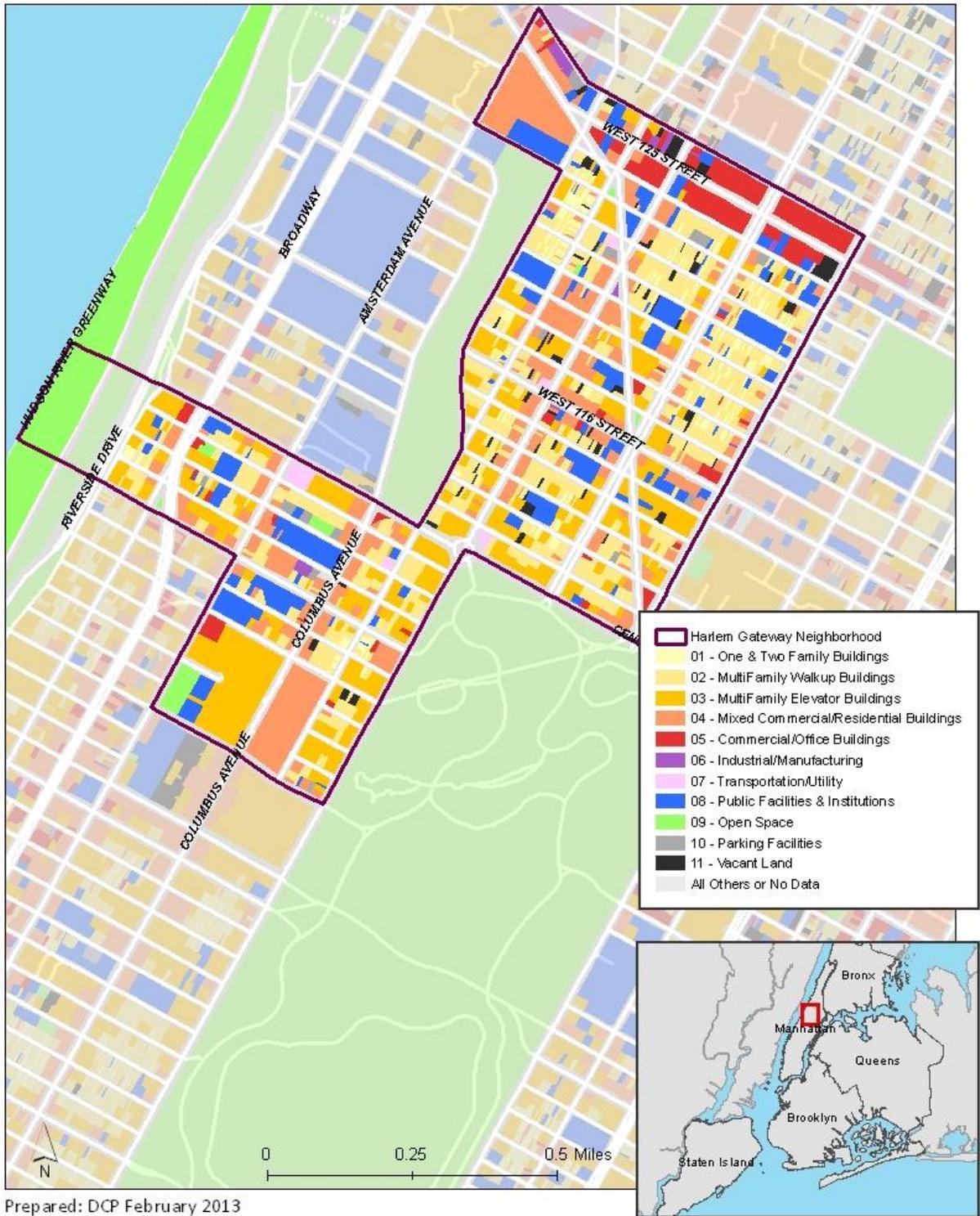
Harlem Gateway is characterized mainly by residential and mixed commercial/residential uses. Broadway and Amsterdam Avenue serve as the area's main commercial corridors serving mostly local retail needs, with the exception of the C4-4D district in the northernmost portion of the study area along West 125th Street which allows for larger scope and scale of retail and commercial activities.

Manhattan Valley is notable for its consistent four-to five-story apartment buildings and row houses built to the street line, on both avenues and streets. This building type, generally constructed between 1900 and 1920, creates a lower-scale neighborhood framed by Central Park West, West 110th Street and West 106th Street, which are wide streets with several larger residential and community facility buildings. South Harlem is characterized mainly by medium-density residential districts, and is characterized by five- to eight-story residential buildings along the avenues and three- to five-story row-houses on the mid-blocks. To the south, the Broadway, Amsterdam and Columbus Avenues are lined with regional and local commercial uses throughout the Upper West Side. Commercial zoning along these corridors generally permit single-story local retail and personal service shops needed in residential neighborhoods, including grocery stores, nail salons, pharmacies and restaurants. Between the avenues, three-to five-story townhouses or multiple dwellings generally line the narrow side streets. Broadway contains a mixture of building types and styles, ranging from one- and two-story commercial structures to 17-story apartment buildings. Within the study area boundaries, 7 percent of all of the tax lots are city-owned, and nearly one third of the total lot area is city-owned including park spaces.

As shown in the following Maps 7a and 7b, zoning allows for mixed residential and commercial uses with R9A along Broadway, R8A along Amsterdam north of 104th Street and south of 109th Street, R7-2 south of 104th Street between Amsterdam and Central Park West, and primarily R8B along the mid-blocks of the area. There are commercial overlays along Broadway, Amsterdam, and Columbus allowing for retail that serves local neighborhood needs. There are several Special Districts mapped by in the area, as shown by the following Map 7. Special districts respond to specific conditions; each special district designated by the City Planning Commission stipulates zoning requirements and/or zoning incentives tailored to distinctive qualities that may not lend themselves to generalized zoning and standard development.

Land uses in the neighborhood generally align with the zoning: with over 68 percent of all lots, and 74 percent of all building area, occupied by residential uses. About 16 percent of all tax lots in Harlem Gateway are characterized by mixed residential/commercial. In Harlem Gateway, over 20 percent of the total building area is occupied by retail and commercial uses. Detailed analysis on land use patterns in the neighborhood can be found in the following Figures 9a and 9b. The data used in these tables is visually represented in Map 7a.

Map 7a. Land Use: Harlem Gateway Study Area



Prepared: DCP February 2013

Map 7b. Zoning and Commercial Overlays: Harlem Gateway Study Area

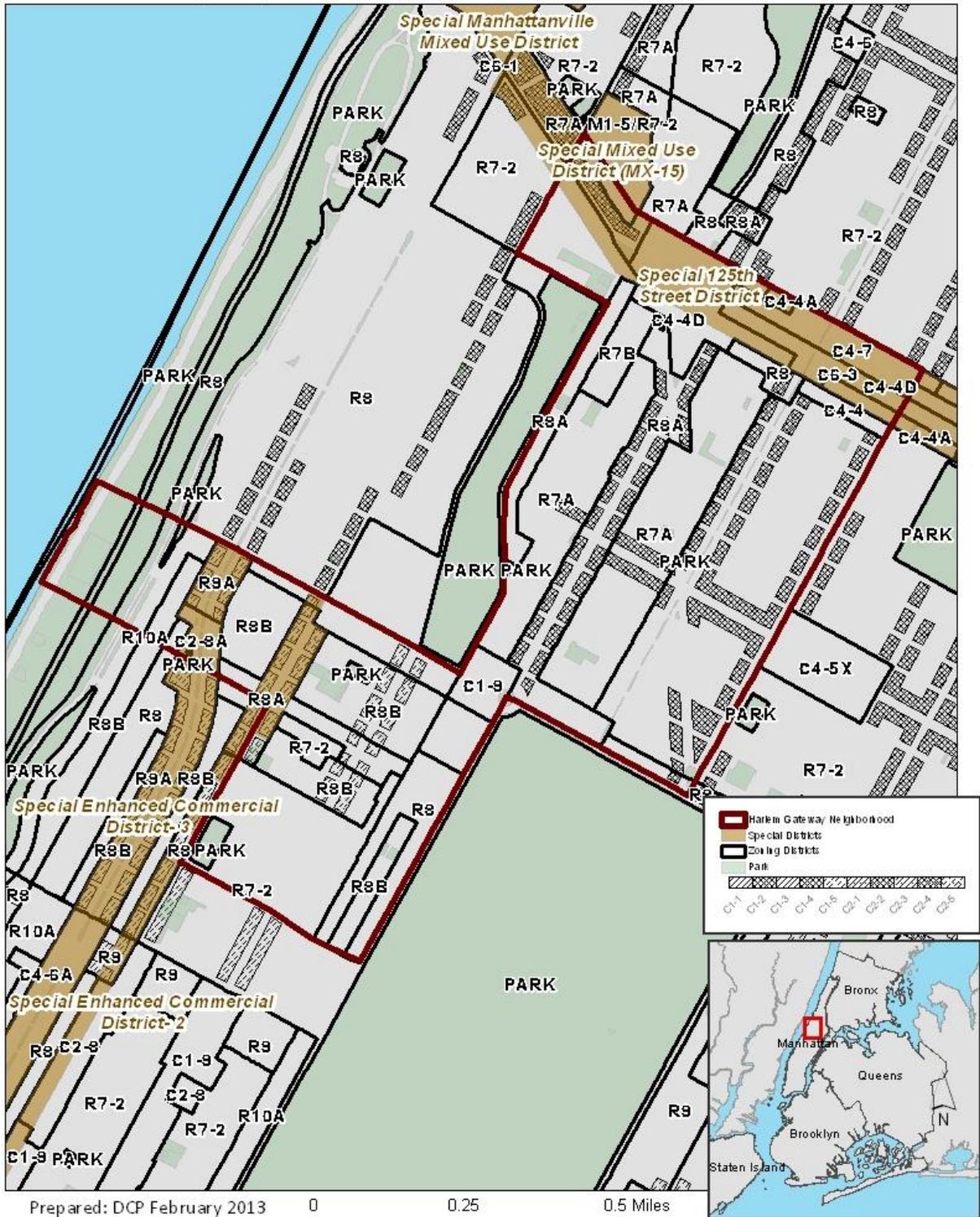


Figure 9a. Land Use distribution by Square Feet on Tax Lots in Harlem Gateway Study Area ²⁰

| Building Type | Total Tax Lots | Total Lot Area (sq.ft) | Total Building Area (sq.ft.) | Total Commercial Area (sq.ft) | Total Residential Area (sq.ft) |
|----------------------------------|----------------|------------------------|------------------------------|-------------------------------|--------------------------------|
| One & Two Family | 213 | 351,069 | 757,421 | 166 | 757,255 |
| MultiFamily Walkup | 1,042 | 2,651,937 | 8,404,914 | 93,332 | 8,306,938 |
| MultiFamily Elevator | 219 | 2,837,112 | 11,975,094 | 138,763 | 11,836,331 |
| Mixed Commercial/ Residential | 350 | 2,413,304 | 9,678,498 | 1,070,477 | 8,564,622 |
| Commercial/ Office | 72 | 772,207 | 2,827,620 | 2,812,330 | 15,290 |
| Industrial/ Manufacturing | 14 | 81,226 | 330,803 | 326,191 | 4,612 |
| Transportation/ Utility | 8 | 89,376 | 10,868 | 10,868 | - |
| Public Facilities & Institutions | 122 | 1,496,702 | 3,328,797 | 3,224,402 | 104,395 |
| Open Space | 10 | 1,307,883 | 3,772 | 3,772 | - |
| Parking Facilities | 21 | 125,061 | 283,935 | 283,935 | - |
| Vacant Land | 101 | 262,509 | - | - | - |
| Unknown | 4 | 7,282 | 4,475 | 7,475 | - |
| Grand Total | 2,176 | 12,395,668 | 37,609,197 | 7,971,711 | 29,589,443 |

²⁰ New York City PLUTO 2012

Figure 9b. Percent Tax Lots by Land Use in Harlem Gateway Study Area ²¹

| Building Type | % Total Lots | % Total Lot Area | % Total Building Area | % Total Commercial Area | % Commercial Area of Total Building Square Footage | % Residential Area of Total Square Feet |
|----------------------------------|--------------|------------------|-----------------------|-------------------------|--|---|
| One & Two Family | 10% | 3% | 2% | - | - | 2% |
| MultiFamily Walkup | 48% | 21% | 22% | 1% | - | 22% |
| MultiFamily Elevator | 10% | 23% | 32% | 2% | - | 31% |
| Mixed Commercial/ Residential | 16% | 19% | 26% | 13% | 3% | 23% |
| Commercial/ Office | 3% | 6% | 8% | 35% | 7% | - |
| Industrial/ Manufacturing | 1% | 1% | 1% | 4% | 1% | - |
| Transportation/ Utility | - | 1% | 0% | 0% | - | - |
| Public Facilities & Institutions | 6% | 12% | 9% | 40% | 9% | - |
| Open Space | - | 11% | 0% | 0% | - | - |
| Parking Facilities | 1% | 1% | 1% | 4% | 1% | - |
| Vacant Land | 5% | 2% | - | - | - | - |
| Unknown | - | - | - | - | - | - |
| Grand Total | 100% | 100% | 100% | 100% | 21% | 79% |

²¹ New York City PLUTO 2012

As the tables above illustrate, 101 of the 2,176 tax lots are vacant, with no structure. These tables also demonstrate that nearly 80 percent of the total square footage of buildings in the area are occupied by residential uses, while 21 percent is occupied by commercial uses. This distribution is evidenced by the preceding land use map and is supported by the underlying zoning districts in the area.

Portions of the area within the Harlem Gateway study area have local laws, incentives, and development controls that can guide land use aside from the underlying zoning. Any local laws, incentives, or development controls in this area are discussed below.

Nearly the entire area is designated as a New York State Environmental Zone (EN Zone), identified by the Empire State Development Corporation. In this area, tax credits for brownfield cleanup, redevelopment, real property taxes and for the purchase of environmental insurance are enhanced for a site entered into the NYS Brownfield Cleanup Program. EN-Zones were designated using 2009-2013 American Community Survey 5-Year Estimates to identify Census Tracts with a poverty rate of at least 20% and an unemployment rate of at least 125% of the New York State average, or a poverty rate of at least double the rate for the county in which the tract is located²².

A portion of the study area is also captured in a New York Empowerment Zone, one of nine Federal Empowerment Zones which use public funds and tax incentives to drive private investment in distressed communities²³. With regards to the study area, the Federal Empowerment Zone covers nearly all of the blocks north of Central Park excluding those between 110th and 114th Streets between Manhattan Avenue and Frederick Douglass Boulevard and blocks between 118th and 122st Streets between Morningside Avenue and Frederick Douglass Boulevard. This program is administered locally by the Upper Manhattan Empowerment Zone Corporation.

The Manhattan Avenue Historic District, represented in Appended Map B8 and discussed earlier in this report, controls land use development in this neighborhood by mandating historical preservation of buildings and protecting historically significant architecture and built character. Administered and enforced by the New York City Landmarks Preservation Commission, modifications made to buildings in a historic district are subject to approval by the commission such that any change maintains the built character of the neighborhood. The district is located on Manhattan Avenue between West 104th and 106th Streets with their three-story structures built in the early years of the 20th century.

²² <http://www.dec.ny.gov/chemical/102075.html>

²³ <http://www.esd.ny.gov/BusinessPrograms/NYEZ.html>.

Transportation and Infrastructure

The Harlem Gateway study area is well served by public transportation. It takes about 30 minutes to travel from the area to mid-town Manhattan by subway. Harlem Gateway's streets are characterized by wide avenues and smaller side streets with sidewalks on both sides. Broadway and Adam C. Powell Jr. Boulevard are both 100-foot-wide streets defined by a landscaped median dividing four lanes of traffic on either side. Columbus, Amsterdam, and St. Nicholas Avenues are each 60 feet wide and Lenox Avenue, another major thoroughfare in the area, is 80 feet wide.

Bus Service: As shown in Map 8c The area is well served well by bus lines including the M4 and M104 running along Broadway, the M7 along Columbus, Amsterdam, and Lenox Avenues, the M11 along Columbus and Amsterdam Avenues, the cross-town M116, the M3 running along St. Nicholas Avenue, the M10 along Central Park West and Frederick Douglass Boulevard, and the M2 running along Adam C. Powell Jr. Boulevard.

Subway Service: As shown in Map 8a, the area is well served by subways with the 1 train running local stops up Broadway, the 2 and 3 express train serving Lenox Avenue, the A, B, C, and D trains serving Frederick Douglass Boulevard and St. Nicholas Avenue north of 125th Street.

Bike Lanes: As shown in Map 8b, the area has a bike lane network that connects the area in both north-south and east-west pathways, allowing for bike access to popular bike destinations such as the West Side Greenway and Central Park. East-west on-street bike lanes can be found on West 106th, West 119th Street, and West 120th Street. Major north-south pathways connect cyclists along Central Park West and Frederick Douglass Boulevard until it intersects with St. Nicholas Avenue, Adam C. Powell Jr. Boulevard between Central Park North and West 119th Street, and St. Nicholas Avenue which connects up to 168th Street.

Regional Connections: The area is well connected to regional rail and highways including the West Side Highway leading to the Henry Hudson Parkway and area north of the Bronx, and The George Washington Bridge offering direct connections to point outside of New York City. The 125th Street Metro North Railroad station offers regional rail connections to points North of New York City.

Truck Routes: The area is served by several local truck routes which include Broadway, Amsterdam, Cathedral Parkway, Adam C. Powell Jr. Boulevard, West 116th Street, and West 125th Street. The NYC DOT defines a local truck route network as “designated for trucks with an origin and destination within a borough. This includes trucks that are traveling to make a delivery, or for loading or servicing. Trucks should only use non-designated routes for the purpose at the beginning or end of a trip, when traveling between their origin/destination and a truck route.”²⁴

Sewer and Power Systems: The study area is served by New York City's sewer system. Harlem Gateway is served by the North River Wastewater Treatment Plant. This plant serves several hundreds of thousands of people along Manhattan's west side treating anywhere from 125 to 340 million gallons of wastewater each day. There are two Combined Sewage Outfalls near this area at West 108th Street and West 115th Street along the Hudson River. The power supply within the study area is delivered by Con Edison.

²⁴ <http://www.nyc.gov/html/dot/html/motorist/truckrouting.shtml>

Map 8a Subway Connections Infrastructure within Harlem Gateway Study Area



Map 8b. Bike Lanes in Harlem Gateway Study Area²⁵

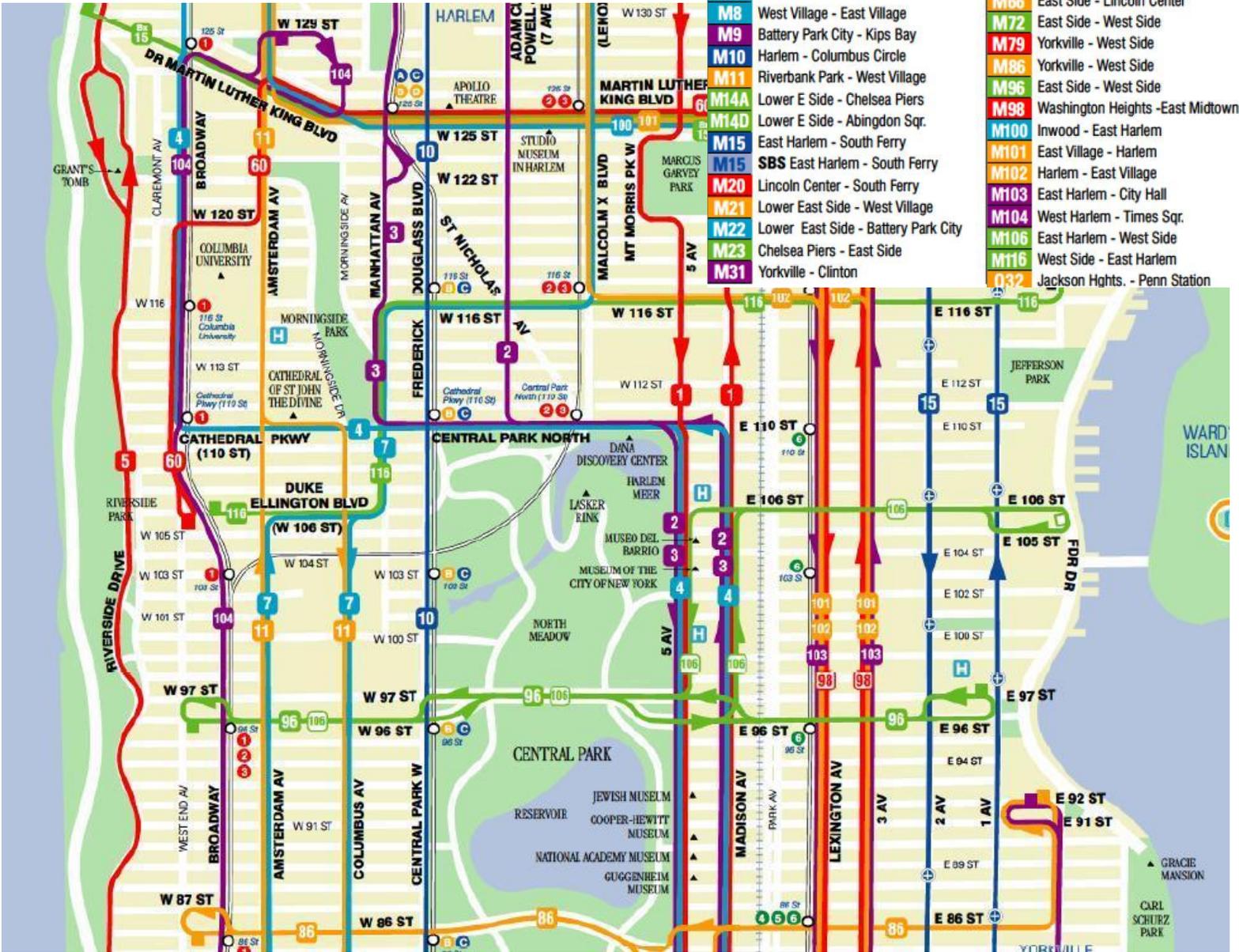


²⁵ New York City Cycling Map, 2012 http://www.nyc.gov/html/dot/downloads/pdf/2012_nyc-cycling-map.pdf

Map 8c. Bus Connections in Harlem Gateway Study Area²⁶

Manhattan Bus Routes

| | |
|------|--------------------------------------|
| M1 | Harlem - East Village |
| M2 | Washington Heights - East Village |
| M3 | Fort George - East Village |
| M4 | The Cloisters - Penn Station |
| M5 | GW Bridge - South Ferry |
| M7 | Harlem - 14th Street |
| M8 | West Village - East Village |
| M9 | Battery Park City - Kips Bay |
| M10 | Harlem - Columbus Circle |
| M11 | Riverbank Park - West Village |
| M14A | Lower E Side - Chelsea Piers |
| M14D | Lower E Side - Abingdon Sq. |
| M15 | East Harlem - South Ferry |
| M15 | SBS East Harlem - South Ferry |
| M20 | Lincoln Center - South Ferry |
| M21 | Lower East Side - West Village |
| M22 | Lower East Side - Battery Park City |
| M23 | Chelsea Piers - East Side |
| M31 | Yorkville - Clinton |
| M34 | SBS East Side - Javits Center |
| M34A | SBS Waterside - Port Authority Term. |
| M35 | Wards Island - East Harlem |
| M42 | United Nations - 42 St Pier |
| M50 | 42 St Pier - East Side |
| M57 | East Side - West Side |
| M60 | Laguardia Airport - West Side |
| M66 | East Side - Lincoln Center |
| M72 | East Side - West Side |
| M79 | Yorkville - West Side |
| M86 | Yorkville - West Side |
| M96 | East Side - West Side |
| M98 | Washington Heights - East Midtown |
| M100 | Inwood - East Harlem |
| M101 | East Village - Harlem |
| M102 | Harlem - East Village |
| M103 | East Harlem - City Hall |
| M104 | West Harlem - Times Sqr. |
| M106 | East Harlem - West Side |
| M116 | West Side - East Harlem |
| M32 | Jackson Hghts. - Penn Station |



²⁶ Metropolitan Transportation Authority, January 2013 <http://www.mta.info/nycct/maps/manbus.pdf>

Natural Resources

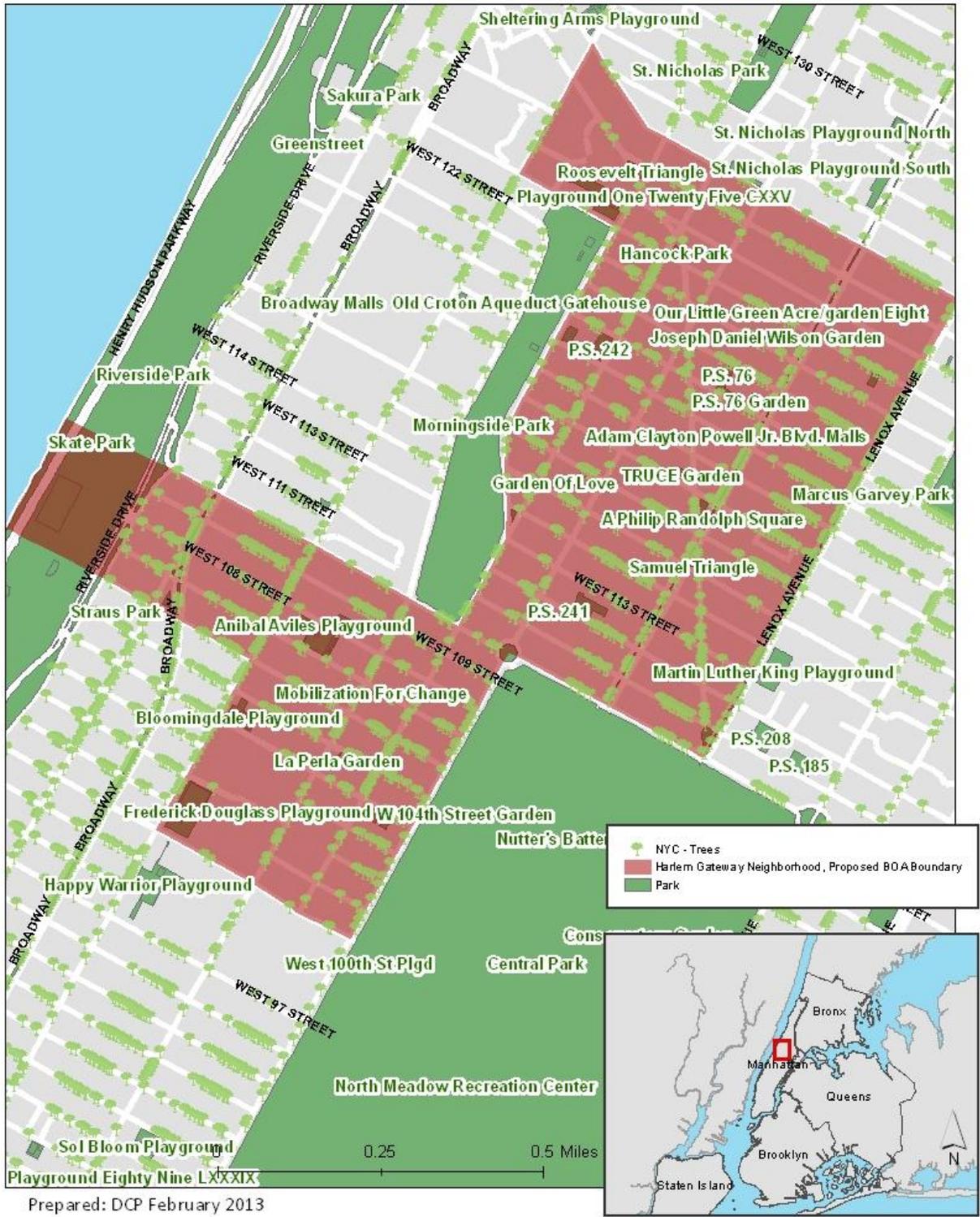
Topographically, Harlem Gateway is divided into two planes with significantly different elevations. The south-west portion of the area is relatively high above sea level compared to the rest of New York City, while the north-east portion is generally flat and characterize by low elevation. Morningside Park is a defining topographical element of the neighborhood as there is a major drop in elevation between the western and eastern edges of the park (see Appendix Map B5).

There are no water sources or tributaries or wetlands, no erosion hazard areas, and no major fish or wildlife habitats within Harlem Gateway. However, the study area abuts the Hudson River, a 315 mile long waterway extending from the Atlantic Ocean up through New York State that supports a wide range of marine life. The river has suffered severe environmental contamination due to the use of polychlorinated biphenyls (PCBs) by large manufacturing facilities along the riverfront as well as pollution from accidental sewage discharges, urban runoff, heavy metals, furans, dioxin, pesticides, and polycyclic aromatic hydrocarbons (PAHs). There are two Combined Sewage Outfalls near this area at West 108th Street and West 115th Street along the Hudson River. While outside of the study area, there are two fresh water ponds in nearby Central Park that are included in the National Wetlands Inventory.

The area is rich with sidewalk trees, parks, open spaces, and street medians with landscaping particularly along Broadway, Adam C. Powell Jr. Boulevard, and Lenox Avenue. Central Park, Morningside Park and Riverside Park are the largest green and open spaces in the area. There are many parks and open spaces in study area including baseball/softball fields, basketball courts, handball courts, tennis courts, volleyball courts, soccer fields, skating rinks, community and neighborhoods parks, gardens, school yards, playgrounds, and Greenstreets. Parks and open spaces account for 11 percent of the total lot area in Harlem Gateway. There are 27 parks and open spaces of varying sizes throughout the study area not including the 37 Greenstreets. Launched in 1996, the Greenstreets program began as a partnership between the NYC Parks and the New York City Department of Transportation (DOT). The program was created to change unused road areas into green spaces that beautify neighborhoods, improve air quality, reduce air temperatures, and calm traffic²⁷. These features are displayed below in Map 9.

²⁷ <http://www.nycgovparks.org/greening/green-infrastructure>

Map 9. City Trees, Open Spaces and Parks in Harlem Gateway

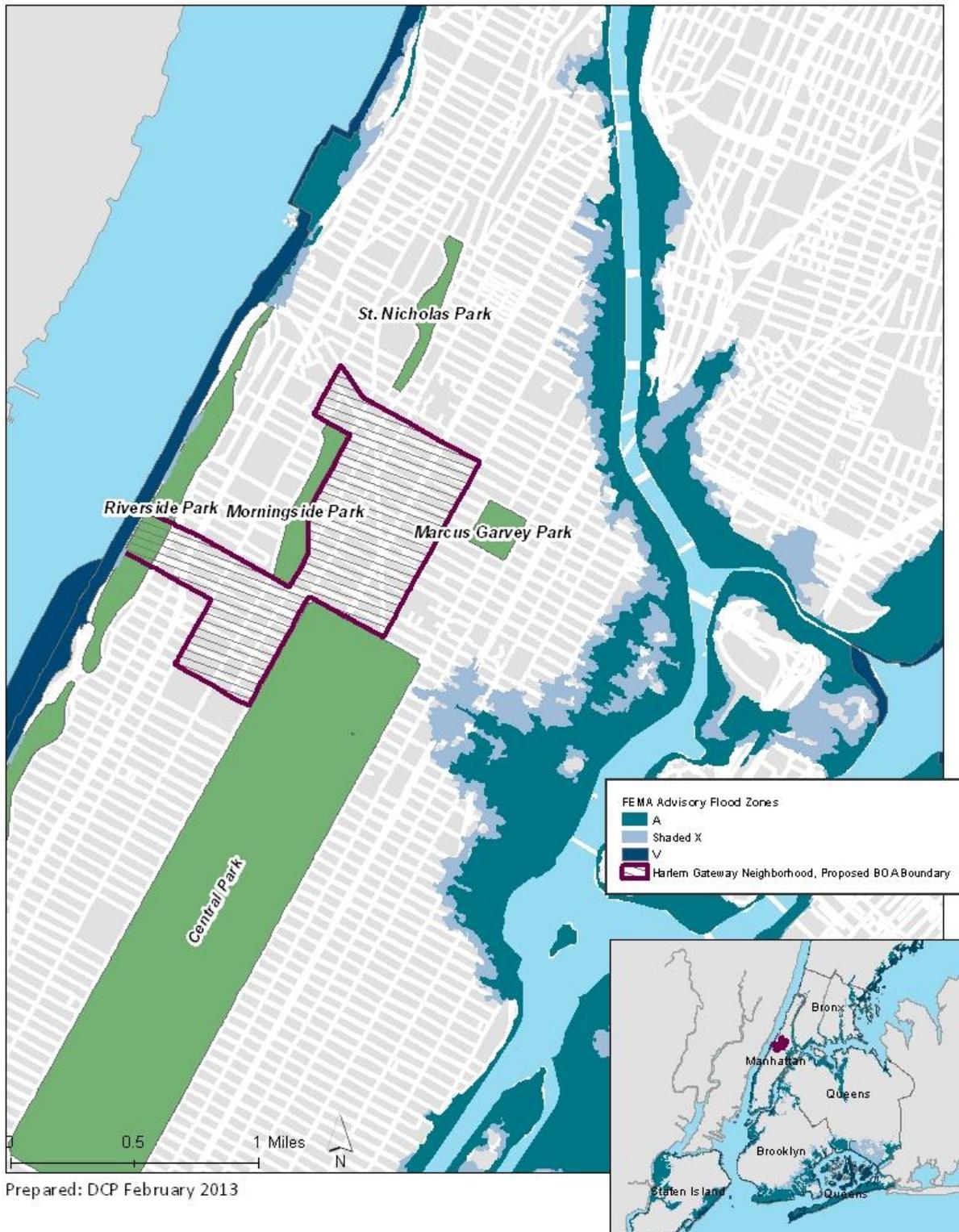


Additionally, the Federal Emergency Management Agency (FEMA) published revised Advisory Flood in October 2012. While the study area is largely protected from flooding, Riverside Park is mapped as a Flood Zone. Further, parts of East Harlem are within close proximity to Harlem Gateway and are considered at risk for flooding. To view storm surge in upper Manhattan as a result of Hurricane Sandy (October, 2012), please refer to Appendix Map B6. Categories for flood risk shown in Map 10a are detailed as follows in Figure 10:

Figure 10. FEMA Advisory Zones

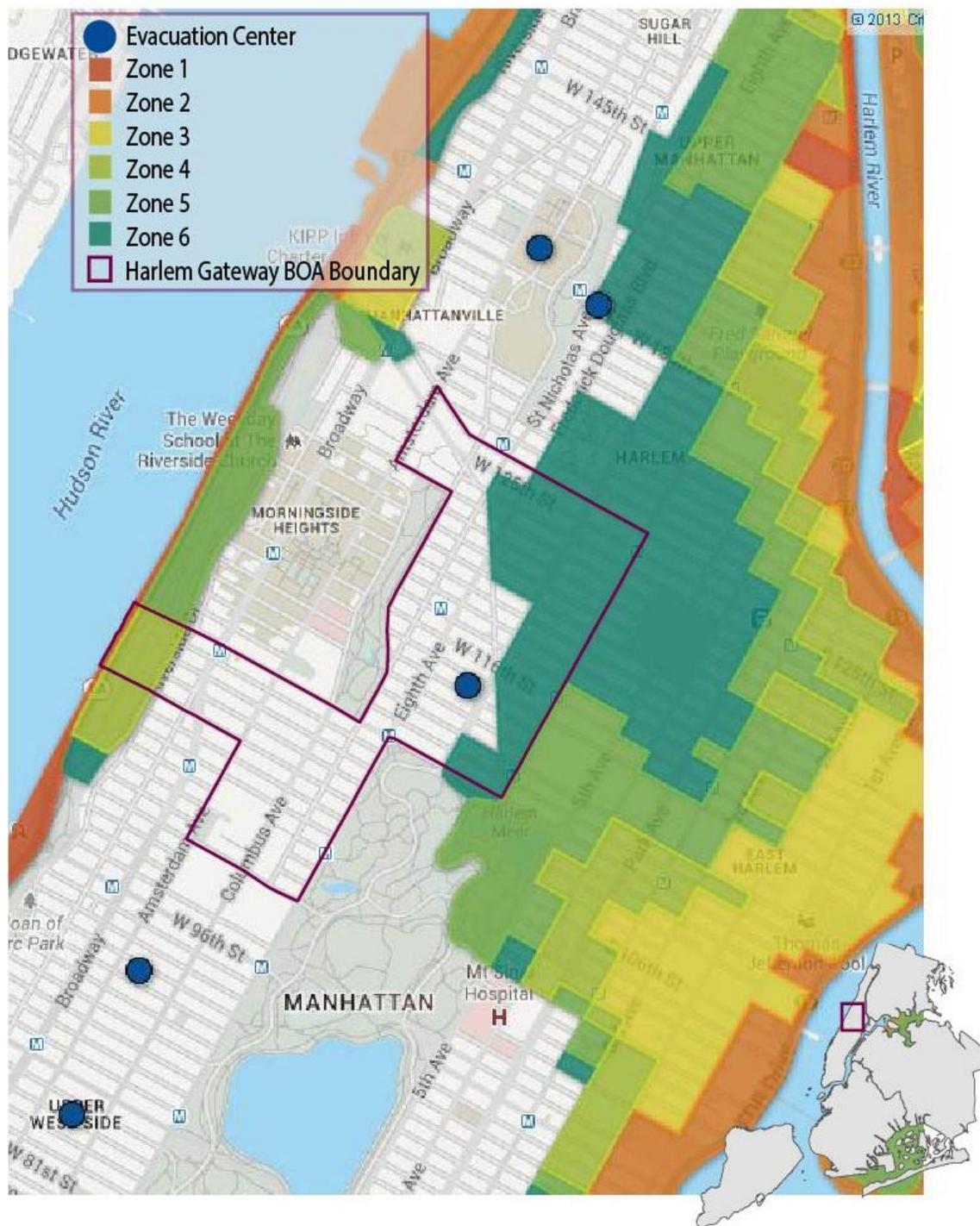
| | |
|-------------------------------|---|
| Advisory Zone V | The area subject to high velocity wave action (a 3-foot breaking wave) from the 1% annual chance coastal flood. Zone V is subject to more stringent building requirements than other zones because these areas are exposed to a higher level of risk. |
| Advisory Zone A | The area subject to storm surge flooding from the 1% annual chance coastal flood. These areas are not subject to high velocity wave action but are still considered high risk flooding areas. |
| Advisory Shaded Zone X | Areas of moderate coastal flood risk outside the regulatory 1% annual chance flood but within the limits of the 0.2% annual chance flood level. |

Map 10a. FEMA Advisory Base Flood Elevation and Harlem Gateway



In June of 2013, the City of New York revised the hurricane evacuation zones. New York City's hurricane contingency plans are based on six evacuation zones. These zones represent varying threat levels of coastal flooding resulting from storm surge.²⁸ These zones are displayed below in Map 10b. As shown, portions of the Harlem Gateway study area between West 110th Street and West 125 Street are in Zone 6. The portion of Riverside Park that is included includes Zone 1 and Zone 4 areas. There is also an Evacuation Center in Harlem Gateway located at 215 West 114th Street at Intermediate School 88.

Map 10b. NYC Hurricane Evacuation Zones and Harlem Gateway



²⁸ http://www.nyc.gov/html/oem/html/hazards/storms_evaczones.shtml

Potential Brownfield, Abandoned, and Vacant Sites

Opportunities in this area are represented by the presence of underutilized and vacant lots. There is a significant presence of parking garages, buildings in disrepair, and several vacant parcels throughout the study area. These elements discourage active street life and a vibrant pedestrian streetscape and provide opportunities for new residential and retail development.

Potential brownfields were identified here due to the possibility of environmental contamination based on history of hazardous materials, noxious uses, or spills on or within proximate distance to the site. Strategic sites within the study area were chosen from potential brownfields, abandoned, vacant or underutilized sites. Preliminary analysis of the Harlem Gateway study area has identified six potential brownfields and one underutilized/vacant site. A brownfield is defined by the United States Environmental Protection Agency as any “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” Cleaning up and reinvesting in these properties protects the environment, reduces blight, and takes development pressures off green spaces and working lands.²⁹

The brownfields outlined in this report were identified through the Office of Environmental Remediation’s (NYC OER) Searchable Property Environmental E-Database (*SPEED*) Portal, historical research of Sanborn Fire Insurance maps, building records and Certificates of Occupancy, field surveys and conversation with the Manhattan Valley Development Corporation. Indicators of possible contamination that can be found on the *SPEED* Portal include assignments of “E”-designations, records of Petroleum Bulk Storage (PBS) and Chemical Bulk Storage (CBS), and Open Spill Records. Building Violations and Environmental Control Board Violations administered by the New York City Department of Buildings may also indicate contamination.

Potential for environmental contamination can be assumed if historical or present uses are listed in the City Environmental Quality Review (CEQR) Technical Manual. The “List of Facilities, Activities, or Conditions Requiring Assessment” in the Hazardous Materials Appendix of the CEQR Technical Manual identifies uses that may lead to potential contamination³⁰. Any redevelopment requiring an environmental review must complete a hazardous materials assessment per the CEQR Technical Manual if a facility, activity, or condition listed in the Hazardous Materials Appendix is present.

Several strategic sites have been assigned an “E”-Designation by the Department of City Planning. An “E”-designation provides notice of the presence of an environmental requirement pertaining to potential hazardous materials contamination, high ambient noise levels, or air emission concerns on a particular tax lot. “E”-designations, governed by Section 11-15 Environmental Requirements of the Zoning Resolution, are established in connection with a change in zoning or an action pursuant to a provision of the Zoning Resolution that would allow additional development to occur on property, or would permit uses not currently allowed. In general, the “E” - designation ensures that sampling and remediation take place where hazardous material contamination may exist. It requires the owner to conduct a testing and sampling protocol and remediation (where appropriate) to the satisfaction of the NYC OER before the issuance of a permit by the Department of Buildings. The environmental requirements for the “E”-designation also include a mandatory construction-related health and safety plan, which must also be approved by the NYC OER. Redevelopment of the sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents and construction workers. In Harlem Gateway, “E”-designations were made as part of the Frederick Douglass Boulevard Rezoning in 2003 and the Upper West Side Rezoning in 2007.

²⁹ <http://www.epa.gov/brownfields/>

³⁰ http://www.nyc.gov/html/ocd/downloads/pdf/2010_ceqr_tm/2010_ceqr_tm_appendix_hazardous_materials.pdf

According to the New York State Department of Environmental Conservation, the administering body of the Petroleum Bulk Storage Inventory, Chemical Bulk Storage Inventory, and the Open Spill Database, “Improper handling and storage of petroleum and hazardous chemicals can result in leaks and spills and pose a serious threat to the quality of the environment in New York State.”³¹ Tanks storing petroleum and hazardous chemicals must meet minimum standard established by the United State Environmental Protection Agency and the NYS Department of Environmental Conservation. These databases were also used as sources to identify strategic sites and to understand brownfields in the area.

Preliminary analysis of the study area has identified one underutilized site and several potential brownfields. The underutilized and vacant site does not likely suffer from environmental contamination, but is in need of economic development. Potential brownfields, sites that have likely suffered environmental contamination, are identified based on research methods and sources explained above. This list is not an exhaustive representation of all of the possible environmental contamination that may exist in Harlem Gateway. As such, there may be additional potential brownfields in the area that are not represented below.

The underutilized site will be described by number. The potential brownfield sites will be described by letter. These properties are shown on the following Map 11 and described in further detail in the following pages.

Underutilized Site

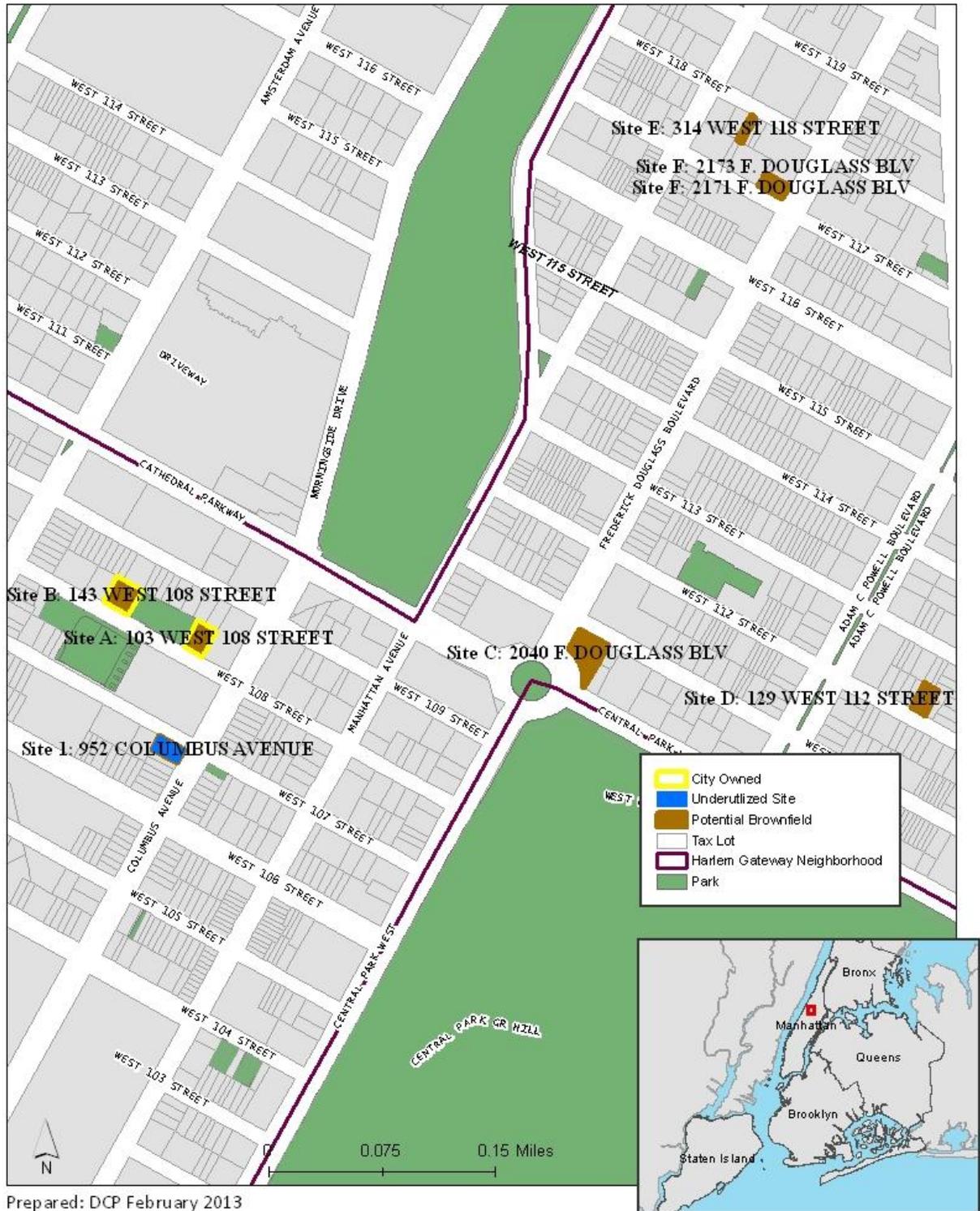
1. 952 Columbus Avenue

Potential Brownfields

- A. 103 West 108th Street
- B. 143 West 108th Street
- C. 2040 Frederick Boulevard
- D. 129 West 112th Street
- E. 314 West 118th Street
- F. 2171 & 2173 Frederick Douglass Boulevard

³¹ <http://www.dec.ny.gov/chemical/287.html>

Map 11. Brownfield and Underutilized Lots in Study Area



Underutilized Site

Site 1: 952 Columbus Avenue

The Former A&P Site is a 5,042 square foot lot, with 103 feet of frontage along West 107th Street and 55 feet of frontage along Columbus Avenue. The property is owned by The Pentecostal Church of God, and is zoned R8B with a C1-5 commercial overlay. This site is currently vacant and is thus underutilized.

The NYC Department of Buildings Certificate of Occupancy records for the property identify that it was previously used for retail dating back to 1943. A 1993 application to the DOB was approved to change the use from store to a church citing that it had not been occupied for more than 10 years following a fire. Subsequently, in 1997 an application for Demolition Job was approved for the floor and roof of the interior of the building. Today, the site is vacant and is contained by large walls on both sides.

Directly adjacent to this site is a multi-story parking garage on West 107th Street and mixed-retail and residential buildings along Columbus Avenue.

Across the street on West 107th Street is a school building which is home to J.H.S 54 Booker T. Washington and The Harlem Children's Zone Booker T. Washington Beacon 54.

There are currently no environmentally related citations; however, there is an active DOB Violation for unlawful construction that has been active since 2010.



Potential Brownfields

Site A: 103 West 108th Street

Located at 103 West 108th between Columbus and Amsterdam Avenues this site is a total of 7,569 square feet. Owned by the New York City Department of Housing Preservation and Development, there is currently a 21,800 square foot parking facility on the site. The site is zoned R8B and under the existing zoning, the building could be expanded.

Situated adjacent to a playground, mixed use commercial-residential buildings, and several residential buildings owned by the Manhattan Valley Development Corporation along the northern edge of the block, it has been a garage since at least 1943 when the New York City Department of Building issued a Certificate of Occupancy for this building for a public garage. While there are no documented environmental violations or citations on the site, its long history of automotive repairs and storage signify a likely potential for environmental contamination. Additionally, according to Sanborn Fire Insurance records, this property was used for storage of paints dating back to 1902. Because this site is currently used for auto-related activities and was historically used for paint storage, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



Site B: 143 West 108th Street

Located at 143 West 108th Street between Columbus and Amsterdam Avenues this site is a total of 10,092 square feet. Owned by the New York City Department of Housing Preservation and Development there is currently a 45,000 square foot parking facility on the site and is zoned R8B. Under current zoning, the existing structure cannot be expanded.

Situated adjacent to a playground, mixed use commercial-residential buildings, and several residential buildings owned by the Manhattan Valley Development Corporation along the northern edge of the block, it has a long history of automotive service. While it is not documented in

any state or national databases for environmental hazards, the New York City Department of Buildings has issued several violations that point towards the possibility of environmental contamination on the site. In February of 2010, the property was served with building violations for illegally performing auto repairs with auto fluids, flammable fluids, paint and compression, for illegal storage of combustible flammable paints and thinners used by an illegal auto body shop, for illegal storage of containers in an open area, and for illegal junk storage. As per these activities listed above for which the site has received citations from the Department of Buildings, any redevelopment action requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



Site C: 2040 Frederick Douglass Boulevard

Located at 2040 Frederick Douglass on the corner of West 110th Street, this site is a total of 13,513 square feet. Owned by the 110th Street Services, there is currently a 2,773 square foot building on site which is occupied by a BP Gas Station. It is zoned in an R8A district with a C1-4 overlay. The site is currently under-built, and could be significantly expanded under current zoning.

Situated adjacent to a residential uses, this site has a long history of being used for automotive service and petroleum storage. In 1934, the New York City Department of Building first issued this property a Certificate of Occupancy allowing it to be used for a gas station.

Because this site is has been used for automobile service, petroleum storage, filling, or fuel sales and other auto-related activities, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual. 2040 Frederick Douglass Boulevard has been given an “E”-designation (E-120 Haz-Mat) by the NYC Department of City Planning due to its proximity to present and historic below-grade oil tanks. In this instance, the “E”-designation was made as part of the Frederick Douglass Boulevard Rezoning, in 2003.

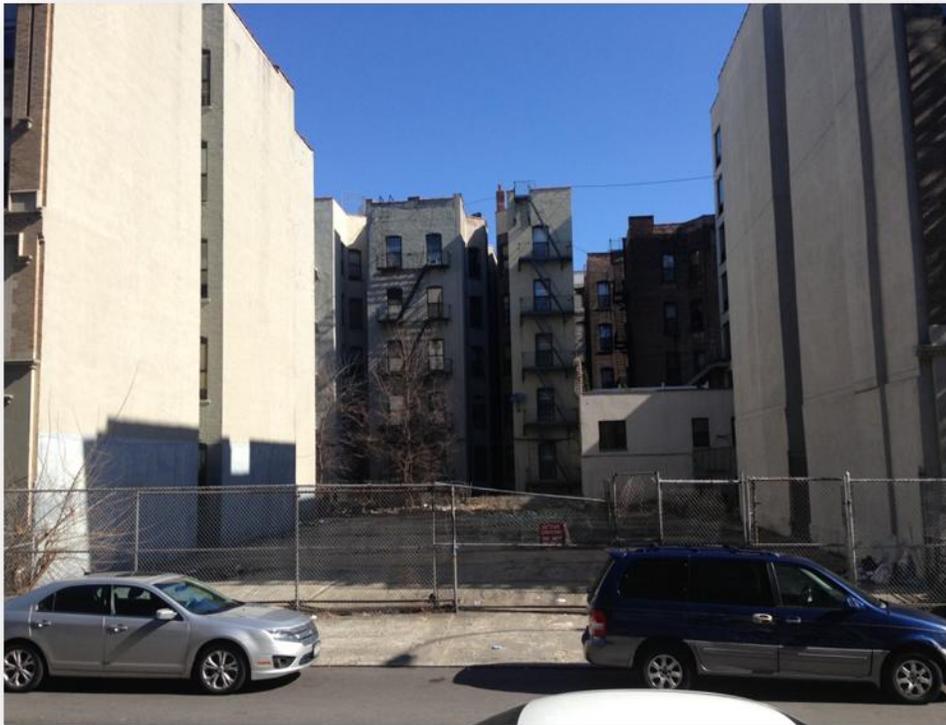


Additionally, this site is registered under the New York State Petroleum Bulk Storage Program (Site No. 2-480665) administered by the Department of Environmental Conservation and has been cited as an Open Petroleum Spill location (Spill #9509121).

Site D: 129 West 112th Street

This vacant site is a 6,055 square foot lot, with 60 feet of frontage along West 112th Street. The property is privately owned by Robert Litwin, and is zoned R7-2.

While there are no Certificates of Occupancy on digital record with the NYC Department of Buildings, the site has had a history of complaints and violations including for the storage of motor vehicles on a vacant lot which is applied as illegal commercial/manufacturing use in a residential zone, the most recent of which was resolved in 2003³². Today, the site is vacant and is contained by large fence on both the West 112th Street and is adjacent to 4-story apartment buildings. This history of parking on this property indicates a possibility of environmental contamination.



³²<http://a810-bisweb.nyc.gov/bisweb/OverviewForComplaintServlet?requestid=6&vlcompdetlkey=0000109973>

Site E: 314 West 118th Street

Located on West 118th Street between Manhattan Avenue and Frederick Douglass Boulevard, this 2,018 square foot lot is privately owned by Blue Heron 118 LLC and is zoned R7-2. It is currently a vacant lot and thus underutilized.

According to the New York City Department of Buildings, a Temporary Certificate of Occupancy was issued for this site for a period of five-years between 1943 and 1948 approving the use of an iron shop. It was again granted a Temporary Certificate of occupancy for the same use for a term of 10 years commencing in July of 1952 and once more for a period of 10 years commencing in October of 1962. Because this site was historically used for iron-manufacturing, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual. Most recently, demolition occurred on the site in 2006 and today it is completely vacant.

It lies adjacent to another vacant lot to its south, which as of May 2012 has been approved for construction of a new six-story residential building.

This site has been given an “E”-designation (E-120 Haz-Mat) due to its proximity to present and historic below-grade oil tanks. To its east is a 2 story mixed- commercial residential building and to its west is a multi-story parking facility. In this instance, the “E”-designation was made as part of the Frederick Douglass Boulevard Rezoning, in 2003. On the lots where “E”-designations were mapped, there is the potential for petroleum-based contamination of soil and/or ground water from historic or current conditions and a potential for non-petroleum-based contamination.



Site F: 2171 & 2173 Frederick Douglass Boulevard

This site is comprised of two vacant lots with a combined square footage of 5,200 square feet. The southern property is on the north-west corner of Frederick Douglass Boulevard and West 117th Street. The northern property has a 25 foot frontage on Frederick Douglass Boulevard. Each is privately owned by B Plus Realty, LLC and 2173 Equities Inc respectively. The site is in an R8A with C1-4 Overlay zoning district.

According to the New York City Department of Buildings, a Certificate of Occupancy was issued in 1952 for the northern lot allowing for retail shops. While it was approved by DOB in 2008 for a new building consisting of ground floor retail and 8 floors of residential, these plans have yet to come to fruition. It is currently a vacant lot, having undergone demolition activities in 2006, but is home to a weekend flea market. The northern lot is occupied by miscellaneous parking which signifies a potential for environmental contamination. Residential apartment buildings lie adjacent to both of these properties.



Land Ownership

The majority of property within the study area boundary is privately owned, and the City of New York owns a substantial portion of property in the area- approximately 5 percent of the total number of lots and 33 percent of the total lot area. This is likely due significant amount of property occupied by parks and open spaces in the study area. Below, Figure 11 shows the breakdown of lot ownership by total number of lots, and by total lot area. The following Map 12 displays the pattern of ownership in Harlem Gateway and the surrounding area.

As indicated in Map 11, of the lots identified strategic sites, two are owned by New York City and in the jurisdiction of the Department of Housing Preservation and Development. While each of the remaining sites are privately owned, 952 Columbus Avenue is owned by a house of worship, the Pentecostal Church of God. With respect to houses of worship, while they are privately owned, they are classified separately and fully tax exempt.

Underutilized Sites

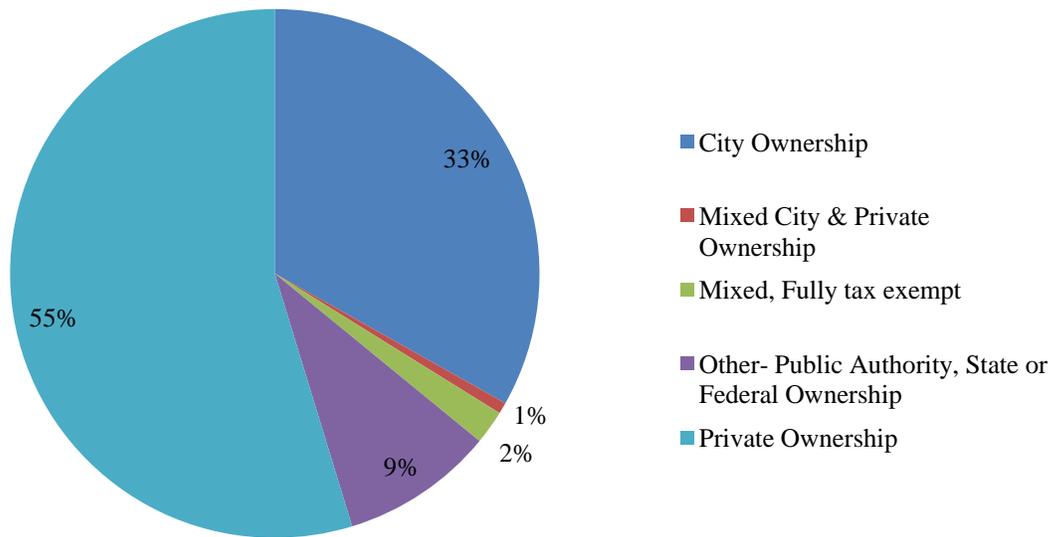
1. 952 Columbus Avenue – vacant lot, private ownership by house of worship

Potential Brownfields

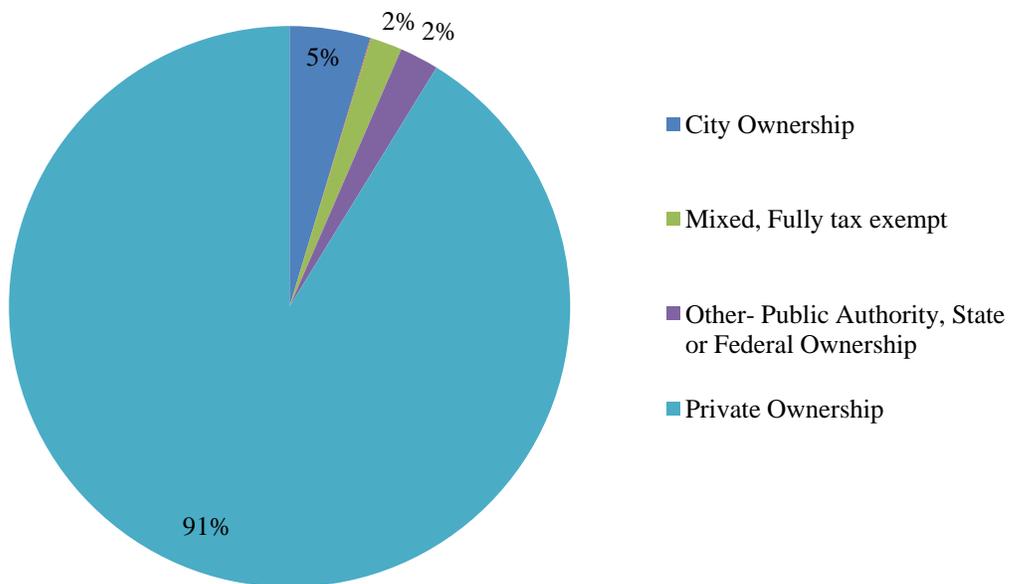
- A. 103 West 108th Street- public ownership (HPD)
- B. 143 West 108th Street- public ownership (HPD)
- C. 2040 Frederick Douglass Boulevard – private ownership
- D. 129 West 112th Street- private ownership
- E. 314 West 118th Street- private ownership
- F. 2171 & 2173 Frederick Douglass Boulevard – private ownership

Figure 11. Property Ownership within Study Area³³

Ownership by Lot Area

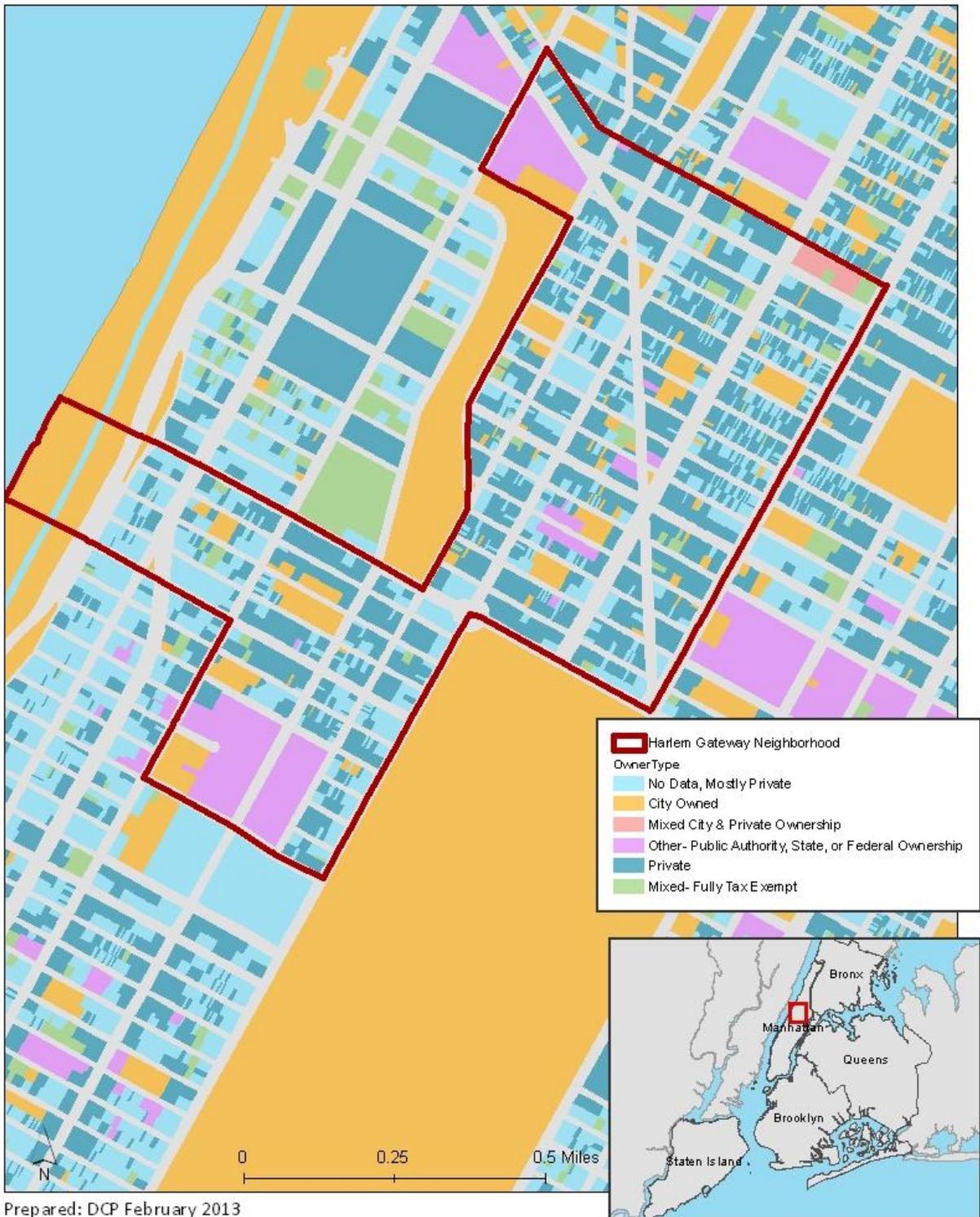


Ownership by Number of Lots



³³ New York City PLUTO 2012

Map 12. Land Ownership in Harlem Gateway



Task III. Summary of Preliminary Analysis and Recommendations

Key Findings and Preliminary Recommendations

This study documents Harlem Gateway as a vibrant and diverse residential neighborhood with a rich cultural history that is pointing towards economic improvement and growth. With several robust retail centers that serve the local population, Harlem Gateway is situated close to local and regional transportation connections including several subway lines, MTA Bus service, Metro North access, as well as highway connections to the region in the vicinity of New York City. The neighborhood has a mix of uses ranging from commercial and retail and a range of mid- to high-density residential uses. Given the history of this neighborhood and economic distress suffered in the latter half of the 20th Century, economic development has improved. But, despite recent growth and two rezonings in the neighborhood, there are still opportunities for additional growth by addressing the presence of vacant and underutilized properties.

The presence of potential contaminated sites in this neighborhood is rooted in a variety of historic uses from parking and car storage, petroleum spills, iron manufacture, to illegal storage of combustible and flammable materials, and junk storage. It is this history that may impact upon the redevelopment of vacant sites and underutilized properties in this neighborhood. Further, affordable housing has long been a concern for community residents and the Manhattan Valley Development Corporation and development priorities for new developments are highly motivated by affordable housing access for the aging population.

This study provides an opening for community input and aims to provide support for community dialogue about their goals and ultimately their vision for the neighborhood and the future of development.

Local Participation

As part of the information gathering for this study, outreach to the Manhattan Valley Development Corporation was made to better understand the local perception of development issues, and also to gauge capacity for redevelopment within the community.

Moving forward, the MVDC intends to develop a community participation strategy and carry out community engagement activities should additional community brownfield planning funding become available.

APPENDIX A: SITE PROFILES

Descriptive Profiles of Brownfield and Underutilized Properties

Site 1: 952 Columbus Avenue, Former A&P Market

Property Description and Current Land Use

| | |
|---------------------------|--|
| Label | 1 |
| Description | Underutilized Site |
| Address | 952 Columbus Avenue |
| Map Location | 73°57'45.675"W 40°47'59.635"N |
| BBL | 1018610036 |
| Borough | Manhattan |
| Owner | The Pentecostal Church of God |
| Publicly Owned | No |
| Lot Size | .12 acres (5,042 sqft) |
| Building Area | 0 |
| Existing Buildings | 0 |
| Zoning | R8B/C1-5 |
| Built FAR | 0 |
| Allowable FAR | 4 |
| Former Use | Store |
| Current Use | Vacant |
| Adjacent Uses | Multistory parking and mixed-used commercial and residential |

Environmental and Land Use History

The NYC Department of Buildings Certificate of Occupancy records for the property identifies one dwelling on site in 1943. A 1993 application to the DOB was approved to change the use from store to a church citing that it had not been occupied for more than 10 years following a fire. Subsequently, in 1997 an application for Demolition Job was approved for the floor and roof of the interior of the building. Today, the site is vacant and thus underutilized.



Site A: 103 West 108th Street

Property Description and Current Land Use

| | |
|---------------------------|--|
| Label | A |
| Description | Potential Brownfield |
| Address | 103 West 108 th Street |
| Map Location | 73°57'44.796"W 40°48'3.612"N |
| BBL | 1018440005 |
| Borough | Manhattan |
| Owner | NYC Department of Housing Preservation & Development |
| Publicly Owned | Yes |
| Lot Size | .17 acres (7,569 sqft) |
| Building Area | 21,800 sqft |
| Existing Buildings | 1 |
| Zoning | R8B |
| Built FAR | 2.88 |
| Allowable FAR | 4 |
| Current Use | Parking Facility |
| Adjacent Uses | Playground and residential |

Environmental and Land Use History

Having a long history of automotive service, New York City Department of Building issued a Certificate of Occupancy for this building for a public garage in 1943. While there are no documented environmental violations or citations on the site, its long history of automotive repairs and storage signify a likely potential for environmental contamination. Because this site is currently used for auto-related activities and was historically used for paint storage, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



Site B: 143 West 108th Street

Property Description and Current Land Use

| Label | B |
|--------------------|--|
| Description | Potential Brownfield |
| Address | 143 West 108 th Street |
| Map Location | 73°57'48.069"W 40°48'4.848"N |
| BBL | 1018630013 |
| Borough | Manhattan |
| Owner | NYC Department of Housing Preservation & Development |
| Publicly Owned | Yes |
| Lot Size | .23 acres (10,092 sqft) |
| Building Area | 45,000 sqft |
| Existing Buildings | 1 |
| Zoning | R8B |
| Built FAR | 4.46 |
| Allowable FAR | 4 |
| Current Use | Parking Facility |
| Adjacent Uses | Playground and residential |

Environmental and Land Use History

While it is not documented in any state or national databases for environmental hazard documentation, the New York City Department of Buildings has issued several violation in recent history that raise significant possibility of environmental contamination on the site. In February of 2010, the property was served with building violations for illegally performing auto repairs with auto fluids, flammable fluids, paint and compression, for illegal storage of combustible flammable paints and thinners used by an illegal auto body shop, for illegal storage of containers in an open area, and for illegal junk storage. As per the uses listed above for which the site has received citations from the Department of Buildings, any redevelopment requiring environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual. For these reasons, the possibility of environmental contamination is likely.



Site C: 2040 Frederick Douglass Boulevard

Property Description and Current Land Use

| Label | C |
|--------------------|-----------------------------------|
| Description | Potential Brownfield |
| Address | 2040 Frederick Douglass Boulevard |
| Map Location | 73°57'26.443"W 40°48'2.748"N |
| BBL | 1018260001 |
| Borough | Manhattan |
| Owner | 110 th Street Services |
| Publicly Owned | No |
| Lot Size | .31 acres (13,513 sqft) |
| Building Area | 2773 sqft |
| Existing Buildings | 1 |
| Zoning | R8A/C1-4 |
| Built FAR | .21 |
| Allowable FAR | 6 |
| Current Use | Gas Station |
| Adjacent Uses | Residential |

Environmental and Land Use History

Situated adjacent to a residential uses, this site has a long history of being used for automotive service and petroleum storage. In 1936, the New York City Department of Building issued this property a Certificate of Occupancy allowing it to be used for a gas station. It was given an “E”-designation (E-120 Haz Mat) as a part of the 2003 Frederick Douglass Boulevard Rezoning.

Additionally, it is enrolled in New York State’s Petroleum Bulk Storage Program and is an Open Petroleum Spill Location. Because this site is has been used for automobile service, petroleum storage, filling, or fuel sales and other auto-related activities, any redevelopment requiring

environmental review must complete a hazardous materials assessment per the City Environmental Quality Review (CEQR) Technical Manual.



| Environmental Regulatory Review | Record | Status |
|--|--|---|
| New York State Department of Environmental Conservation | Spill Record #9509121 | On October 24, 1995 a gasoline spill was reported at the gasoline station, affecting the soil. The volume of the spill is not known. |
| New York State Department of Environmental Conservation | Petroleum Bulk Storage Site No. 2-480665 | There are currently five underground bulk petroleum storage tanks in service on the site with a cumulative capacity of 33,100 gallons. |
| New York City Department of City Planning | “E” Designation: E-120 Hazmat | “E” designation was made as part of the Frederick Douglass Boulevard Rezoning in 2003 signifying that there is potential for petroleum-based contamination of soil and/or ground water from historic or current conditions and a potential for non-petroleum-based contamination. |

Site D: 129 West 112th Street

Property Description and Current Land Use

| Label | D |
|--------------------|------------------------------|
| Description | Potential Brownfield |
| Address | 129 West 112th Street |
| Map Location | 73°57'11.666"W 40°48'1.257"N |
| BBL | 1018220012 |
| Borough | Manhattan |
| Owner | Robert Litwin |
| Publicly Owned | No |
| Lot Size | .144 acres (6,055 sqft) |
| Building Area | 0 |
| Existing Buildings | 0 |
| Zoning | R7-2 |
| Built FAR | 0 |
| Allowable FAR | 3.44 |
| Current Use | Vacant |
| Adjacent Uses | Multi-story residential |

Environmental and Land Use History

While there are no Certificates of Occupancy on record with the NYC Department of Buildings, the site has had a history of complaints and violations including for the storage of motor vehicles on a vacant lot which is applied as illegal commercial/manufacturing use in a residential zone, the most recently of which was resolved in 2003³⁴. Today, the site is vacant and is contained by large fence on both the West 112th Street and is adjacent to 4-story apartment buildings.



³⁴ <http://a810-bisweb.nyc.gov/bisweb/OverviewForComplaintServlet?requestid=6&vlcompdtlkey=0000109973>

Site E: 314 West 118th Street

Property Description and Current Land Use

| Label | E |
|--------------------|--|
| Description | Potential Brownfield |
| Address | 314 West 188th Street |
| Map Location | 73°57'19.793"W 40°48'20.931"N |
| BBL | 1019440042 |
| Borough | Manhattan |
| Owner | Blue Heron 118 LLC |
| Publicly Owned | No |
| Lot Size | .05 acres (2,018 sqft) |
| Building Area | 0 |
| Existing Buildings | 0 |
| Zoning | R7-2 |
| Built FAR | 0 |
| Allowable FAR | 4 |
| Former Use | Iron works |
| Current Use | Vacant |
| Adjacent Uses | Mixed use commercial and residential and parking |

Environmental and Land Use History

Certificates of Occupancy records show the property was used for ironworks between 1943 through 1972. According to the City Environmental Quality Review (CEQR) Technical Manual, any facility on or adjacent to a tax lot that is used for iron manufacture is required to undergo an assessment in an environmental review. For these reasons, the possibility of environmental contamination is likely. It is currently a vacant lot.



| Environmental Regulatory Review | Record | Status |
|---|------------------------------------|---|
| New York City Department of City Planning | “E” Designation : E-120, Hazmat | The site has been given an “E” designation by the NYC Department of City Planning due to its proximity to present and historic below-grade oil tanks. “E” designation was made as part of the Frederick Douglass Boulevard Rezoning. On the lots where “E” designations were mapped, there is the potential for petroleum-based contamination of soil and/or ground water from historic or current conditions and a potential for non-petroleum-based contamination |

Site F: 2171 & 2173 Frederick Douglass Boulevard

Property Description and Current Land Use

| Label | F |
|---------------------------|--|
| Description | Potential Brownfield |
| Address | 2171 & 2173 Frederick Douglass Boulevard |
| Map Location | 73°57'18.147"W 40°48'19.045"N 73°57'17.842"W 40°48'19.285"N |
| BBL | 1019440029 1019440030 |
| Borough | Manhattan |
| Owner | B PLUS REALTY, LLC. 2173 EQUITIES LLC |
| Publicly Owned | No |
| Lot Size | .06 acres (2,633 sqft) .06 acres (2,567 sqft) .12 acres (5,200 sqft) |
| Building Area | 0 |
| Existing Buildings | 0 |
| Zoning | R8A/C1-4 |
| Built FAR | 0 |
| Allowable FAR | 6 |
| Former Use | Retail, Iron works |
| Current Use | Vacant |
| Adjacent Uses | Residential |

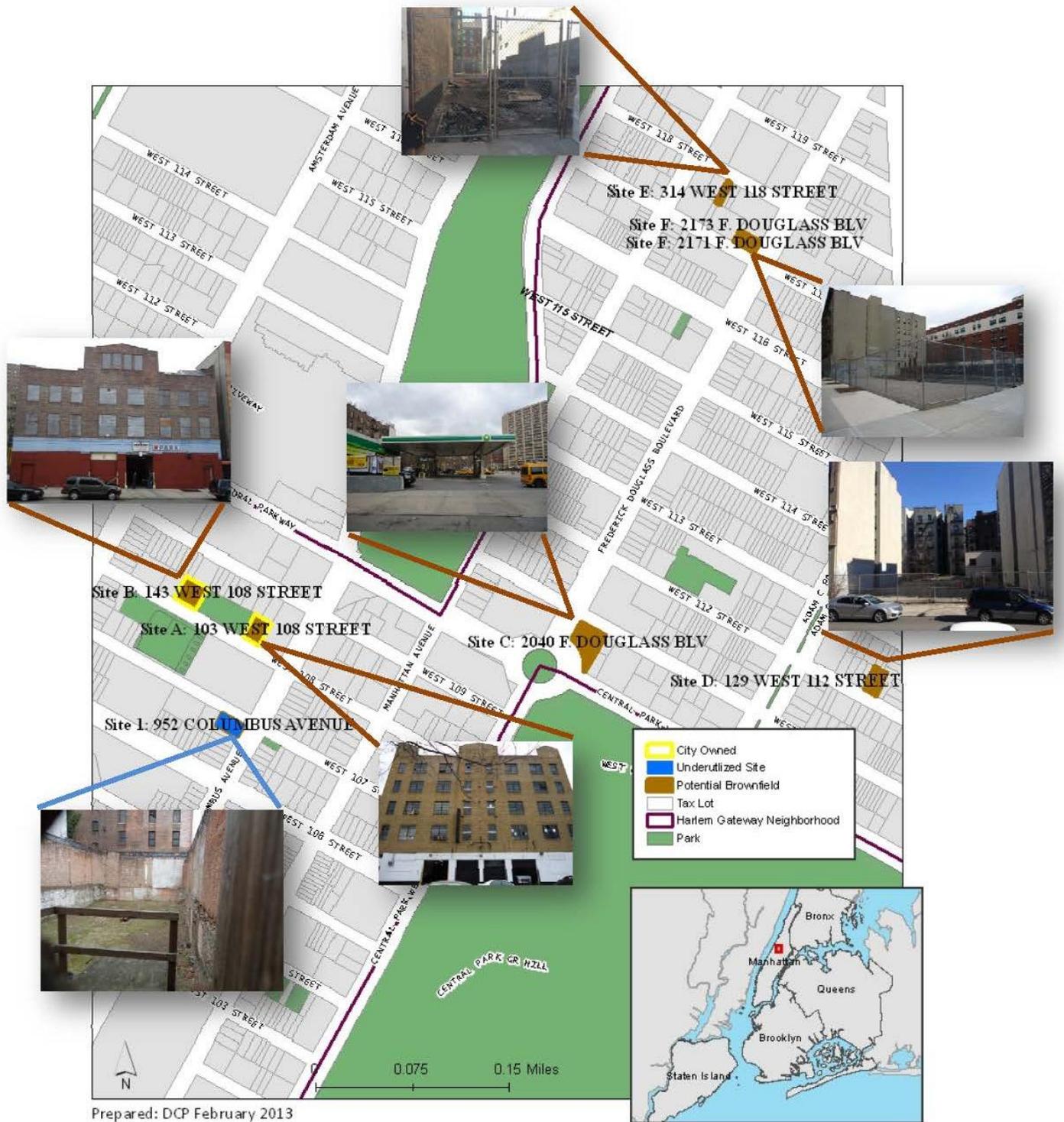
Environmental and Land Use History

According to the New York City Department of Buildings, a Certificate of Occupancy was issued in 1952 for the northern lot allowing for retail shops. While it was approved by DOB in 2008 for a new building consisting on ground floor retail and 8 floors of residential, these plans have yet to come to fruition. It is currently a vacant lot, having under gone demolition activities in 2006.



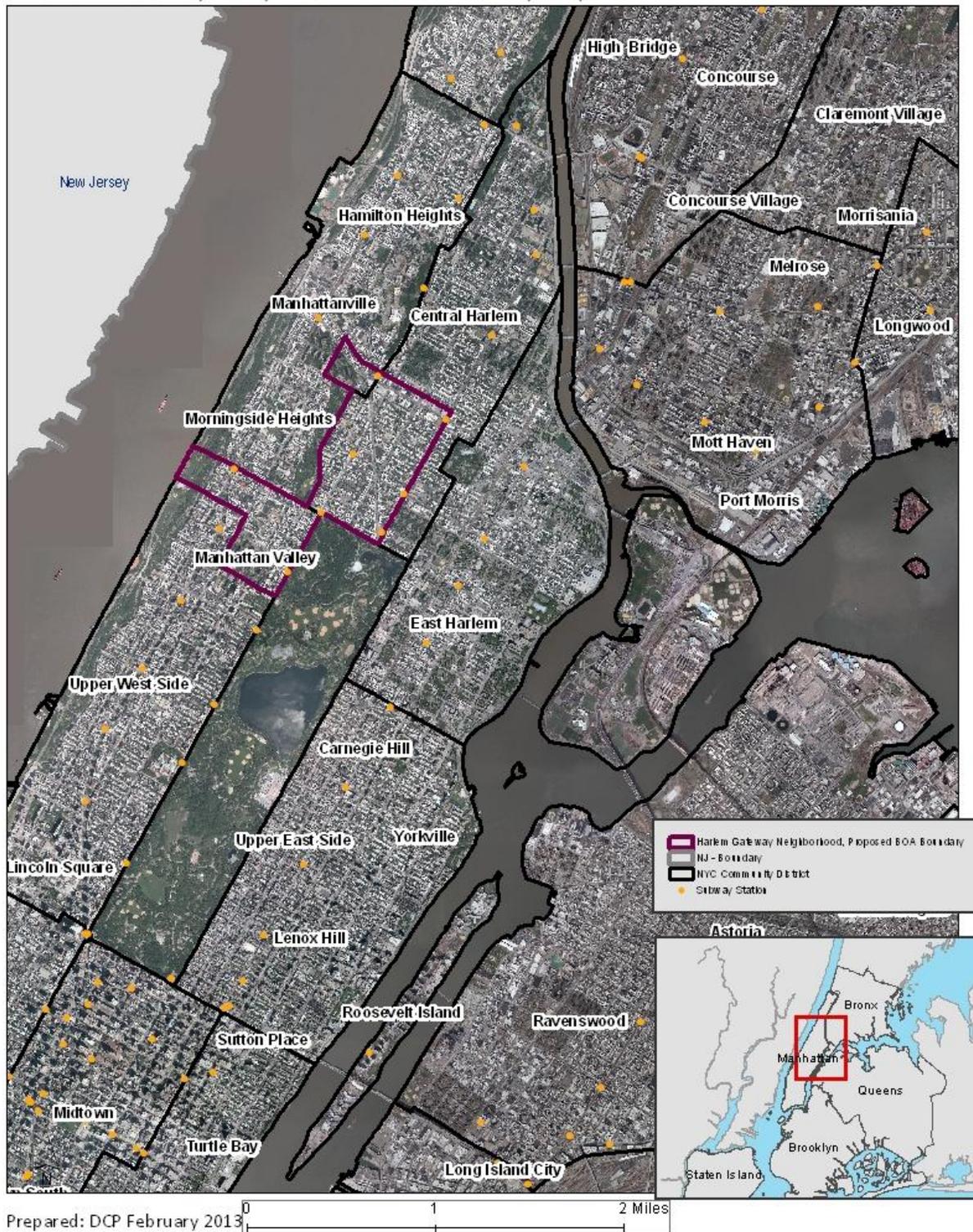
APPENDIX B: ACCOMPANYING MAPS

Appended Map B1: Strategic Sites in Harlem Gateway



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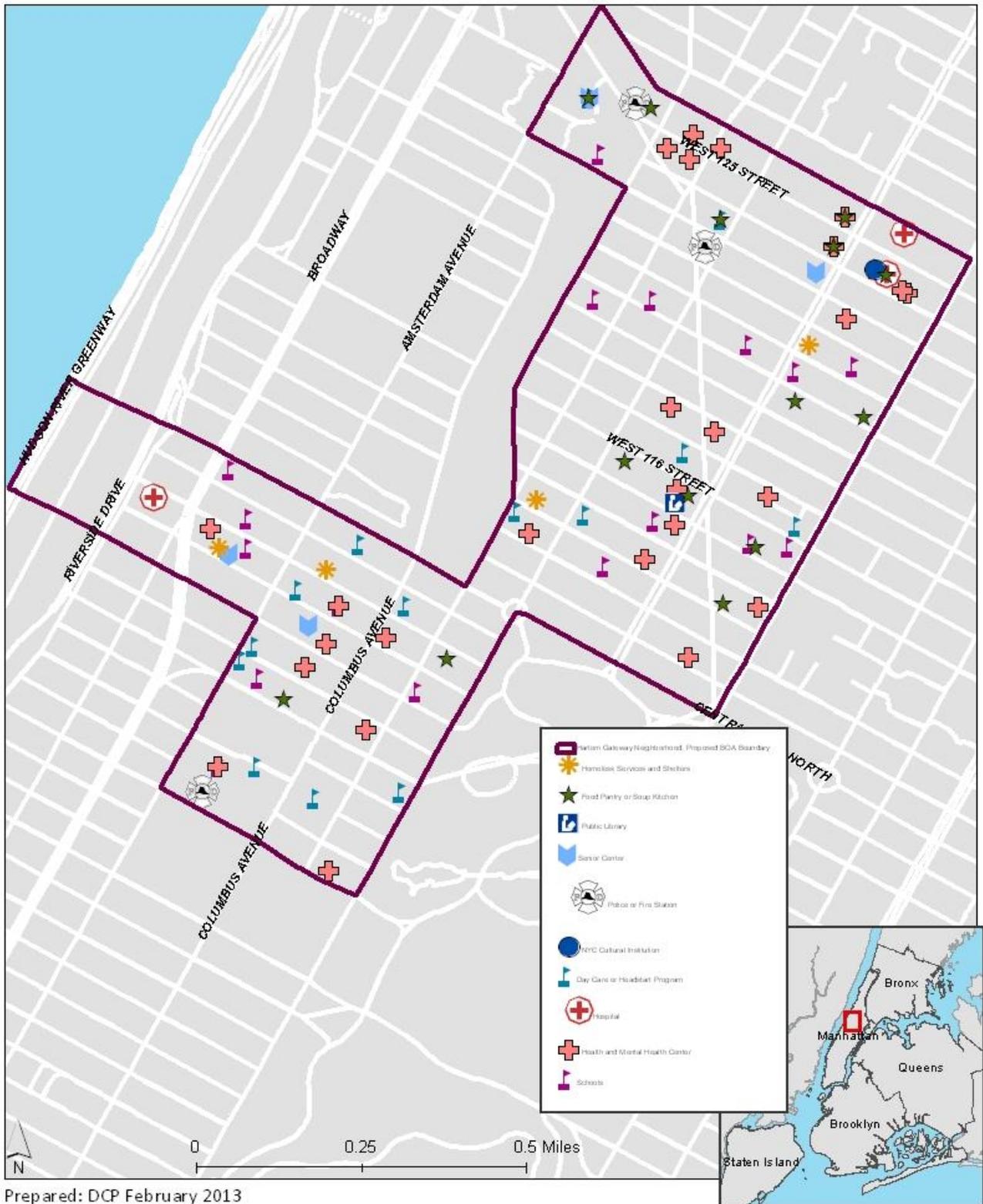
Appended Map B2: Aerial Community Map



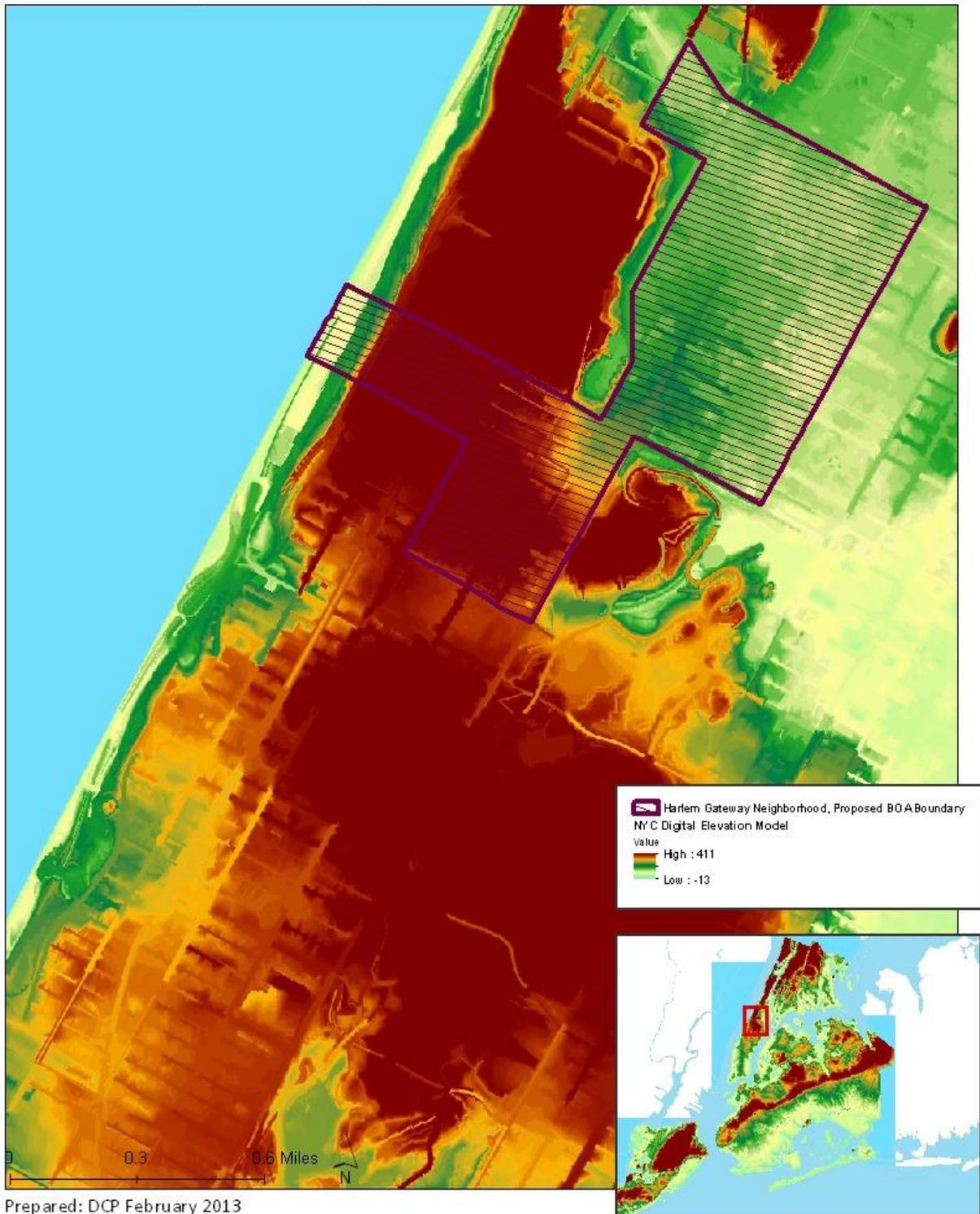
Appended Map B3: Study Area Boundary and Aerial Map



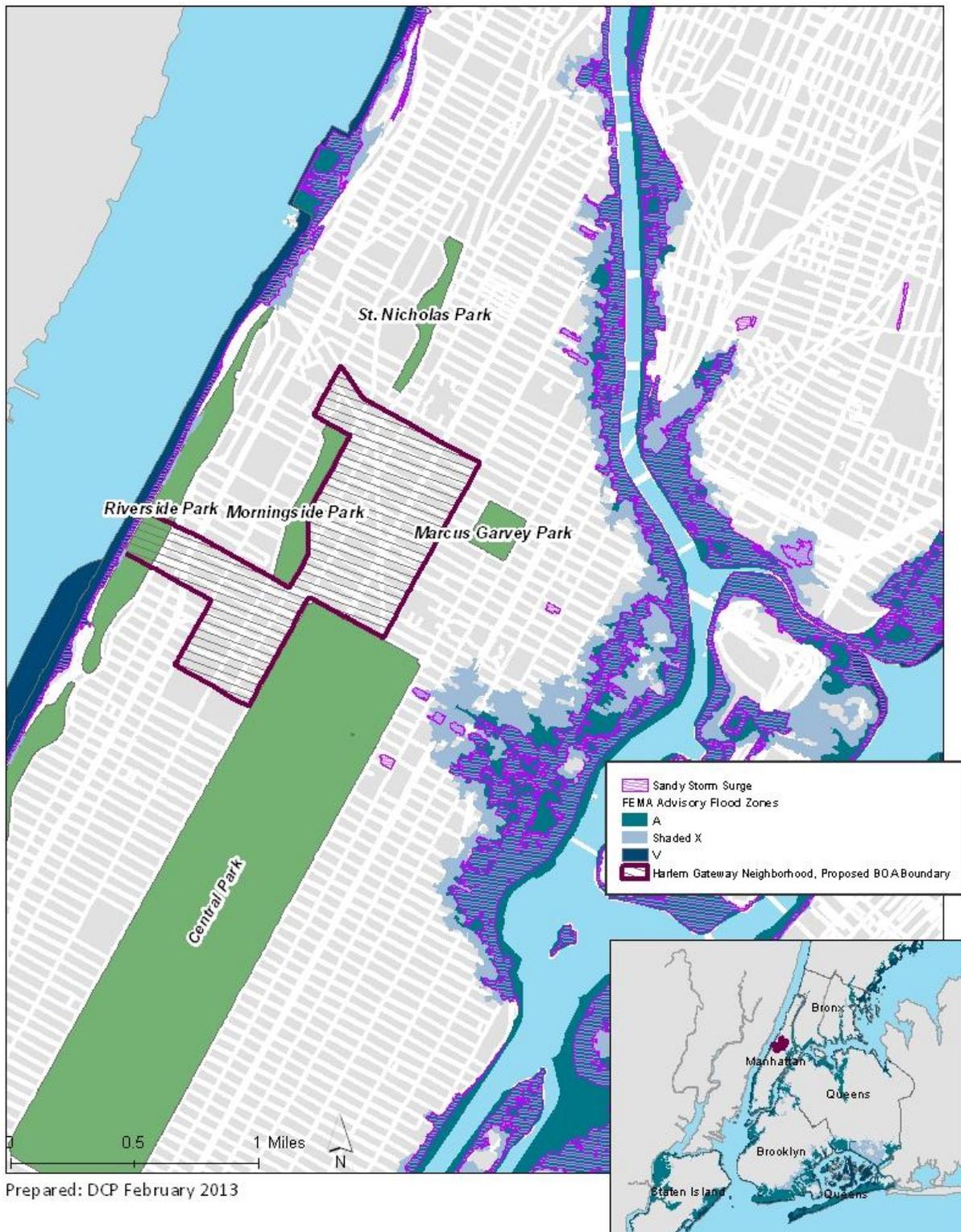
Appended Map B4: Community Facilities in Harlem Gateway



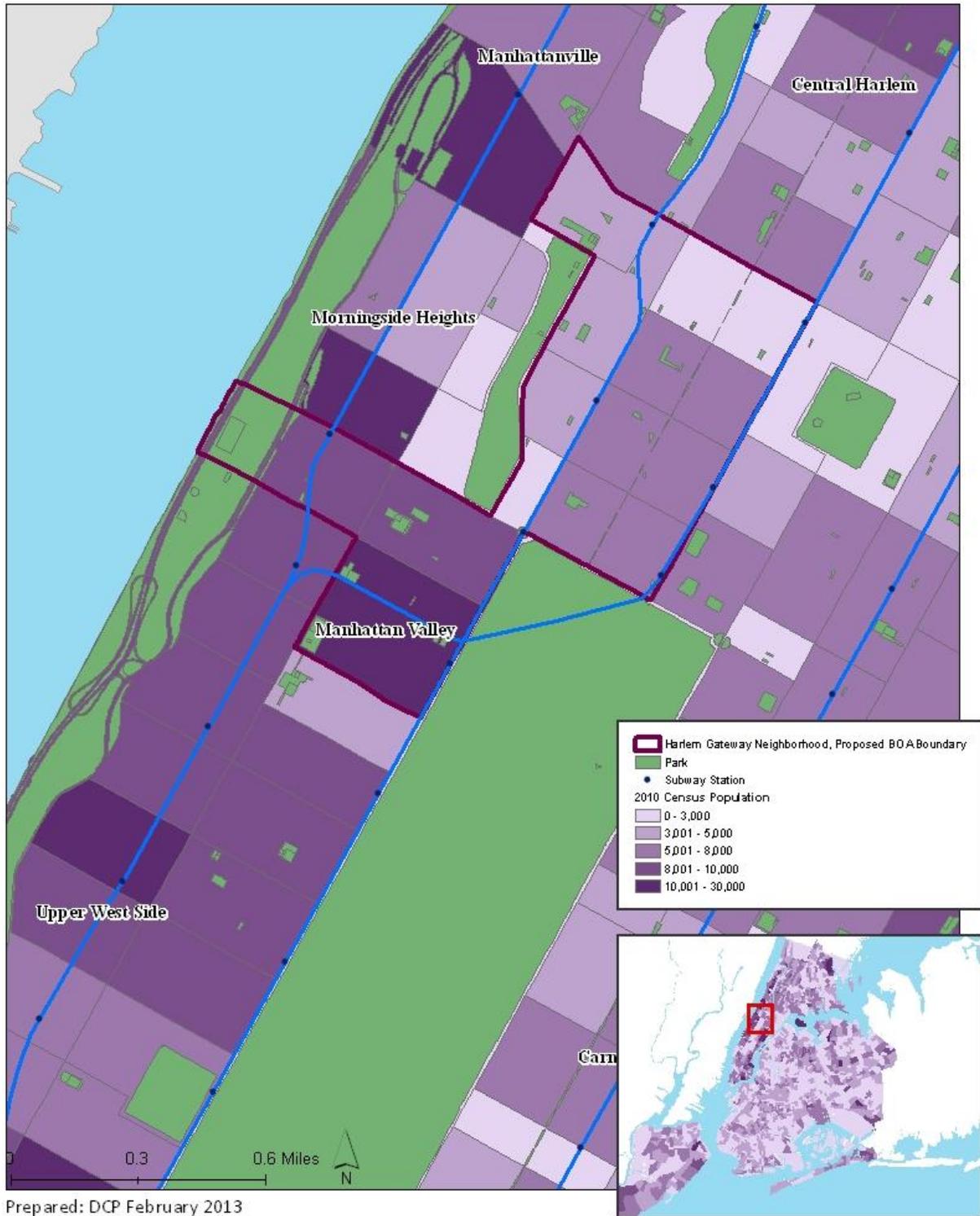
Appended Map B5: Digital Elevation Model



Appended Map B6: Hurricane Sandy Storm Surge

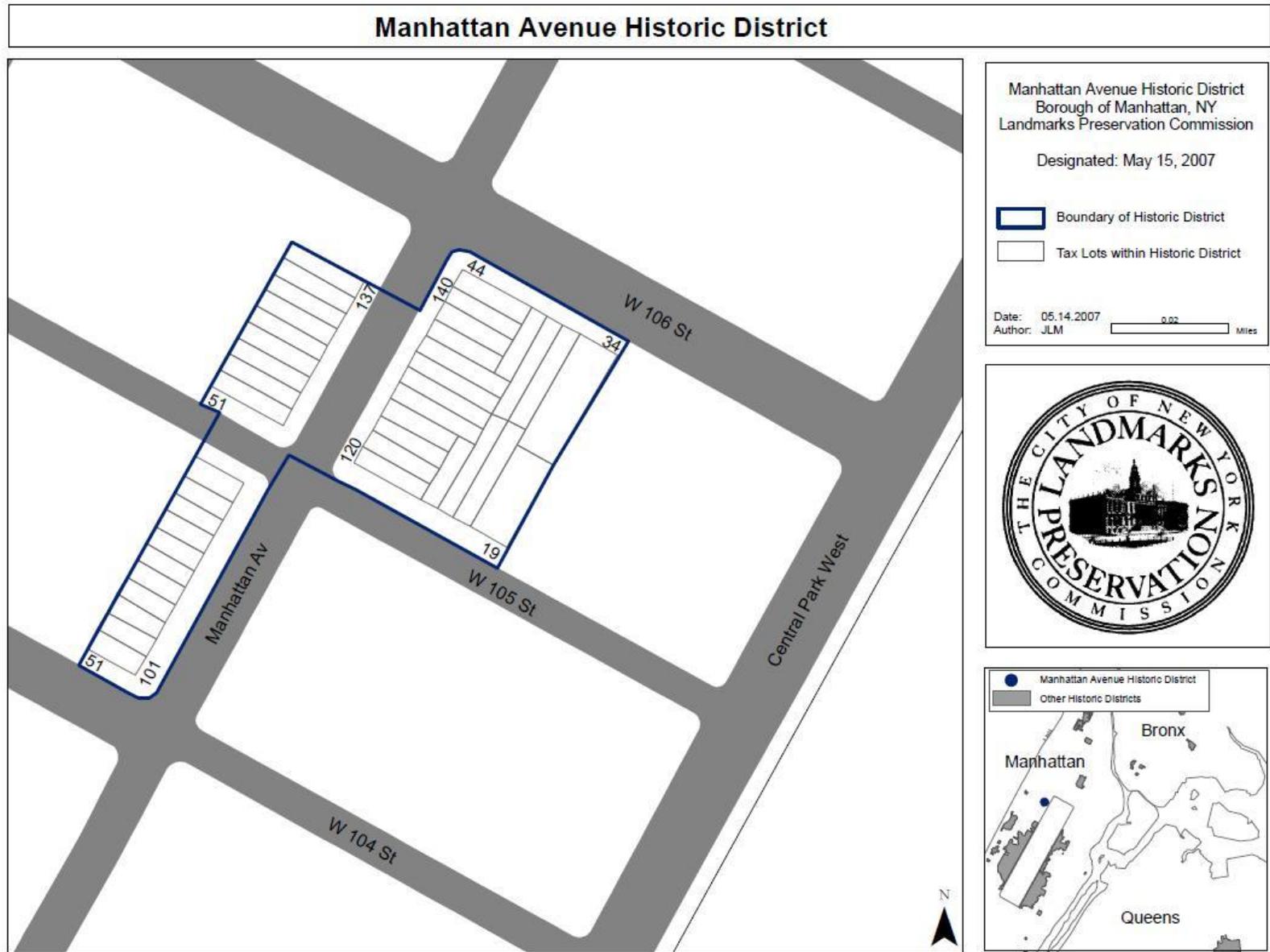


Appended Map B7: 2010 Census Tract Population by Census Tract in Harlem Gateway



Prepared: DCP February 2013

*Appended Map B8:
Manhattan Avenue
Historic District*



NYC

BILL deBLASIO
MAYOR

DANIEL C. WALSH, Ph.D.
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Mayor's Office of Environmental Remediation

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