

# **180 Orchard Street Public Parking Garage Environmental Assessment Statement**

**CEQR #: 12DCP191M  
ULURP #: 130321ZSM**

**Prepared For:  
NYC Department of City Planning**

**Prepared on Behalf of:  
180 Orchard Retail, LLC**

**Prepared by:  
Philip Habib & Associates**

**October 16, 2014**

**180 Orchard Street Public Parking Garage  
Environmental Assessment Statement  
CEQR No.: 12DCP191M**

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## City Environmental Quality Review

### ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency ([see instructions](#))

#### Part I: GENERAL INFORMATION

**PROJECT NAME** 180 Orchard Street Public Parking Garage

#### 1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)  
12DCP191M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)  
130321ZSM

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

#### 2a. Lead Agency Information

NAME OF LEAD AGENCY

New York City Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Robert Dobruskin, AICP, Director, EARD

ADDRESS 22 Reade Street, 4E

CITY New York

STATE NY

ZIP 10007

TELEPHONE 212-720-3423

EMAIL

rdobrus@planning.nyc.gov

#### 2b. Applicant Information

NAME OF APPLICANT

180 Orchard Retail LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

c/o Cohen Equities

ADDRESS 675 Third Avenue, Suite 2400

CITY New York

STATE NY

ZIP 10017

TELEPHONE 212-279-9000

EMAIL

#### 3. Action Classification and Type

##### SEQRA Classification

UNLISTED  TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 6NYCRR Part 617.4(b)(9): Any Unlisted Action occurring wholly or partially within, or substantially contiguous to any historic building, structure, site or district. Project Site is located within the NYS/NR Lower East Side Historic District.

**Action Type** (refer to [Chapter 2](#), "Establishing the Analysis Framework" for guidance)

LOCALIZED ACTION, SITE SPECIFIC

LOCALIZED ACTION, SMALL AREA

GENERIC ACTION

#### 4. Project Description

This application is for a special permit from the City Planning Commission (CPC), pursuant to Sections 13-45 and 13-451 of the Zoning Resolution to allow for the creation of a below-grade, attended, 99-space public parking garage (the "Proposed Garage") at 180 Orchard Street on Tax Lots 1001, 1002 and 1003 (formerly Lot 5) of Block 412 (the "Project Site") in Manhattan Community District 3. The Proposed Garage would be located on the ground floor, cellar and sub-cellar level (all of which has been previously excavated and built-out) of a proposed mixed-use development which would include 295 hotel rooms (152,620 gsf), retail (9,506 gsf) and community facility uses (845 gsf). The applicant is seeking a special permit to increase the number of permitted spaces from 46 to 99 spaces for an increase of 53 spaces. Refer to Attachment A, "Project Description" for details.

#### Project Location

BOROUGH Manhattan

COMMUNITY DISTRICT(S) 3

STREET ADDRESS 180 Orchard Street

TAX BLOCK(S) AND LOT(S) Block 412, Lots 1001, 1002, 1003

ZIP CODE 10002

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Project Site is bounded by Stanton Street to the south, Ludlow Street to the east, East Houston to the north and Orchard Street to the west

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C4-4A

ZONING SECTIONAL MAP NUMBER 12C

#### 5. Required Actions or Approvals (check all that apply)

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

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY

DISPOSITION—REAL PROPERTY

FRANCHISE

HOUSING PLAN & PROJECT

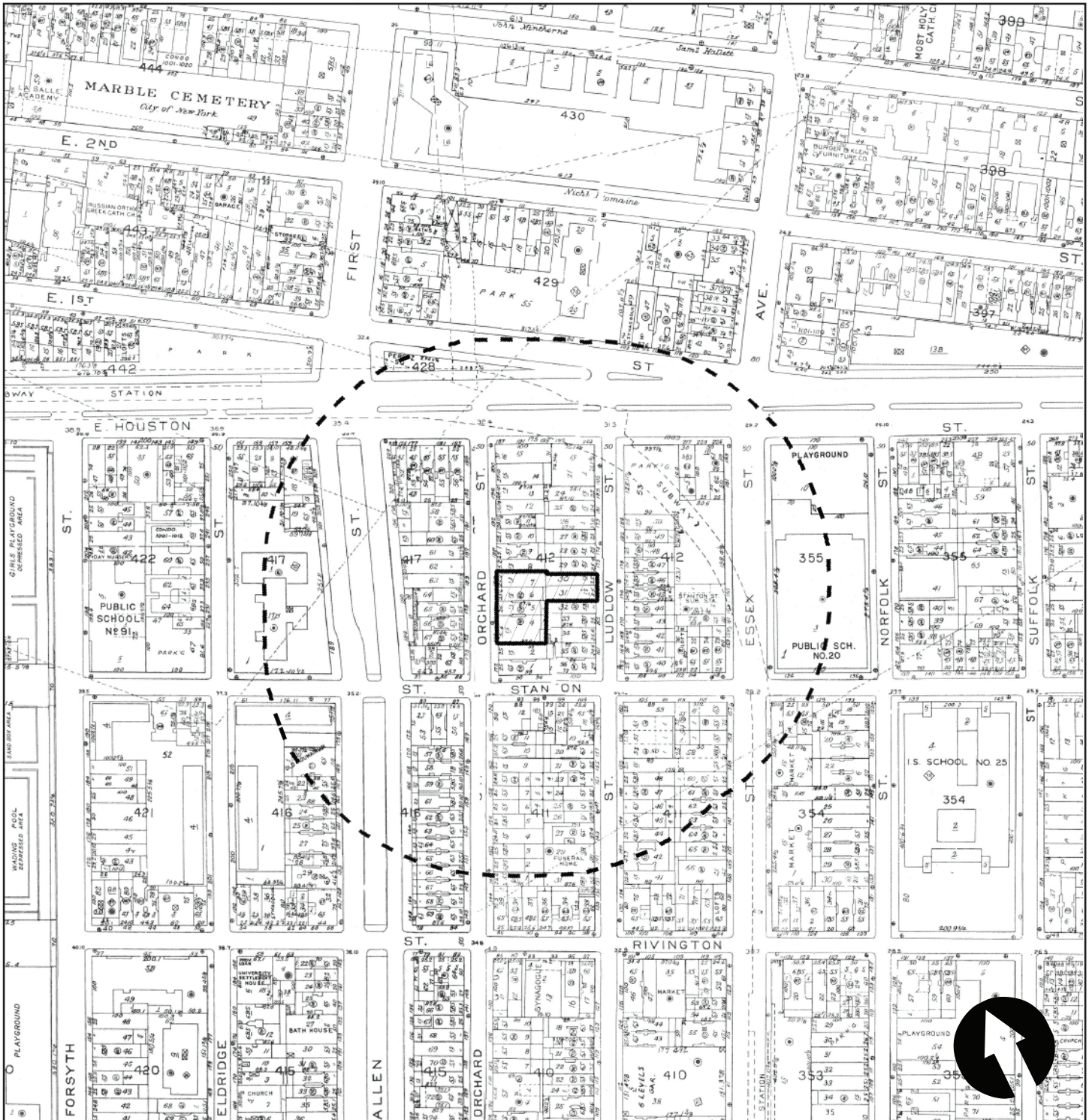
OTHER, explain:

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Sections 13-45 and 13-451

**Board of Standards and Appeals:**  YES  NO

<input type="checkbox"/> VARIANCE (use) <input type="checkbox"/> VARIANCE (bulk) <input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION	
<b>Department of Environmental Protection:</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:	
<b>Other City Approvals Subject to CEQR</b> (check all that apply)	
<input type="checkbox"/> LEGISLATION <input type="checkbox"/> RULEMAKING <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES <input type="checkbox"/> 384(b)(4) APPROVAL <input type="checkbox"/> OTHER, explain:	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: <input type="checkbox"/> POLICY OR PLAN, specify: <input type="checkbox"/> FUNDING OF PROGRAMS, specify: <input type="checkbox"/> PERMITS, specify:
<b>Other City Approvals Not Subject to CEQR</b> (check all that apply)	
<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL <input type="checkbox"/> OTHER, explain:
<b>State or Federal Actions/Approvals/Funding:</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:	
<b>6. Site Description:</b> <i>The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.</i> <b>Graphics:</b> <i>The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.</i>	
<input checked="" type="checkbox"/> SITE LOCATION MAP <input checked="" type="checkbox"/> TAX MAP <input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP <input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<b>Physical Setting</b> (both developed and undeveloped areas)	
Total directly affected area (sq. ft.): 15,679 sf (Lot Area)	Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): 15,679 sf	Other, describe (sq. ft.): N/A
<b>7. Physical Dimensions and Scale of Project</b> (if the project affects multiple sites, provide the total development facilitated by the action)	
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 22,955 sf (total parking area)	
NUMBER OF BUILDINGS: N/A	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): N/A
HEIGHT OF EACH BUILDING (ft.): N/A	NUMBER OF STORIES OF EACH BUILDING: N/A
Does the proposed project involve changes in zoning on one or more sites? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify: The total square feet owned or controlled by the applicant: The total square feet not owned or controlled by the applicant:	
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):	
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length)	VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)	
<b>8. Analysis Year</b> <a href="#">CEQR Technical Manual Chapter 2</a>	
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2014	
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 0 Months (garage is built, but not operational at this time)	
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF MULTIPLE PHASES, HOW MANY? N/A	
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:	
<b>9. Predominant Land Use in the Vicinity of the Project</b> (check all that apply)	
<input checked="" type="checkbox"/> RESIDENTIAL <input type="checkbox"/> MANUFACTURING <input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK/FOREST/OPEN SPACE <input checked="" type="checkbox"/> OTHER, specify: Mixed-Use; Institutional

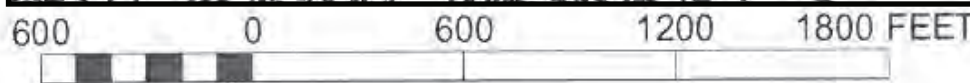


Project Site



400' Radius





Project Site
  400' Radius

### ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

**Major Zoning Classifications:**  
 The number(s) and/or letter(s) that follows on R, C or M (District) designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

**R** - RESIDENTIAL DISTRICT  
**C** - COMMERCIAL DISTRICT  
**M** - MANUFACTURING DISTRICT

**REZONING AREAS:**  
 EFFECTIVE DATE(S) OF REZONING:  
 -- 29-2009 C 080334 MMK

**SPECIAL PURPOSE DISTRICT:**  
 The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

**D** - RESTRICTIVE DECLARATION  
**E** - CITY ENVIRONMENTAL QUALITY REVIEW DECLARATION

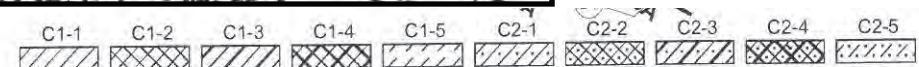
**e2** - REFERS TO BLOCKS WITH LOTS SUBJECT TO DECP DESIGNATION E-136. SEE C.P. APPLICABLE (CEQP DECLARATIONS) FOR LIST OF AFFECTED BLOCK AND LOTS.  
**e4** - REFERS TO BLOCKS WITH LOTS SUBJECT TO DECP DESIGNATION E-216. SEE C.P. APPLICABLE (CEQP DECLARATIONS) FOR LIST OF AFFECTED BLOCK AND LOTS.

**(C) MAP CHANGE(S):**  
 ▲▲▲ 3-21-2009 C 040416 MMK  
 ▲▲ 5-21-2009 C 040417 MMK  
 ▲ 5-21-2009 C 040416 MMK

**MAP KEY**

8b	8d	9b
12a	<b>12c</b>	13a
12b	12d	13b

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

**180 Orchard Street Public Parking Garage EAS**

**Figure 2  
Zoning Map**



**NYC Digital Tax Map**

Effective Date : 10-27-2009 13:15:18  
End Date : Current  
Manhattan Block: 412



**Legend**

- Streets
- Miscellaneous Text
- ↓ Possession Hooks
- - - - - Boundary Lines
- ↓ Lot Face Possession Hooks
- Regular
- Underwater
- Yellow Tax Lot Polygon
- Blue Condo Number
- Light Blue Tax Block Polygon



**Approximate Limits of Property**

0 5 10 20 30 40 Feet

**DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS**

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>LAND USE</b>				
<b>Residential</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
<b>Commercial</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Vacant Building Shell	Hotel; Retail	Hotel; Retail	Hotel & Retail Use
Gross floor area (sq. ft.)	162,126 GSF	162,126 GSF	162,126GSF	162,126 GSF
<b>Manufacturing/Industrial</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
<b>Community Facility</b>	<input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type	TBD	TBD	TBD	TBD
Gross floor area (sq. ft.)	845 GSF	845 GSF	845 GSF	845 GSF
<b>Vacant Land</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
<b>Publicly Accessible Open Space</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
<b>Other Land Uses</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
<b>PARKING</b>				
<b>Garages</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces		46 Spaces	99 Spaces	53 spaces
No. of accessory spaces		0	0	No Increment
Operating hours		24/7	24/7	No Increment
Attended or non-attended		Attended	Attended	No Increment
<b>Lots</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
<b>Other</b> (includes street parking)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
<b>POPULATION</b>				
<b>Residents</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				



	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Businesses</b>	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. and type		Public Parking Garage	Public Parking Garage	Public Parking Garage
No. and type of workers by business		1 Employee	1 Employee	1 Employee
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	1 Employee per 50 parking spaces.			
<b>Other</b> (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
<b>ZONING</b>				
Zoning classification	C4-4A	C4-4A	C4-4A	No Increment
Maximum amount of floor area that can be developed	62,444 ZFA	62,444 ZFA	62,444 ZFA	No Increment
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential; Commerical; Institutional; Mixed-Use	Residential; Commerical; Institutional; Mixed-Use	Residential;Commerical; Institutional; Mixed-Use	Residential; Commerical; Institutional; Mixed-Use
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**Part II: TECHNICAL ANALYSIS**

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

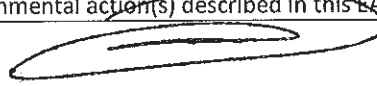
- If the proposed project can be demonstrated not to meet or exceed the threshold, check the “no” box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the “yes” box.
- For each “yes” response, provide additional analyses (and, if needed, attach supporting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

	YES	NO
<b>1. LAND USE, ZONING, AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the <a href="#">Consistency Assessment Form</a> .		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?		
▪ If “yes,” answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?		
▪ If “yes,” answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?		
▪ If “yes,” answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?		
▪ If “yes,” answer question 2(b)(v) below.		
(b) If “yes” to any of the above, attach supporting information to answer the relevant questions below. If “no” was checked for each category above, the remaining questions in this technical area do not need to be answered.		
<b>i. Direct Residential Displacement</b>		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?		
o If “yes,” is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
<b>ii. Indirect Residential Displacement</b>		
o Would expected average incomes of the new population exceed the average incomes of study area populations?		
o If “yes:”		
▪ Would the population of the primary study area increase by more than 10 percent?		
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?		
o If “yes” to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?		
<b>iii. Direct Business Displacement</b>		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?		
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,		

	YES	NO
enhance, or otherwise protect it?		
<b>iv. Indirect Business Displacement</b>		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Effects on Industry</b>		
o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>		
<b>(a) Direct Effects</b>		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b) Indirect Effects</b>		
<b>i. Child Care Centers</b>		
o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
<b>ii. Libraries</b>		
o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iii. Public Schools</b>		
o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iv. Health Care Facilities</b>		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Fire and Police Protection</b>		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>		
<b>(a)</b> Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b)</b> Is the project located within an under-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(c)</b> If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
<b>(d)</b> Is the project located within a well-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(e)</b> If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
<b>(f)</b> If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(g)</b> If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		
o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	<input type="checkbox"/>	<input type="checkbox"/>


	YES	NO
percent?		
<ul style="list-style-type: none"> <li>o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered?</li> </ul> Please specify:	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
<b>6. HISTORIC AND CULTURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 9</a>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the <a href="#">GIS System for Archaeology and National Register</a> to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. Refer to Attachment B, "Supplemental Screening" for details.		
<b>7. URBAN DESIGN AND VISUAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 10</a>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in <a href="#">Chapter 10</a> .		
<b>8. NATURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 11</a>		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of <a href="#">Chapter 11</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the <a href="#">Jamaica Bay Watershed</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the <a href="#">Jamaica Bay Watershed Form</a> and submit according to its <a href="#">instructions</a> .		
<b>9. HAZARDOUS MATERIALS:</b> <a href="#">CEQR Technical Manual Chapter 12</a>		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in <a href="#">Appendix 1</a> (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. WATER AND SEWER INFRASTRUCTURE:</b> <a href="#">CEQR Technical Manual Chapter 13</a>		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input type="checkbox"/>
(c) If the proposed project located in a <a href="#">separately sewered area</a> , would it result in the same or greater development than that listed in Table 13-1 in <a href="#">Chapter 13</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): N/A		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): N/A		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? **It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed)	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in <a href="#">Chapter 18</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See <u>Local Law 22 of 2008</u> ; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. NOISE: CEQR Technical Manual Chapter 19</b>		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in <u>Chapter 19</u> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
<b>17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20</b>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <u>Chapter 20</u> , "Public Health." Attach a preliminary analysis, if necessary.		
<b>18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21</b>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <u>Chapter 21</u> , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
<b>19. CONSTRUCTION: CEQR Technical Manual Chapter 22</b>		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <u>Chapter 22</u> , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. The Proposed Garage would be located in the NYS N/R Lower East Side Historic District. As the ground floor, cellar and sub-cellar are already excavated, no in-ground disturbance is anticipated. Refer to Attachment B, "Supplemental Screening" for additional details.		
<b>20. APPLICANT'S CERTIFICATION</b>		
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.		
Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.		
APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
MEIR COHEN		September 16, 2014
PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.		

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

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

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potentially Significant Adverse Impact	
	YES	NO
<b>IMPACT CATEGORY</b>		
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?  If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Check determination to be issued by the lead agency:		
<input type="checkbox"/> <b>Positive Declaration:</b> If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).		
<input type="checkbox"/> <b>Conditional Negative Declaration:</b> A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.		
<input checked="" type="checkbox"/> <b>Negative Declaration:</b> If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see <a href="#">template</a> ) or using the embedded Negative Declaration on the next page.		
<b>4. LEAD AGENCY'S CERTIFICATION</b>		
TITLE Deputy Director, EARD	LEAD AGENCY NYC Department of City Planning	
NAME Olga Abinader	DATE October 16, 2014	
SIGNATURE 		

**NEGATIVE DECLARATION (Use of this form is optional)**

**Statement of No Significant Effect**

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, \_\_\_\_\_ assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

**Reasons Supporting this Determination**

The above determination is based on information contained in this EAS, which that finds the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	



# **ATTACHMENT A**

## **180 Orchard Street Public Parking Garage EAS ATTACHMENT A: PROJECT DESCRIPTION**

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### **I. INTRODUCTION**

The Applicant, 180 Orchard Retail LLC (the “Applicant”), is requesting a special permit from the New York City Planning Commission (CPC), pursuant to Sections 13-45 and 13-451 of the Zoning Resolution of the City of New York (ZR) to allow for the development of a below-grade, attended, 99-space public parking garage (“Proposed Garage”) at 180 Orchard Street in Manhattan Community District 3. The Proposed Garage is located on the ground floor, cellar and sub-cellar level of an as-of-right mixed use building currently under construction. The 24-story building would include a 152,620 square foot (sf) hotel, 9,506 sf of retail space and 845 sf of community facility space. The Proposed Garage would have exclusive ingress and egress from Ludlow Street via a 20 foot curb cut leading to an entrance/exit ramp. The applicant seeks approval of a special permit for the expansion of the permitted as-of-right parking capacity of 46 accessory spaces to 99 public parking spaces (for a total increment of 53 spaces) (the “Proposed Action”).

The project site was subject to a prior CPC action, a land use application for a special permit (100371ZSM) pursuant to ZR Sections 13-562 and 74-52 was filed on May 5, 2010. Specifically, the application requested the approval for an attended 118-space public parking garage within a partially constructed building. Construction of the as-of-right mixed-use building was on hold, and the applicant proposed to use the already constructed, below-grade, parking area as a temporary public parking garage. The use would have been limited to a term of 10 years. The application was subsequently withdrawn on May 9, 2013.

Located on 180 Orchard Street (Block 412, Lots 1001, 1002, 1003 (formally Lot 5)) in the Lower East Side neighborhood of Manhattan (see Figure A-1), the Proposed Garage would occupy the ground floor, cellar and sub-cellar level of the under-construction, as-of-right development with a parking floor space of approximately 22,955 sf and 25 double-height parking stackers. The development site is part of a zoning lot that includes 12 other lots on Block 412 (Lots 8-11, 27-29 and 32-36) containing residential and commercial uses. The Proposed Garage is located on a block bounded by Stanton Street to the south, Ludlow Street to the east, East Houston Street to the north, and Orchard Street to the west, and within a C4-4A Commercial District and the Lower East Side Historic District, a New York State and National Register Historic District. The Proposed Garage, which is currently excavated and built out but not operation, is anticipated to be operational by late 2015.

### **II. EXISTING CONDITIONS**

#### **Land Use**

##### ***Project Site***

The Project Site is located at 180 Orchard Street, situated on an approximately 15,611 sf ‘L’ shaped lot with frontage on Orchard Street to the west and Ludlow Street to the east. The project site is part of a zoning lot that includes, in addition to the Project Site, Block 412, Lots 8, 9, 10, 11, 27, 28, 29, 32, 33, 34, 35, and 36 and extends south to Stanton Street. The Project Site has frontage both on Orchard Street and Ludlow Street and the proposed mixed-use building is currently under construction (refer to Figure A-2 for site photos). Under the Proposed Action, the Proposed Garage would occupy the ground floor, cellar



180 Orchard Street Public Parking Garage EAS

Figure A-1  
Site Aerial



1 Existing commercial uses and view looking south from East Houston.



2 Project site frontage on the east side of Orchard Street.



3 Street view looking south at the project site on Orchard Street.



4 Proposed garage entrance on the west side of Ludlow Street.

**180 Orchard Street Public Parking Garage EAS**

**Figure A-2  
Project Site and immediate Vicinity**

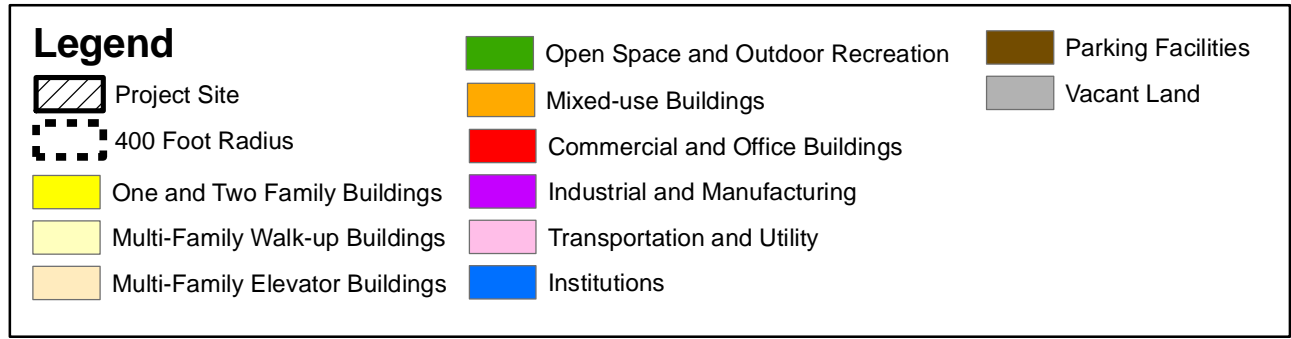
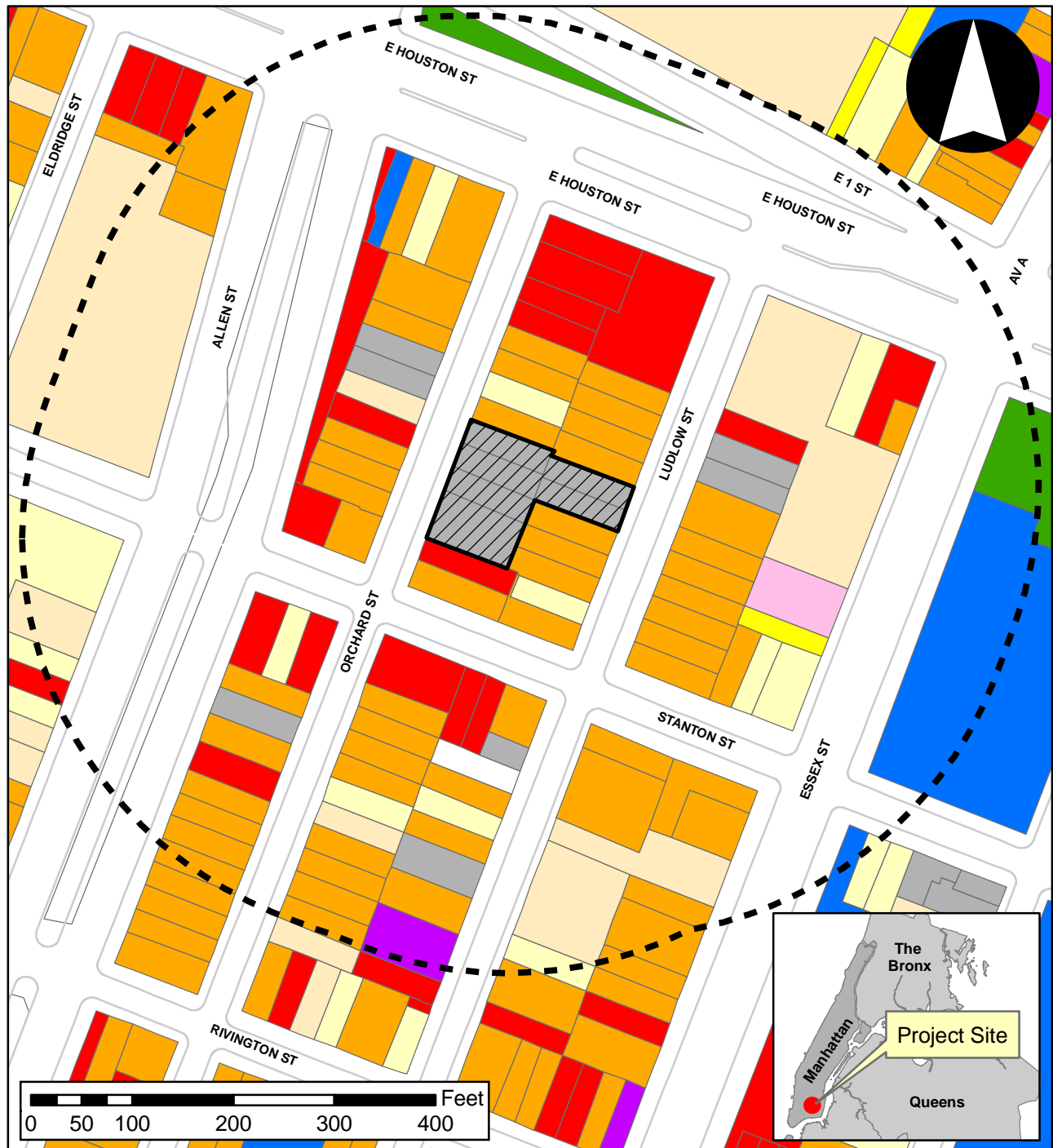


5 Street view looking south on Ludlow Street at the project site.



6 Project site frontage on the west side of Ludlow Street.

Project Location



and sub-cellar levels of the under construction, as-of-right mixed-use building. These levels have been excavated, built-out and are currently vacant. Additionally, the project site has frontage on Ludlow Street, where access to the proposed garage would be exclusively located.

The project is located in the Lower East Side Historic District, a New York State and National Register listed district that comprises approximately 20 blocks in area. This district is generally bound by Allen Street to the west, East Houston to the north, Essex Street to the east and Eldridge Street to the southwest and East Broadway and Grand Street to the southeast. As shown in Figure A-3, many of the buildings on the Lower East Side were former tenement buildings that continue to be occupied by residential and commercial uses.

### ***Surrounding Uses***

Present day land uses within the surrounding area of the Project Site primarily include a mix of commercial establishments, multi-family residential buildings, and parks/outdoor recreation and institutions. These land uses are consistent with the make-up of the Lower East Side neighborhood which is characterized by medium-rise buildings and ground floor storefronts. The blocks surrounding the Project Site along Orchard and Ludlow Streets include commercial uses such as restaurants, local boutiques, small offices and banks that are typically located on the ground floor level of mixed-use buildings. Recent developments include medium and high-rise hotels and residential developments. A few other hotels are also located within the surrounding area, including the SIXTY LES (190 Allen Street) one block west of the Project Site, the Hotel on Rivington (107 Rivington Street), Hotel East Houston (151 East Houston Street) and the GEM Hotel (135 East Houston Street). An 8-story Holiday Inn (150 Delancey Street) recently opened in the area. The Essex Street Retail Market is located two blocks southeast of the Project Site.

Residential buildings within the Lower East Side neighborhood commonly feature medium-rise 5 or 6 story apartment buildings that may also contain ground-floor retail or other commercial uses. Prior to the adoption of the Lower East Side/East Village Rezoning in 2008, there had been a trend towards higher-density residential development which resulted in the construction of a number of tall residential buildings such as the 15-story Blue Condominium at 100 Norfolk Street and the 23-story residential building, The Ludlow (188 Ludlow Street).

The surrounding neighborhood provides many options for recreation. Two blocks west of the Proposed Garage is the Sara D Roosevelt Park, a tree lined, 163,046 sf City Park that extends from East Houston Street to Canal Street between Chrystie and Forsyth Streets. Additional open space resources in close proximity to the Project Site include First Park, located approximately one block to the northwest of the Proposed Garage and ABC Playground, located two blocks east of the Project Site. Several institutional uses are also found within the vicinity of the Project Site, including The Cardinal Spellman Center/Catholic School and Meltzer Senior Citizen Center one block to the north, P.S. 020 Anna Silver Elementary School and I.S. 25 two blocks to the east, Rivington House Nursing Home and University Settlement Society Houses are two blocks to the west. The area surrounding the Proposed Garage site also includes some vacant lots on Blocks 411, 412 and 354. Commercial uses are found further west and south of the Project Site.

## **Zoning**

### *Lower East Side/East Village Rezoning*

On Nov. 19, 2008, the New York City Council adopted the Lower East Side/East Village Rezoning (C080397 ZMM) affecting 111 blocks within an area generally bound by East 13<sup>th</sup> Street, Avenue D, East Houston Street, Pitt Street, Ludlow Street, Grand Street, the Bowery and Third Avenue in Community District 3 of Manhattan. The goals of the rezoning were to foster new development that is more reflective of the built character and neighborhood scale within the rezoning area and to create new opportunities for affordable housing (where appropriate). To achieve these goals, the 2008 rezoning established contextual zoning districts (R7A, R7B, R8B, C4-4A, R8A, C6-2A) with height limits and provided opportunities for residential growth along the area's widest streets which are well served by bus or subway lines.

As a consequence of this rezoning, the construction of the mixed-use development at the Project Site, which commenced in 2006, does not comply with the current zoning designation. The former owners of the site applied for and obtained a determination from the Board of Standards and Appeals (BSA) on March 15, 2011, that construction of the new building was vested under Section 11-332 of the Zoning Resolution and was permitted to continue under the provisions of the C6-1 commercial zoning district (BSA Cal. No. 201-10 BZY). On March 19, 2013, the BSA approved a second extension of time to complete construction (BSA Cal. No. 201-10 BZYII).

The Project Site is zoned C4-4A which is a contextual zoning district. C4-4A districts are typically mapped in more densely built areas and permit a maximum Floor Area Ratio (FAR) of 4.0 for commercial and residential uses<sup>1</sup>. Buildings within C4-4A districts cannot penetrate the sky exposure plane, which begins 60 feet above the street line. No parking is required under zoning at the Project Site as none is required within the Manhattan Core. Predominant zoning classifications in the vicinity of the Proposed Garage include R8B and R7A residential districts to the north and east; C4-4A, C6-2A, C6-4A, C6-1 commercial zoning districts to the south; and C6-1, C6-3A districts to the west. The Special Transit Land Use District (TA) is located four blocks northwest of the Project Site, and Little Italy Special District is located approximately five blocks to the west.

## **III. PROJECT PURPOSE AND NEED**

The Proposed Action would allow for a maximized use of the Proposed Garage in the already excavated and built out, yet vacant, cellar and sub-cellar levels at the Project Site. Currently, the site is occupied by construction of the proposed 24-story mixed-use building, which includes a 295-room hotel, 9,506 sf of retail space and 845 sf of community facility space. The Proposed Garage would serve the guests of the hotel, customers of the retail uses and the needs of the predominately residential developments in the area. The Proposed Garage would introduce 99 new public parking spaces and provide parking to the surrounding neighborhood where the demand for residential parking has not been accompanied by any increase in the availability of parking spaces. An analysis of data provided by DCP, performed in accordance with the Section 13-451 Application Guidelines (Version 2.9) issued by DCP indicates that there has been a net increase in the number of residential units within a 1/3 mile radius of the Proposed Garage. A memo prepared by Philip Habib and Associates as part of the ULURP application for the Proposed Action (130321ZSM) identified at least 37 new residential developments over the past 11 years (2003-2014), and another 10 new residential developments expected to be complete in or by 2015. By the

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<sup>1</sup> An increase in residential FAR is permitted in C4-4A districts with an Inclusionary Housing Program bonus.



time the new building is complete, these 47 developments would result in a net increase of 1,993 dwelling units, and only 7 of these developments are expected to provide on-site parking spaces. The increase in development in the area, with a concomitant increase in the demand for parking, has been accompanied by a net decrease in the number of available parking. Thus, the Proposed Garage would accommodate all the demand from the mixed-use building at the Project Site and serve the predominately residential developments in the area. It would not add to the existing parking demand or increase the parking shortfalls in the neighborhood.

The historic, cultural and retail amenities within the Lower East Side neighborhood attract a large number of visitors to the area. As this area also continues to attract new residents these trends will further contribute to the growing demand for parking in the neighborhood. Furthermore, given development patterns in the Lower East Side neighborhood, it is expected that the few remaining vacant lots within the study area would be eventually developed with residential, commercial or mixed uses. As such, the demand for parking within the study area is also expected to increase.

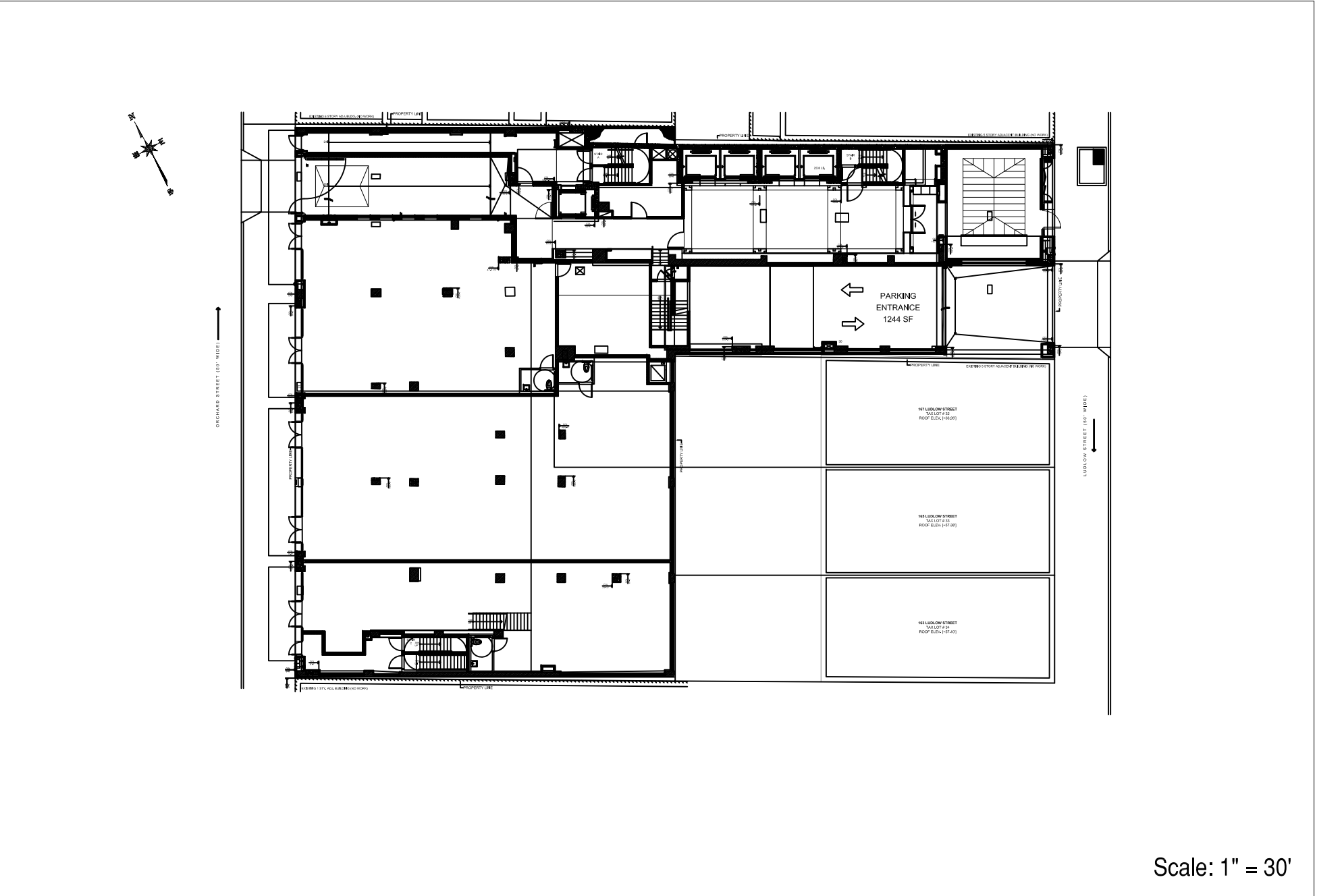
#### **IV. FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD SCENARIO)**

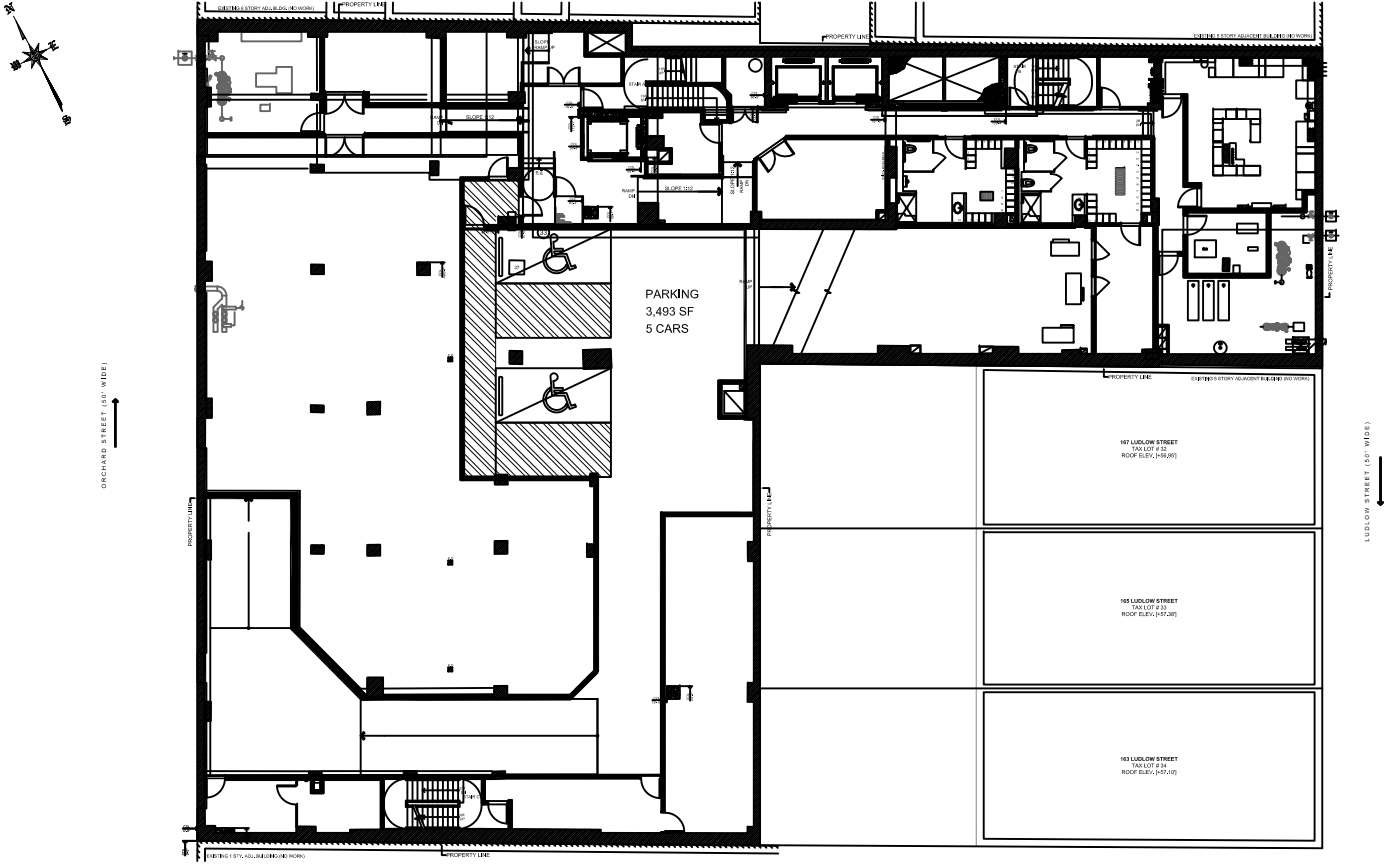
Without the Proposed Action, under No-Build conditions, it is expected that the as-of-right, 24-story, mixed used building would be constructed with 46 as-of-right accessory parking spaces. The parking spaces would be located on the existing cellar and sub-cellar level of the proposed building (see Figures A-4, A-5 and A-6) and would include a 152,620 sf hotel, 9,506 sf of retail space and 845 sf of community facility space. Access to the garage would still be exclusively provided on Ludlow Street via a ramp.

#### **V. FUTURE WITH THE PROPOSED ACTION (BUILD SCENARIO)**

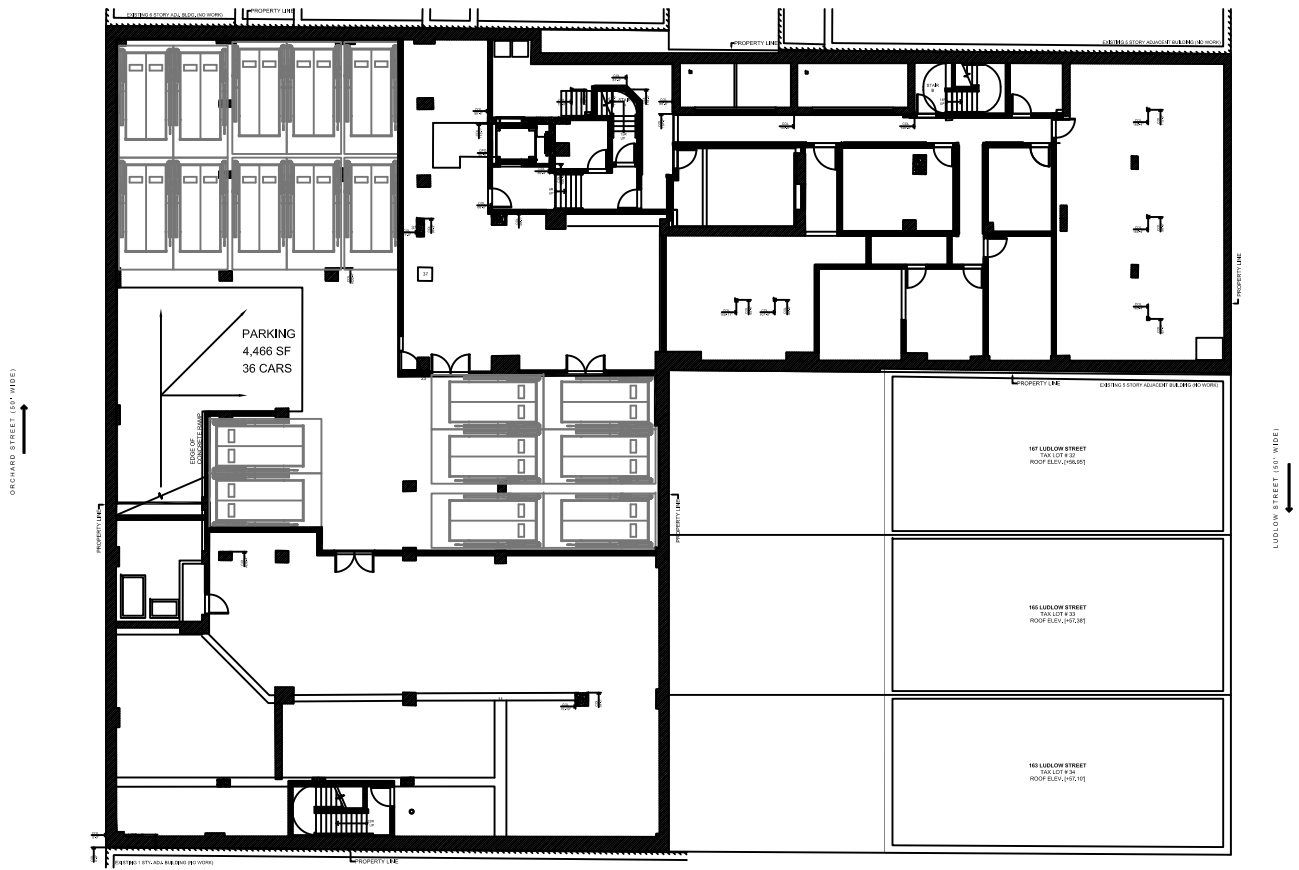
The Proposed Action is for a CPC special permit pursuant to Sections 13-45 and 13-451 of the Zoning Resolution to allow a 22,955 sf, 99-space public parking garage beneath a planned, as-of-right mixed use building which would include a hotel, retail and community facility space at 180 Orchard Street. The special permit would allow an increase in the licensed capacity from 46 as-of-right accessory parking spaces to 99 public parking spaces (for an increment of 53 spaces). As shown in Figures A-8 and Figure A-9 the requested spaces would be located in the already built cellar and sub-cellar levels of the planned hotel. Ingress and egress to the parking garage would be via a ground level ramp at the Ludlow Street frontage.

Under the Build Condition, the Proposed Garage would be accessed by a 20-foot wide curb cut located on the west side of Ludlow Street. The Proposed Garage would occupy 1,750 sf of garage area at the ground level, 8,100 sf garage area in the cellar and approximately 9,320 sf of garage area in the sub-cellar level. Approximately 3,825 sf of stacker level space would also be included in the garage area for a total of 22,955 sf of garage area at the Project Site. The Proposed Garage would contain 25 double-height vehicle stackers, all of which would be located on the sub-cellar level, to maximize the parking capacity to a total of 99 spaces. Vehicles entering the garage would drive down a two-way ramp from the Ludlow Street curb cut entrance, turn to the left and come to a stop outside of the parking attendant office. Patrons of the Proposed Garage would deliver their vehicles to the attendants' station and vehicles would be parked by attendants, either on the cellar level, or the attendants would take the vehicle down to the sub-cellar level through a ramp located on the southwest corner of the cellar level. The cellar level would also offer a 100 sf bicycle parking area with 10 spaces and would be located on the east wall in the cellar. The bicycle parking would also be accessible via the main ramp from Ludlow Street.





Scale: 1" = 30'



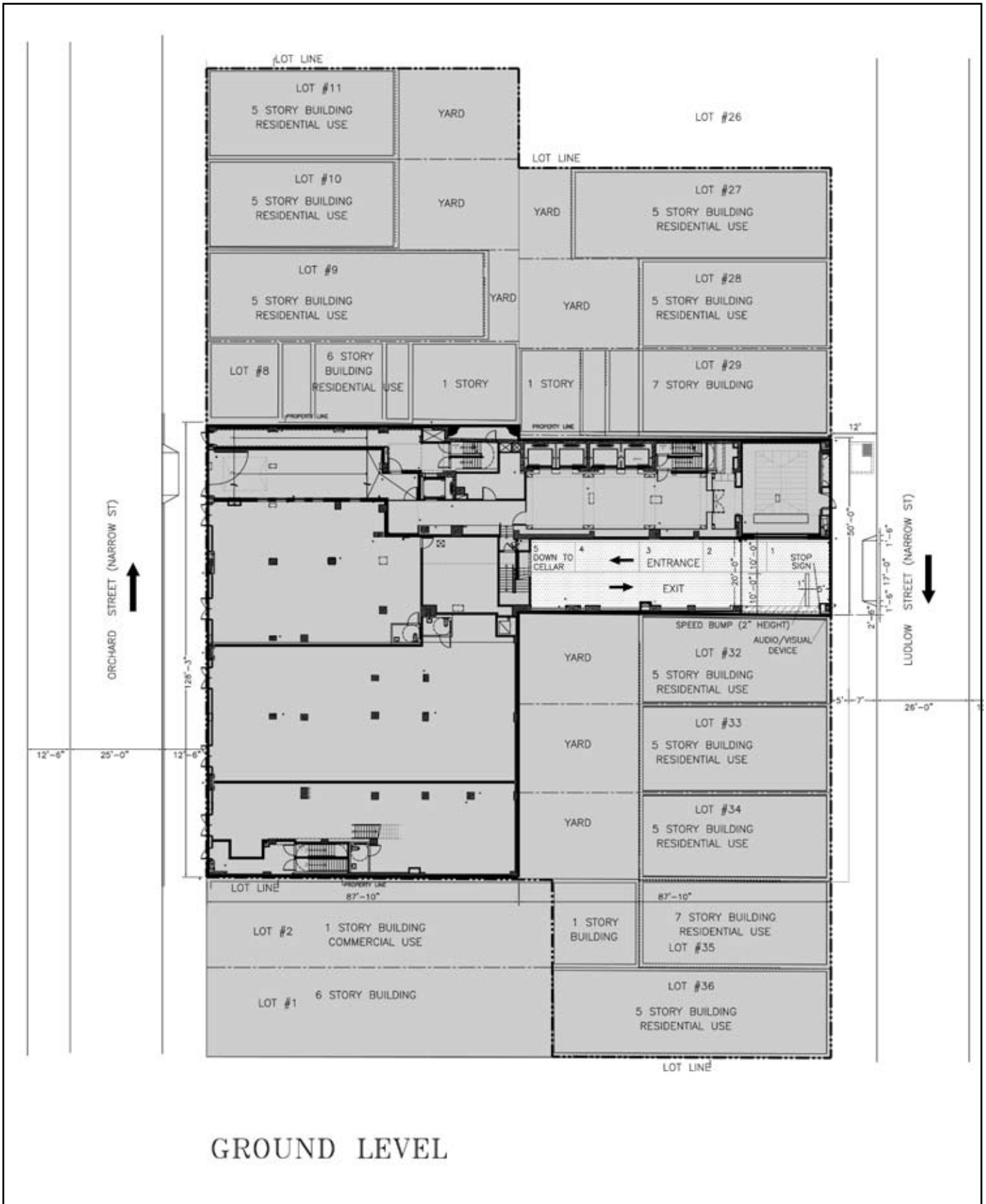
Scale: 1" = 30'

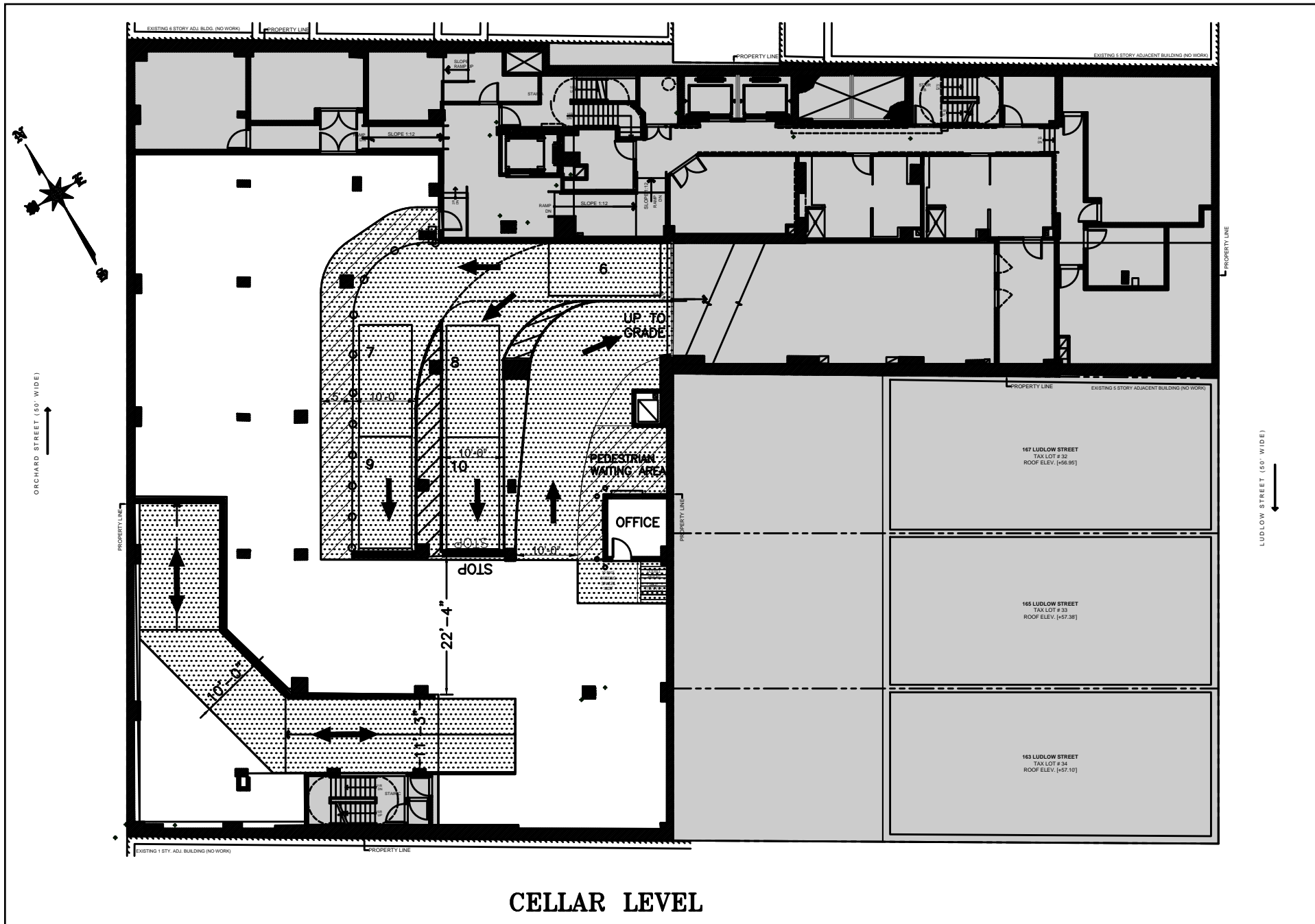
Measures to improve pedestrian circulation would also be made with the Proposed Action, including clearly posted pedestrian routes to and from the garage access points. These routes would have warning devices placed at all potential pedestrian and vehicular conflict points. Cashier's booths and car pick-up and patron waiting areas would be located so as to provide patron security and safety enroute to and at these locations. Additionally, visual and audible warning devices would be placed at the vehicular egress point (sidewalks).

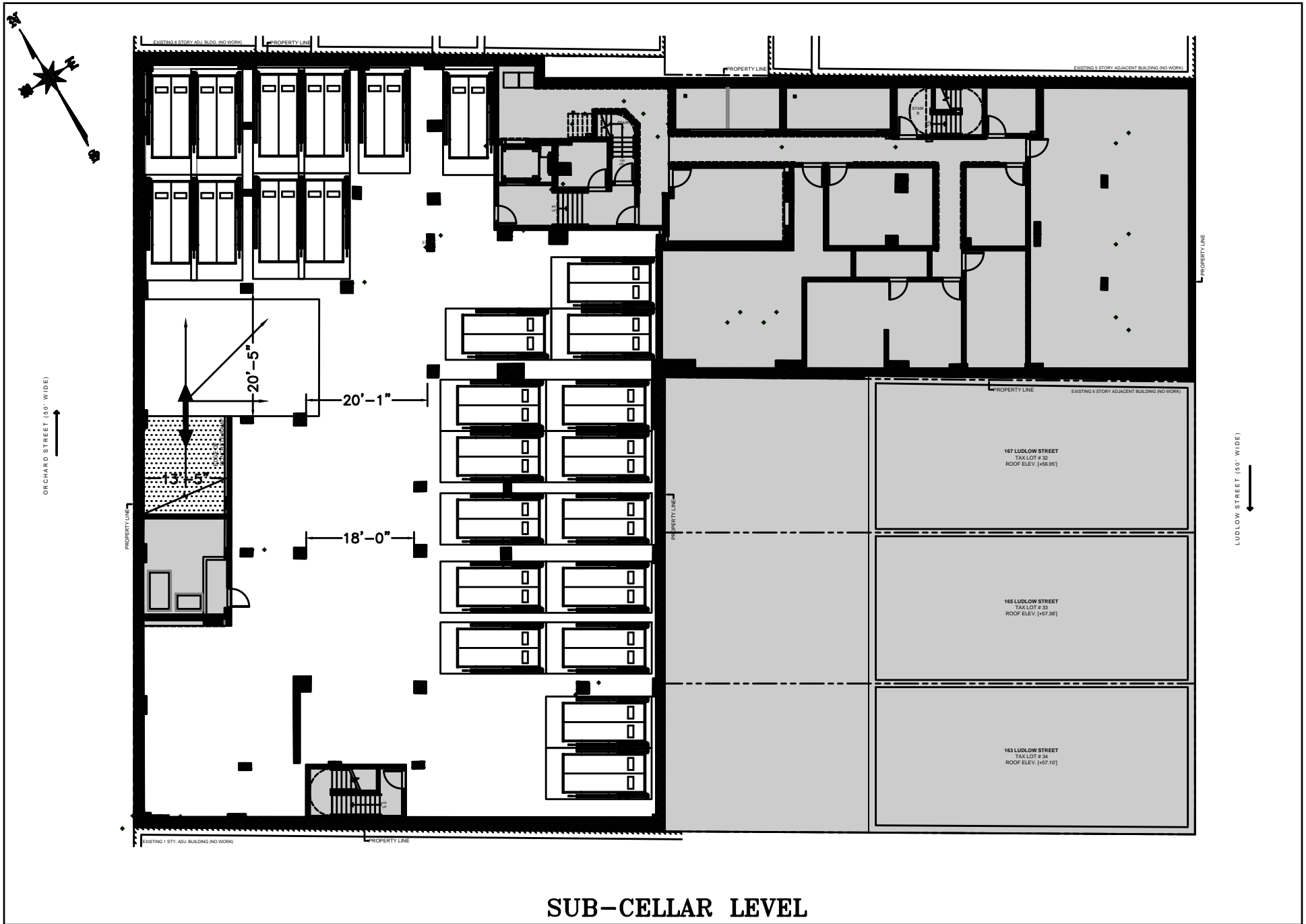
With the Proposed Action, the construction of the aboveground structure is expected to continue and would result in a completed, 22,955 sf public parking garage occupying the cellar and sub-cellar levels of the proposed 24-story building. The mixed-use building would also include a 152,620 sf, 295-room hotel, 9,506 sf of retail space and 845 sf of community facility space. The public parking garage is expected to be operational by late 2015.

## **VI. REQUIRED APPROVALS**

The applicant seeks a special permit from the City Planning Commission, pursuant to Sections 13-45 and 13-451 of the Zoning Resolution of the City of New York. The requested special permit is a discretionary action that is subject to both the Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR). ULURP is a process that allows public review of Proposed Actions at four levels: the Community Board, the Borough President, the City Planning Commission, and the City Council. Under the procedure, there are mandated time limits for review at each stage to ensure a maximum review period of seven months. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment.









## **ATTACHMENT B**

**180 Orchard Street Public Parking Garage EAS**  
**ATTACHMENT B: SUPPLEMENTAL SCREENING**

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## **I. INTRODUCTION**

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the *2014 City Environmental Quality Review (CEQR) Technical Manual*. For each technical area, thresholds are defined which if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the proposed action to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. The technical areas that warranted a “Yes” answer in Part II of the EAS form were Historic Resources, Noise and Construction. As such, a supplemental screening assessment for each area is provided in this attachment. The remaining technical areas detailed in the *2014 CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts.

As described in Attachment A, “Project Description,” The Proposed Action is for a special permit from the New York City Department of City Planning (DCP) pursuant to the New York Zoning Resolution (ZR) Sections 13-45 and 13-451 to allow for the creation of a 22,955 square foot (sf), below grade, attended, 99-space public parking garage (the “Proposed Garage”) within the ground floor, cellar and sub-cellar levels of an as-of-right, mixed-use building currently under construction. The mixed-use building would include an as-of-right 295-room hotel use (152,620 sf), commercial use (9,506 sf of retail) and community facility space (845 sf) and would be located at 180 Orchard Street within the Lower East Side neighborhood of Manhattan. Compared to the No-Action condition, the Proposed Action would result in a net increment of 53 parking spaces and the proposed garage is expected to be operational by late 2015.

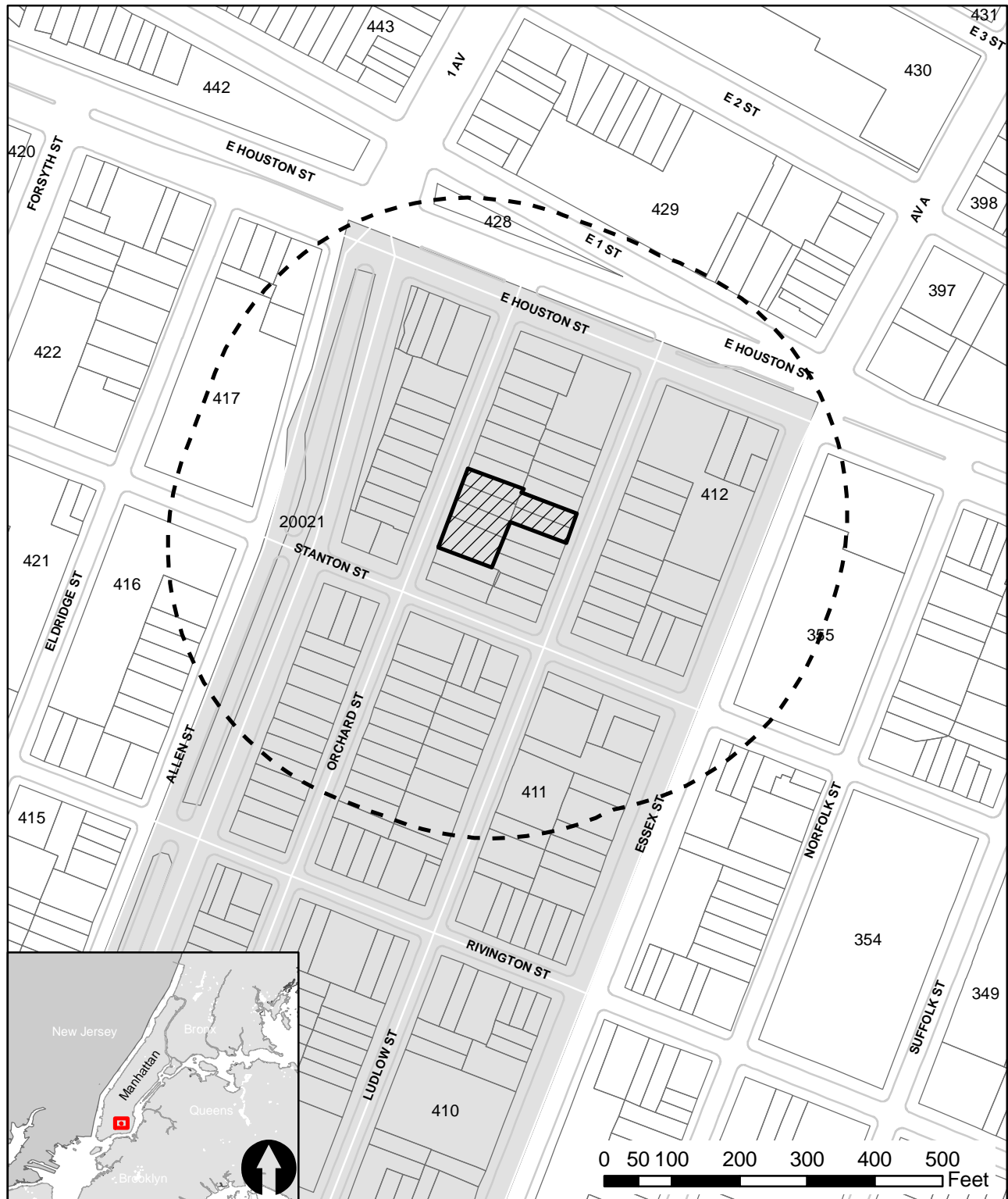
## **II. HISTORIC RESOURCES**

Pursuant to CEQR methodology, historic resources include both architectural and archaeological resources. Architectural resources include historically important buildings, structures, objects, sites and districts. They also include bridges, canals, piers, wharves and transfer bridges that may be partially or wholly visible above ground. Archaeological resources are physical remains, usually subsurface, of prehistoric and historic periods such as burials, foundations, artifacts, wells and privies.





The Proposed Garage is located within the Lower East Side Historic District, a New York State and National Register (S/NR) Historic District, which was certified by the New York State Office of Parks, Recreation and Historic Preservation on July 11, 2000 (refer to Appendix A). The district covers a 20 block area generally bounded by Allen Street to the west, East Houston to the north, Essex Street to the east, Canal Street and Eldridge Street to the southwest and East Broadway and Grand Street to the southeast in Manhattan (see Figure B-1).

### **Archaeological Resources**

An assessment of archaeological resources is usually needed for projects that require in-ground disturbance, unless such disturbance results in an area that has already been excavated. The Project Site is comprised of three tax lots (Lots 1001, 1002, and 1003 (formerly Lot 5)) on Block 412 and is currently occupied by the construction of the proposed new building. The ground floor, cellar and sub-cellar levels



**Legend**

-  Project Site
-  400 Feet Radius
-  410 Tax Block Number
-  Lower East Side Historic District

have been excavated, built out and are currently vacant. Therefore, no additional excavation or in-ground disturbances are anticipated at the site. Furthermore, in a letter dated November 4, 2009 (refer to Appendix B), the New York City Landmarks Preservation Committee (LPC) determined that none of the lots that comprise the Project Site have archaeological significance. Therefore a detailed analysis of archaeological resources is not warranted as no significant adverse impacts are anticipated with the Proposed Garage.

### **Architectural Resources**

According to the *2014 CEQR Technical Manual* guidelines, impacts on historic resources are considered only on those sites affected by the proposed action and in the area surrounding identified development sites. The historic resources study area is therefore defined as the Project Site, plus an approximate 400-foot radius around it. This is the area in which it is expected that new development could affect physical, visual and historic relationship of architectural resources. This study area is based on the assumption that direct impacts (e.g., vibration from construction activity), or indirect impacts (e.g., changes to the visual context of an architectural resources) of any significance would not occur outside this study area.

As the Project Site is located within a New York State and National Register Historic District, the Project Site has been determined to possess architectural significance by LPC (see Appendix B). It should be noted, however, that new developments located within an S/NR District are not subject to state approvals or permits, unless the development would be financed with state or federal funding. As the Proposed Garage is included in the development of an as-of-right development that would not be financed by any state or federal financing, no impacts to historic architectural resources are anticipated. Additionally, the National Register of Historic Places (see Appendix B), classifies the Project Site (Lots 1001, 1002 and 1003 (formerly Lot 5)) as a noncontributing building to the Lower East Side Historic District. Therefore, development of the Project Site would not result in any adverse impacts to existing historic resources.

Moreover, as the new as-of-right building under construction on the Project Site is expected to provide the permitted 46 accessory parking spaces at the previously excavated and built-out cellar and sub-cellar levels of the building, the Proposed Garage would not involve additional excavation or construction. Additionally, as the Proposed Garage is located below-grade, it would not have an effect on the height of the as-of-right development or its consequential shadows. Therefore, the Proposed Action would not create any shadows on historic resources in the vicinity of the Project Site. Similarly, as the Proposed Garage is located below-grade within proposed building which would feature an identical exterior and height above-grade in the future, with or without the Proposed Action, there would not be any significant adverse impacts on any historic resources in the surrounding area. Furthermore, the Proposed Garage would not alter the setting or visual context of any historic resource in the area, nor would it eliminate or screen publicly accessible views of any resources as it would be located within the existing cellar and sub-cellar levels of the under construction building at the Project Site. Therefore, no further analysis of historic resources is necessary.

### **III. NOISE**

A noise analysis examines a project for its potential effects on sensitive noise receptors, including the effects on the interior noise levels of residential, commercial, and certain community facility uses, such as hospitals, schools, and libraries. According to the *2012 CEQR Technical Manual* the principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating and air conditioning systems), and construction noise. The

noise levels associated with the environmental noise assessment are not simply hazardous noise levels that can cause hearing loss, but significant noise levels below the hazardous levels that have potential detrimental effects on the quality of life in New York City.

According to the *2014 CEQR Technical Manual*, a detailed mobile source noise analysis is generally required if passenger car equivalent (PCE) values are at least doubled between no-action and action conditions at receptors likely to be most affected by the Proposed Action. Without the Proposed Action, the as-of-right development would be constructed with a permitted 46-space accessory garage in the cellar and sub-cellar levels. With the Proposed Action, the Proposed Garage would be a 99-space public parking garage (for an increment of 53 spaces). With or without the Proposed Action, there would be a generation of new trips to and from the Project Site, but this increment of spaces would not result in the doubling of PCE values between No-Build and Build conditions. As such, action related increases in future traffic volumes in terms of PCE's (Passenger Car Equivalents) would not result in significant increase (3 dBA or more) in noise levels at the Project Site. Therefore, no significant noise impacts are expected to be associated with the proposed action, and no further analysis is warranted.

#### **IV. CONSTRUCTION IMPACTS**

Although usually temporary, construction impacts can include noticeable and disruptive effects from an action that is associated with construction or could induce construction. The Proposed Action would permit 99 public parking spaces within the ground floor, cellar and sub-cellar level of an as-of-right building currently under construction at 180 Orchard Street. It should be noted that the cellar and sub-cellar levels at the Project Site are excavated and built, but the garage is currently not operational. No additional construction of the Proposed Garage is anticipated with the Proposed Action. It is expected that any construction associated with the mixed-use building would be completed by late 2015, with most construction activity occurring between 7:00 AM and 5:00 PM on weekdays. Construction activities for the new building may result in short-term disruption of both traffic and pedestrian movements at the Project Site. This would occur primarily due to the potential temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the site. Additionally, construction may at times result in temporary closings of sidewalks adjacent to the site. However, these conditions would not result in significant adverse impacts on traffic and transportation conditions given the limited duration of any obstructions. Noise associated with construction would be limited to typical construction activities, and would be subject to compliance with the New York City Noise Code and by EPA noise emission standards for construction equipment. These controls and the temporary nature of construction activity will assure that there would be no significant adverse noise impacts associated with construction activity.

Additionally, as described in the Historic Resources section above, the Project Site is within the Lower East Side S/NR Historic District. As described above, the proposed 99-space public parking garage is located within the ground floor, cellar and sub-cellar levels of an as-of-right mixed use development currently under construction. No additional construction with or without the Proposed Action would be required, as the ground floor, cellar and sub-cellar levels are already excavated and built-out. Thus, there would be no significant adverse impacts on any archaeological or historical resources and a detailed analysis of construction impacts is not warranted.

## APPENDIX A

NPS Form 10-900  
(Oct. 1990)  
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior  
National Park Service

### National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

#### 1. Name of Property

historic name Lower East Side Historic District

other names/site number \_\_\_\_\_

#### 2. Location

street & number Bounded by Allen St. on west; E. Houston on north; Essex St. on east; Canal St. & Eldridge St. on southwest; and East Broadway & Grand St. on southeast. [ ] not for publication  
(see Building List at end of Section 7 for specific addresses)

city or town New York [ ] vicinity

state New York code NY county New York code 061 zip code 10002

#### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [ x ] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property [ x ] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ x ] nationally [ ] statewide [ x ] locally. ([ ] see continuation sheet for additional comments.)

*J.W. Allen*  
Signature of certifying official/Title

Deputy Commissioner for Historic Preservation

*6/1 July '03*  
Date

New York State Office of Parks, Recreation & Historic Preservation  
State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] see continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

#### 4. National Park Service Certification

I hereby certify that the property is:

- [ ] entered in the National Register  
[ ] see continuation sheet
- [ ] determined eligible for the National Register  
[ ] see continuation sheet
- [ ] determined not eligible for the National Register

[ ] removed from the National Register

[ ] other (explain) \_\_\_\_\_

Signature of the Keeper

date of action

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## **APPENDIX B**



## **ENVIRONMENTAL REVIEW**

DEPARTMENT OF CITY PLANNING/LA-CEQR-M

11/4/2009

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**Project number**

**Date received**

**Project: 180 ORCHARD STREET PARKING GARAGE**

**Properties with no archaeological significance:**

176 ORCHARD STREET, BBL 1004120004  
180 ORCHARD STREET, BBL 1004120005  
182 ORCHARD STREET, BBL 1004120006  
184 ORCHARD STREET, BBL 1004120007  
171 LUDLOW STREET, BBL 1004120030  
169 LUDLOW STREET, BBL 1004120031

**The following properties possess architectural significance:**

176 ORCHARD STREET, BBL 1004120004  
180 ORCHARD STREET, BBL 1004120005  
182 ORCHARD STREET, BBL 1004120006  
184 ORCHARD STREET, BBL 1004120007  
171 LUDLOW STREET, BBL 1004120030  
169 LUDLOW STREET, BBL 1004120031

These properties are located within the S/NR listed Lower East Side Historic District.

*Gina Santucci*

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11/9/2009

SIGNATURE

DATE