RUPPERT URBAN RENEWAL AREA PARKING GARAGES

ENVIRONMENTAL ASSESSMENT STATEMENT

CEQR # 16DCP022M

Prepared for:
R.Y. Management Company Inc.
Knickerbocker Plaza, LLC

Prepared by:
Philip Habib & Associates

October 26, 2018

Ruppert Urban Renewal Area
Parking Garages

Environmental Assessment Statement

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ENVIRONMENTAL ASSESSMENT STATEMENT
SHORT FORM

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* Ruppert Urban Renewal Area Parking Garages

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
16DCP022M	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
180183 ZSM; 1870182 ZSM; 180181 ZSM	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT R.Y. Management Company Inc. Knickerbocker Plaza, LLC		
NAME OF LEAD AGENCY CONTACT PERSON Olga Abinader, Acting Director DCP Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Ashley Doukas, Associate, Stroock		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 180 Maiden Lane		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10038
TELEPHONE 212-720-3493	EMAIL oabinad@planning.nyc.gov		TELEPHONE 212-806-5772	EMAIL adoukas@stroock.com	

5. *Project Description*

R.Y. Management Company Inc. and Knickerbocker Plaza, LLC (collectively, the "Applicants") are seeking zoning special permits pursuant to Section 13-455 of the New York City Zoning Resolution, "Additional Parking Spaces for Existing Accessory Off-Street Parking Facilities" (the "Proposed Actions") for three existing accessory/public parking garages. The Proposed Actions would allow for the three existing garages with a current combined licensed capacity of 625 self-parking spaces to add 453 combined spaces (1,078 spaces total) as three fully attended garages. This would be accomplished by converting storage space within the three existing garages into new parking areas and by converting the self-parking garages into attended garages. There would be no physical expansion or construction activity to the buildings on the project site as a result of the Proposed Actions.

As shown in Figure 1, the existing garages are located at 1619 Third Avenue (Ruppert Tower), 1641 Third Avenue (Yorkville Tower), and 1751 Second Avenue (Knickerbocker Plaza) in the Upper East Side neighborhood of Manhattan Community District (CD) 8, occupying Block 1536, Lot 7501 (Ruppert Tower), Block 1537, Lot 7501 (Yorkville Tower), and Block 1537, Lot 22 (Knickerbocker Plaza). The Ruppert Tower garage has an existing licensed capacity of 220 spaces and is seeking an increase of 150 spaces for a total of 370 spaces. The Yorkville Tower garage has an existing licensed capacity of 301 spaces and is seeking an increase of 205 spaces for a total of 506 spaces. The Knickerbocker Plaza garage has an existing capacity of 104 spaces and is seeking an increase of 98 spaces for a total of 202 spaces. The proposed garage capacity increases are expected to be completed in 2018.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 8	STREET ADDRESS 1619 Third Avenue; 1641 Third Avenue; 1751 Third Avenue
TAX BLOCK(S) AND LOT(S) Block 1536, Lot 7501; Block 1537, Lot 7501; Block 1537, Lot 22		ZIP CODE 10128
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS East 92nd Street, East 90th Street, Second Avenue, and Third Avenue		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C2-8		ZONING SECTIONAL MAP NUMBER 9a

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

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

☐ CITY MAP AMENDMENT ☐ ZONING CERTIFICATION ☐ CONCESSION
☐ ZONING MAP AMENDMENT ☐ ZONING AUTHORIZATION ☐ UDAAP
☐ ZONING TEXT AMENDMENT ☐ ACQUISITION—REAL PROPERTY ☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY ☐ DISPOSITION—REAL PROPERTY ☐ FRANCHISE
☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☒ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION
13-455, "Additional Parking Spaces for Existing Accessory Off-Street Parking Facilities."

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

☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

☐ LEGISLATION ☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING ☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES ☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL ☐ PERMITS, specify:
☐ OTHER, explain:

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

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

7. *Site Description:* *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.*

***Graphics*:** *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.*

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 355,306 sf tax lot
Waterbody area (sq. ft) and type: 0 sf

Roads, buildings, and other paved surfaces (sq. ft.): 355,306 sf
Other, describe (sq. ft.): 0 sf

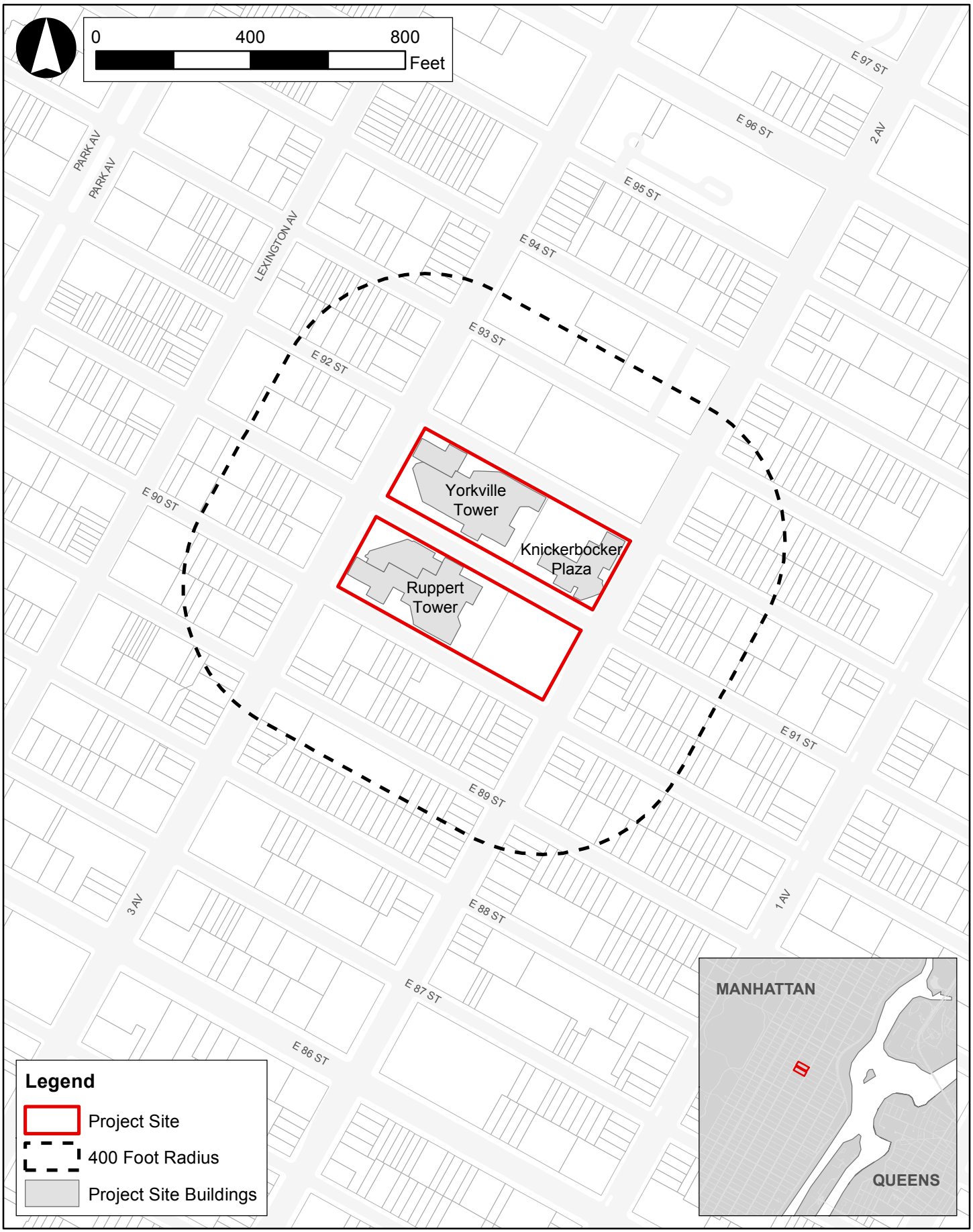
8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): N/A
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

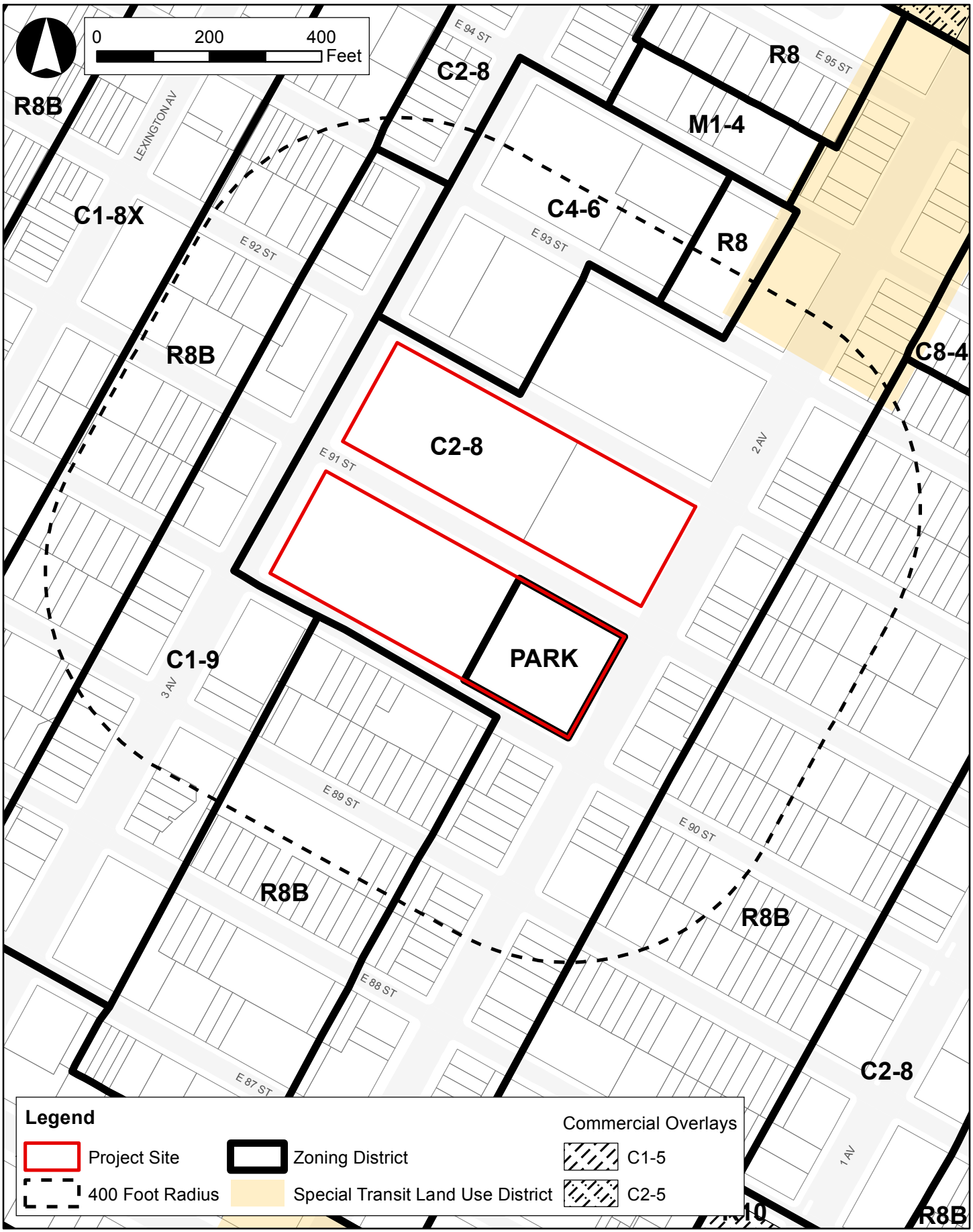
Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO
If "yes," specify: The total square feet owned or controlled by the applicant:
The total square feet not owned or controlled by the applicant:

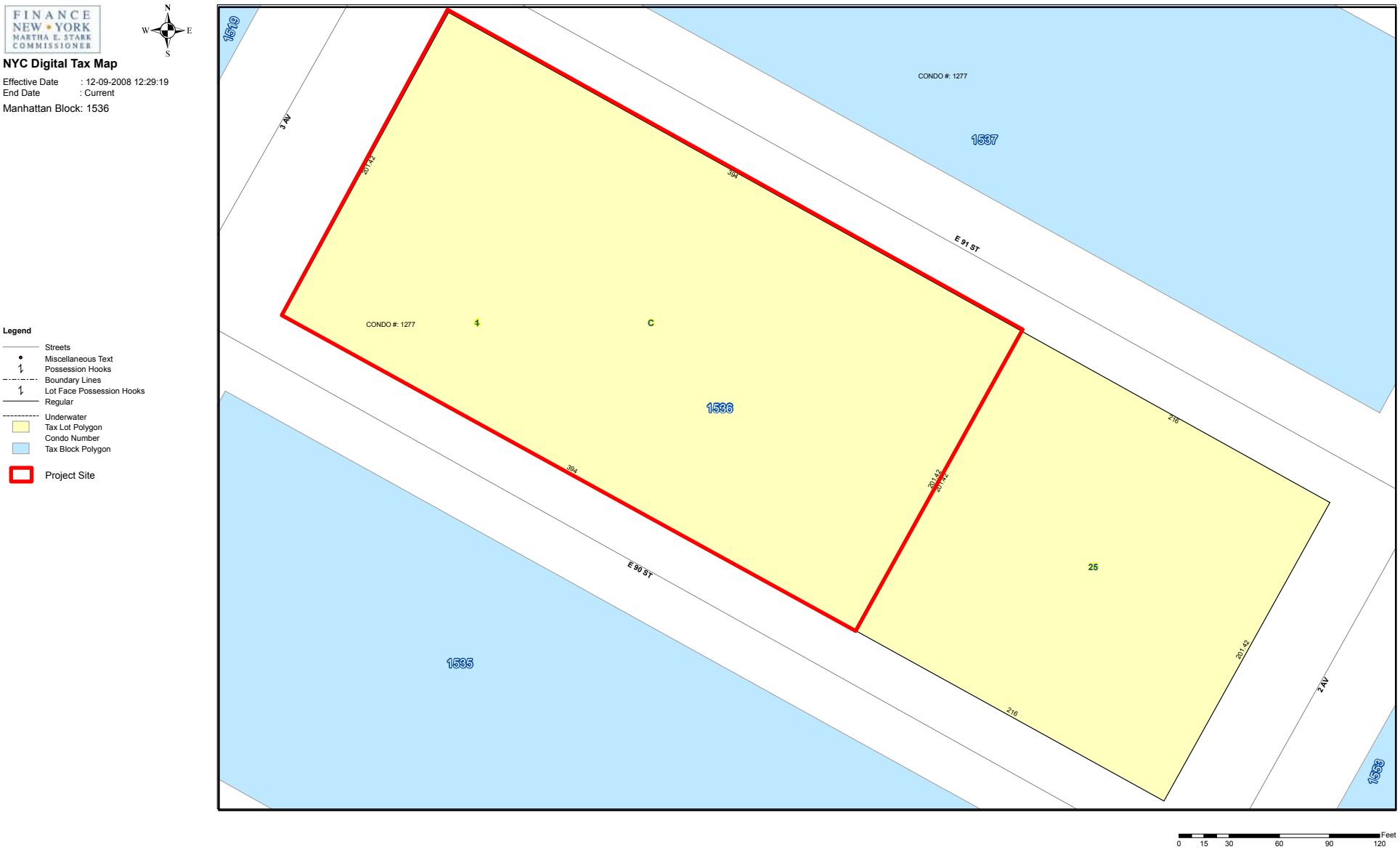
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: N/A sq. ft. (width x length)
VOLUME OF DISTURBANCE: N/A cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: N/A sq. ft. (width x length)

Project Location



Study Area Land Use

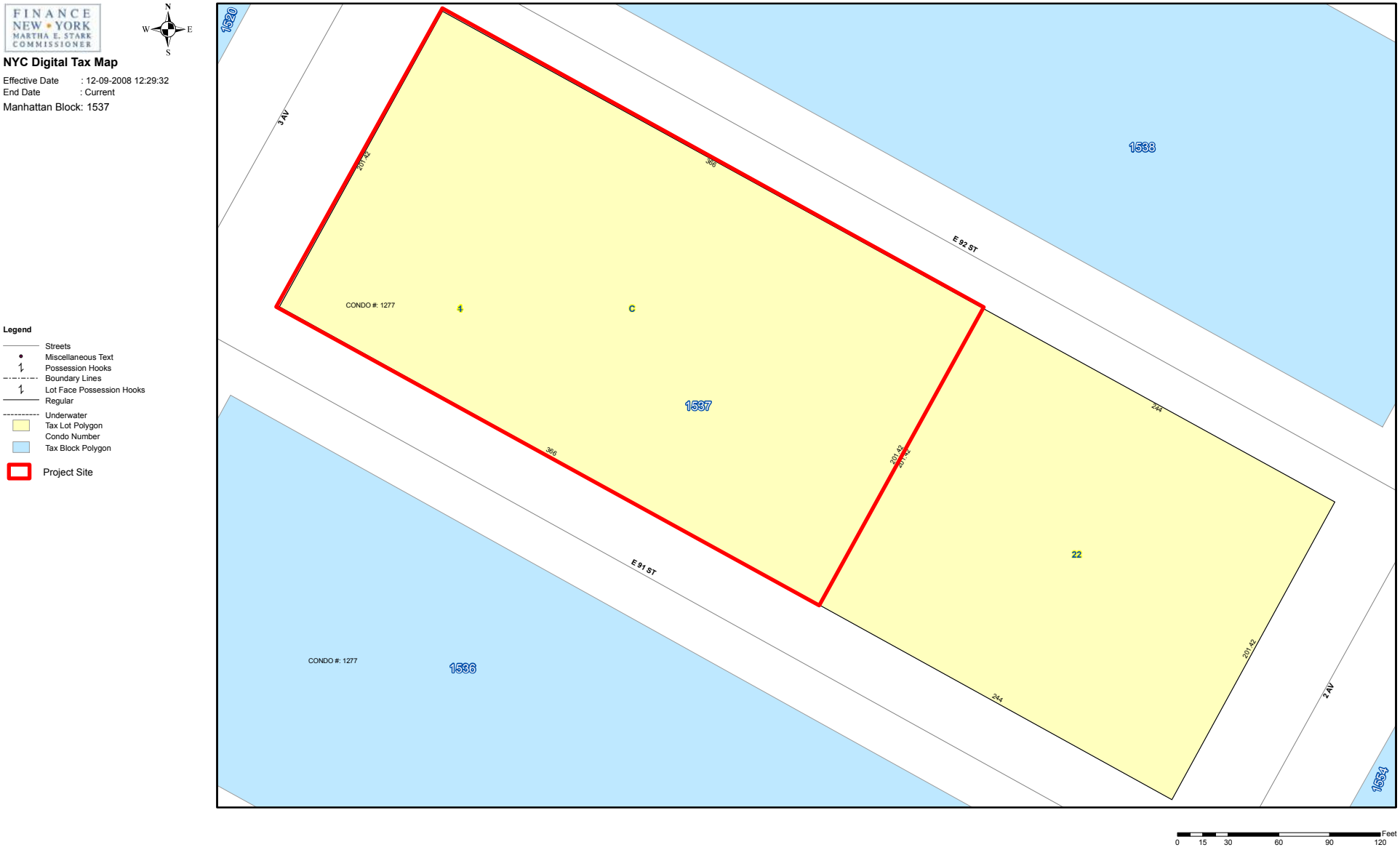

0
200
400
Feet
R8B
LEXINGTON AV
C2-8
E 94 ST
R8
E 95 ST
M1-4
C4-6
E 93 ST
R8
C1-8X
E 92 ST
R8B
C8-4
C2-8
E 91 ST
2 AV
PARK
C1-9
3 AV
E 89 ST
E 90 ST
R8B
R8B
E 88 ST
E 87 ST
C2-8
1 AV
R8B
Legend
Project Site
400 Foot Radius
Zoning District
Special Transit Land Use District
Commercial Overlays
C1-5
C2-5



Ruppert Urban Renewal Area Parking Garages EAS

Figure 4a

Ruppert Tower Tax Map



Ruppert Urban Renewal Area Parking Garages EAS

Figure 4b

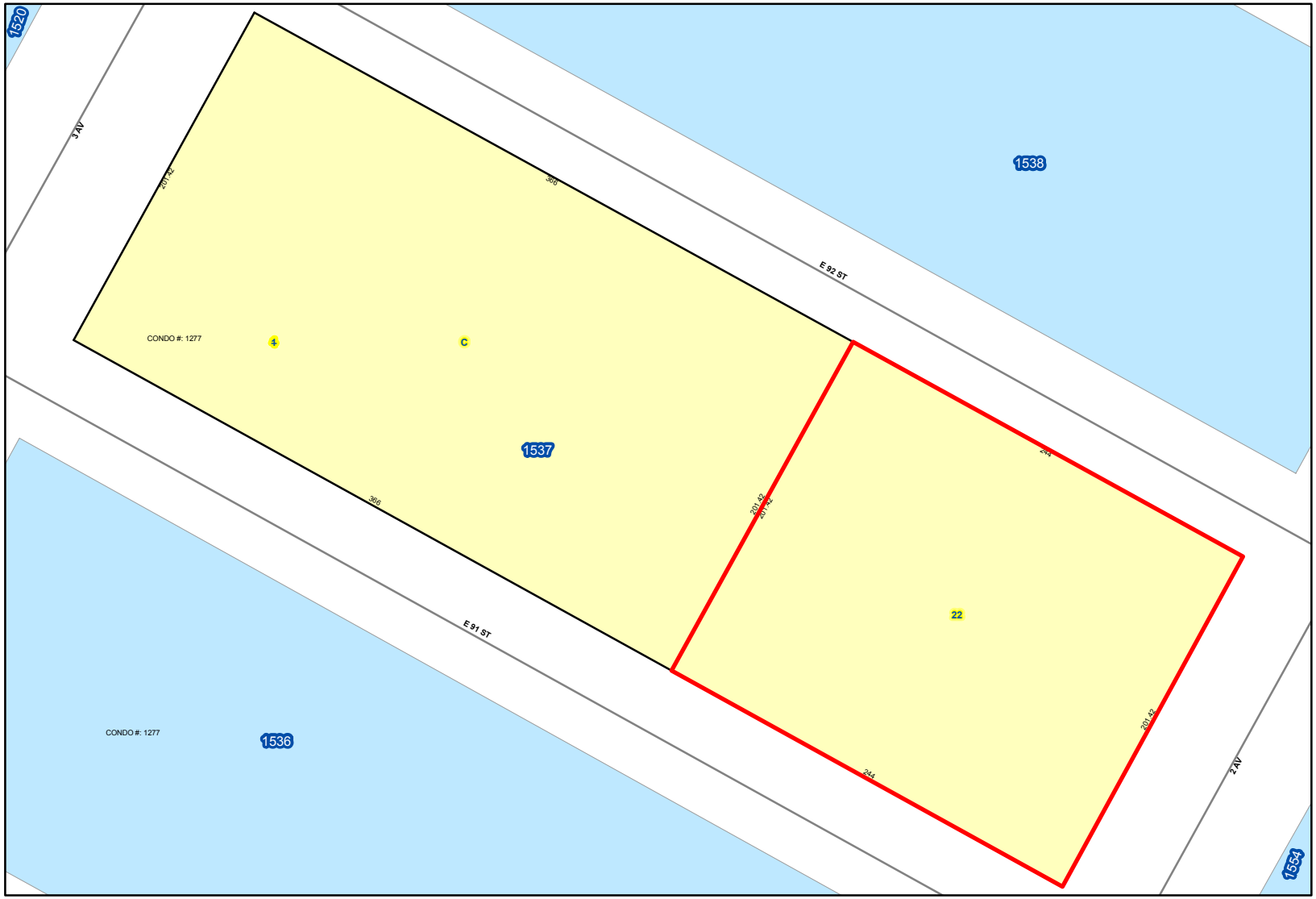
Yorkville Tower Tax Map

FINANCE
NEW YORK
MARTHA E. STARK
COMMISSIONER

Effective Date : 12-09-2008 12:29:32
End Date : Current

Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Project Site

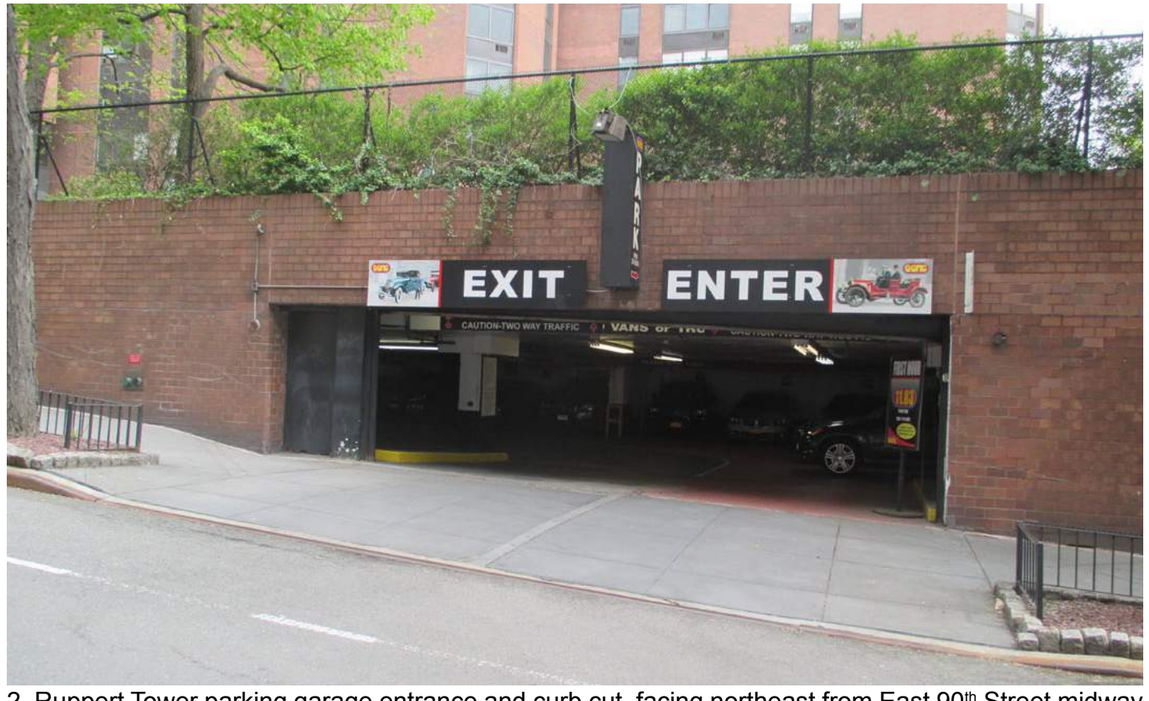


Ruppert Urban Renewal Area Parking Garages EAS

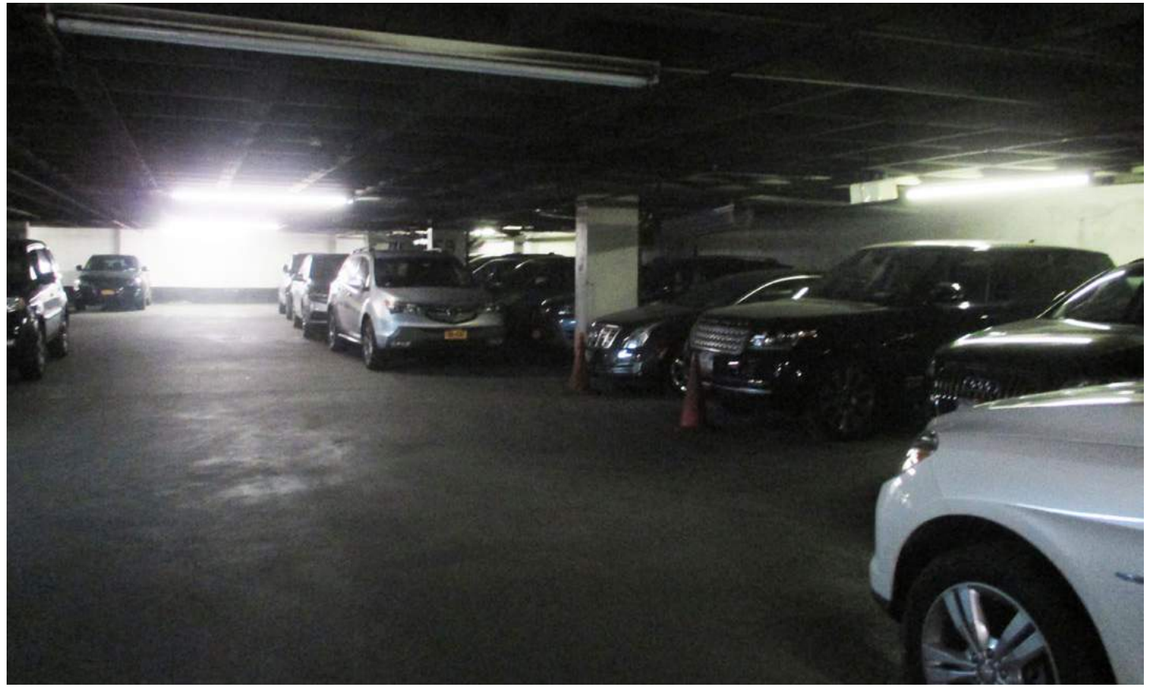
Figure 4c

Knickerbocker Plaza Tax Map

1. Ruppert Tower parking garage, posted license, displaying existing capacity, posted on east wall of garage entrance. *April 29, 2016.*



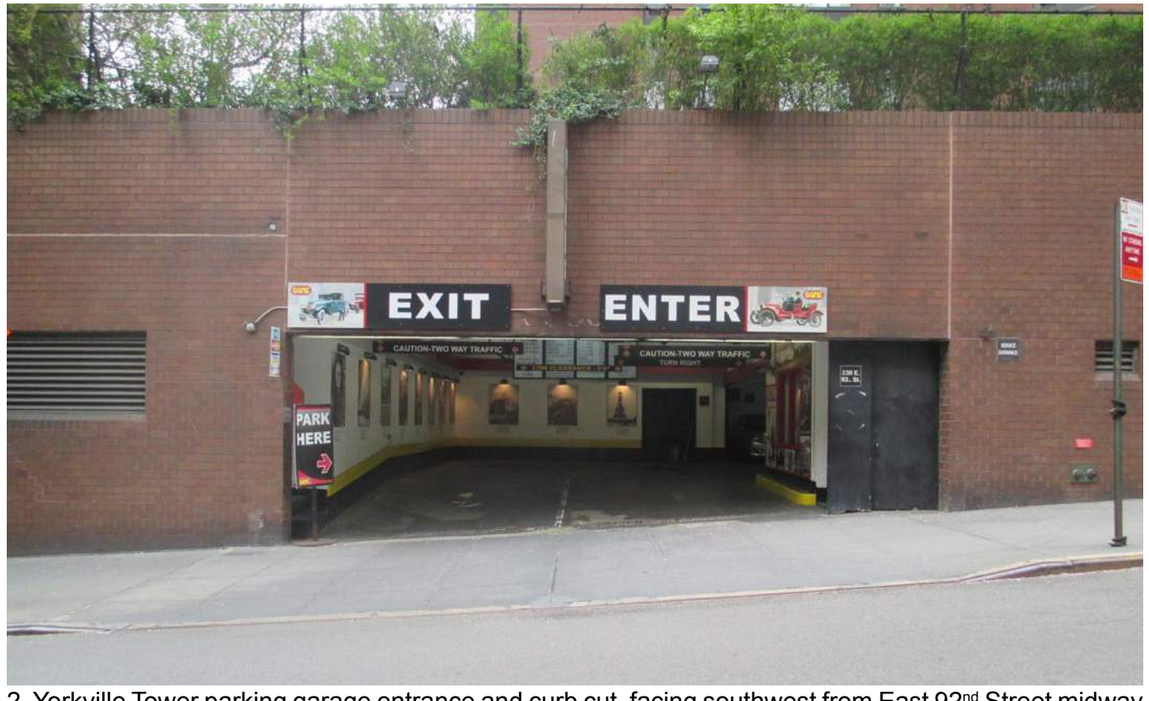
2. Ruppert Tower parking garage entrance and curb cut, facing northeast from East 90th Street midway between Third Avenue and Second Avenue. *April 29, 2016.*



3. Existing conditions inside Ruppert Tower parking garage. *April 29, 2016.*

Figure 5a - 1619 Third Avenue (Ruppert Tower) Parking Garage Photos

1. Yorkville Tower parking garage, posted license, displaying existing capacity, posted above garage entrance driveway. *April 29, 2016.*



2. Yorkville Tower parking garage entrance and curb cut, facing southwest from East 92nd Street midway between Third Avenue and Second Avenue. *April 29, 2016.*

3. Existing conditions inside Yorkville Tower parking garage. *April 29, 2016.*

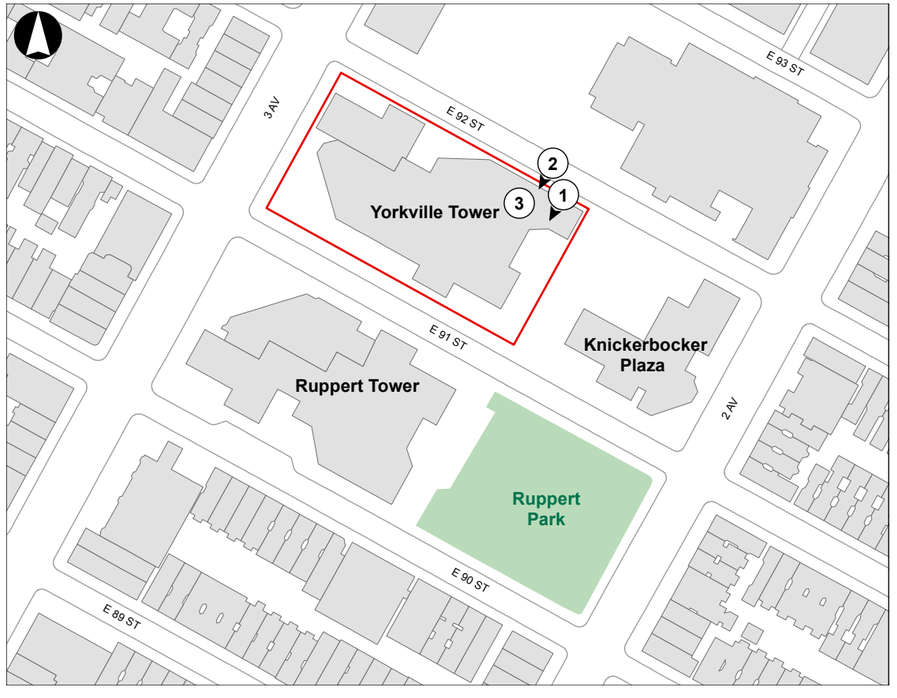
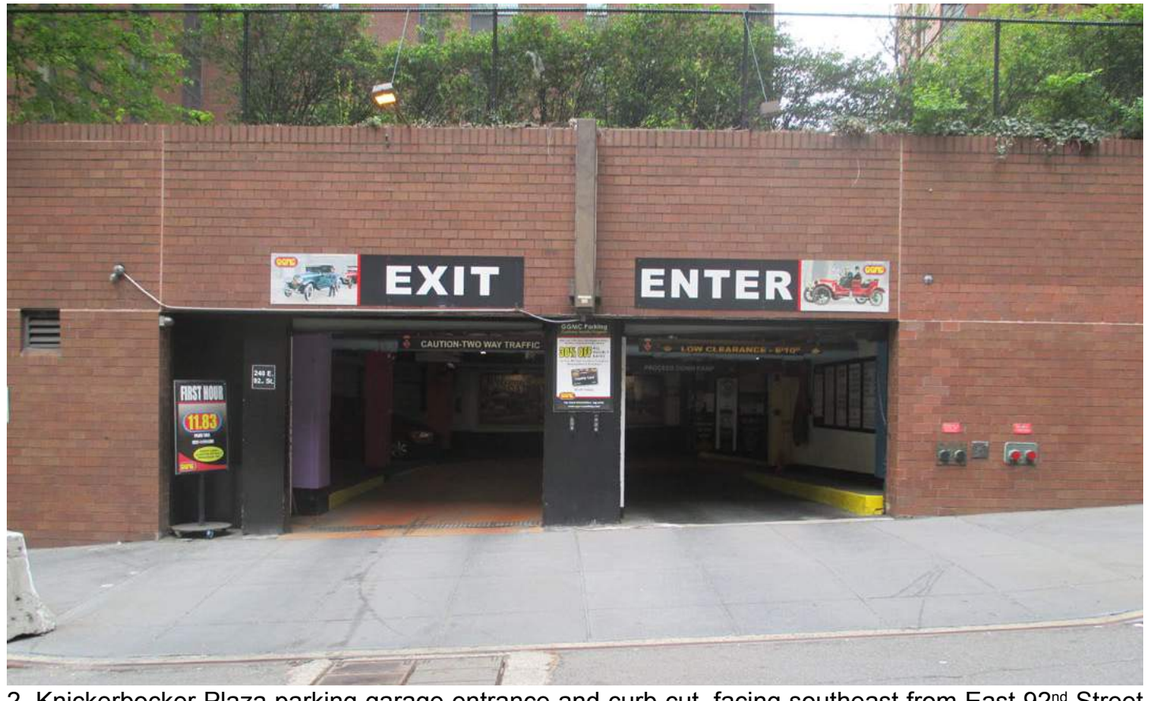


Figure 5b - 1641 Third Avenue (Yorkville Tower) Parking Garage Photos

1. Knickerbocker Plaza parking garage, posted license, displaying existing capacity, posted on west wall of parking garage entrance. *April 29, 2016.*



2. Knickerbocker Plaza parking garage entrance and curb cut, facing southeast from East 92nd Street midway between Third Avenue and Second Avenue. *April 29, 2016.*

3. Existing conditions inside Knickerbocker Plaza parking garage. *April 29, 2016.*

Figure 5c - 1751 Third Avenue (Knickerbocker Plaza) Parking Garage Photos

Description of Proposed Uses (please complete the following information as appropriate)				
	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	N/A	N/A	N/A	N/A
Type (*e.g.,* retail, office, school)	N/A units	N/A	N/A	N/A

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 9

Provide a brief explanation of how these numbers were determined: Based on the standard assumption of one worker per 50 parking spaces.

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2018

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: No physical expansion or construction activity would be required.

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: The proposed garage licensed capacity increases would not involve any physical expansion or construction activity, and therefore are expected to be complete by 2018. Refer to Attachment A, "Project Description," for more details.

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
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?	☐	☒
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	☐	☒
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
o Directly displace more than 500 residents?	☐	☒
o Directly displace more than 100 employees?	☐	☒
o Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
o **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
o If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
o If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(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?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☐	☒
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(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?	☐	☒
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	☐	☒
(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?	☐	☒
(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)?	☐	☒
(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?	☐	☒
(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?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): N/A		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(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?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): N/A		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
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 Chapter 16 for more information.*	☐	☐
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
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?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☒	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(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?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒
(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?	☐	☒
(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?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(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?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ 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?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "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.		

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Philip Habib, P.E.	October 26, 2018

SIGNATURE

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

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

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

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

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

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? ☐ YES ☒ NO

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.

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

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

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

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

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	DATE
Olga Abinader	October 26, 2018

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, the Department of City Planning, acting on behalf of the City Planning Commission 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 finds the proposed actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this determination are noted below.

Transportation

A Level I (Trip Generation) Screening is included in this EAS. The Screening shows that the Proposed Actions are expected to result in a maximum net increase of approximately 53 hourly vehicle trips during the period from 3 PM to 4 PM. This increment of new vehicle trips is slightly higher than the CEQR Technical Manual Level I analysis threshold of 50 new peak hour vehicles. However, these new trips would be added to two separate roadways—11 incremental trips at East 90th Street and 42 incremental trips at East 92nd Street—and as these two streets are both eastbound one-way streets, the new vehicle trips are unlikely to all overlap at any one nearby intersection and therefore are not expected to exceed the 50 new hourly vehicle trips per intersection CEQR threshold. As such, significant adverse traffic impacts resulting from the Proposed Actions are unlikely and no further traffic analysis is warranted.

Air Quality

An Air Quality analysis is included in this EAS. According to the screening threshold criteria outlines in Section 210 of Chapter 17 of the CEQR Technical Manual, a detailed analysis is required for this area of the city if 170 or more auto-trips are generated in any given peak period at nearby intersections in the study area as a result of the proposed action. The Transportation analysis shows that the number of vehicles generated under the Proposed Actions would not exceed the CEQR Technical Manual threshold of 170 peak hour auto trips at nearby intersections in the study area. Additionally, the Proposed Actions would not exceed the particulate matter emission screening threshold discussed in Chapter 17, Section 210 and 311 of the CEQR Technical Manual. As such, significant adverse air quality impacts resulting from the Proposed Actions are unlikely and no further air quality analysis is warranted.

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
Acting Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	**DATE**
Olga Abinader	10/26/2018

SIGNATURE

TITLE Chair, City Planning Commission	
NAME Marisa Lago	DATE 10/29/2018
SIGNATURE	

ATTACHMENT A
PROJECT DESCRIPTION

RUPPERT URBAN RENEWAL AREA
PARKING GARAGES EAS
ATTACHMENT A: PROJECT DESCRIPTION

I. INTRODUCTION

R.Y. Management Company Inc. and Knickerbocker Plaza, LLC (collectively, the "Applicants") are seeking three zoning special permits pursuant to Section 13-455 of the New York City Zoning Resolution (ZR), "Additional Parking Spaces for Existing Accessory Off-Street Parking Facilities" (the "Proposed Actions") for three existing parking garages. The Proposed Actions would allow for the three existing accessory/public parking garages with a combined licensed capacity of 625 self-parking spaces to add a combined 453 spaces (1,078 spaces total) as fully attended garages. As shown in **Figure A-1**, the existing garages are located at 1619 Third Avenue (Ruppert Tower), 1641 Third Avenue (Yorkville Tower), and 1751 Second Avenue (Knickerbocker Plaza) in the Upper East Side neighborhood of Manhattan Community District (CD) 8 (the "project site"). The proposed garage licensed capacity increases are expected to be completed in 2018. Absent approval of the Proposed Actions, no new parking spaces would be added to the existing garages on the project site.

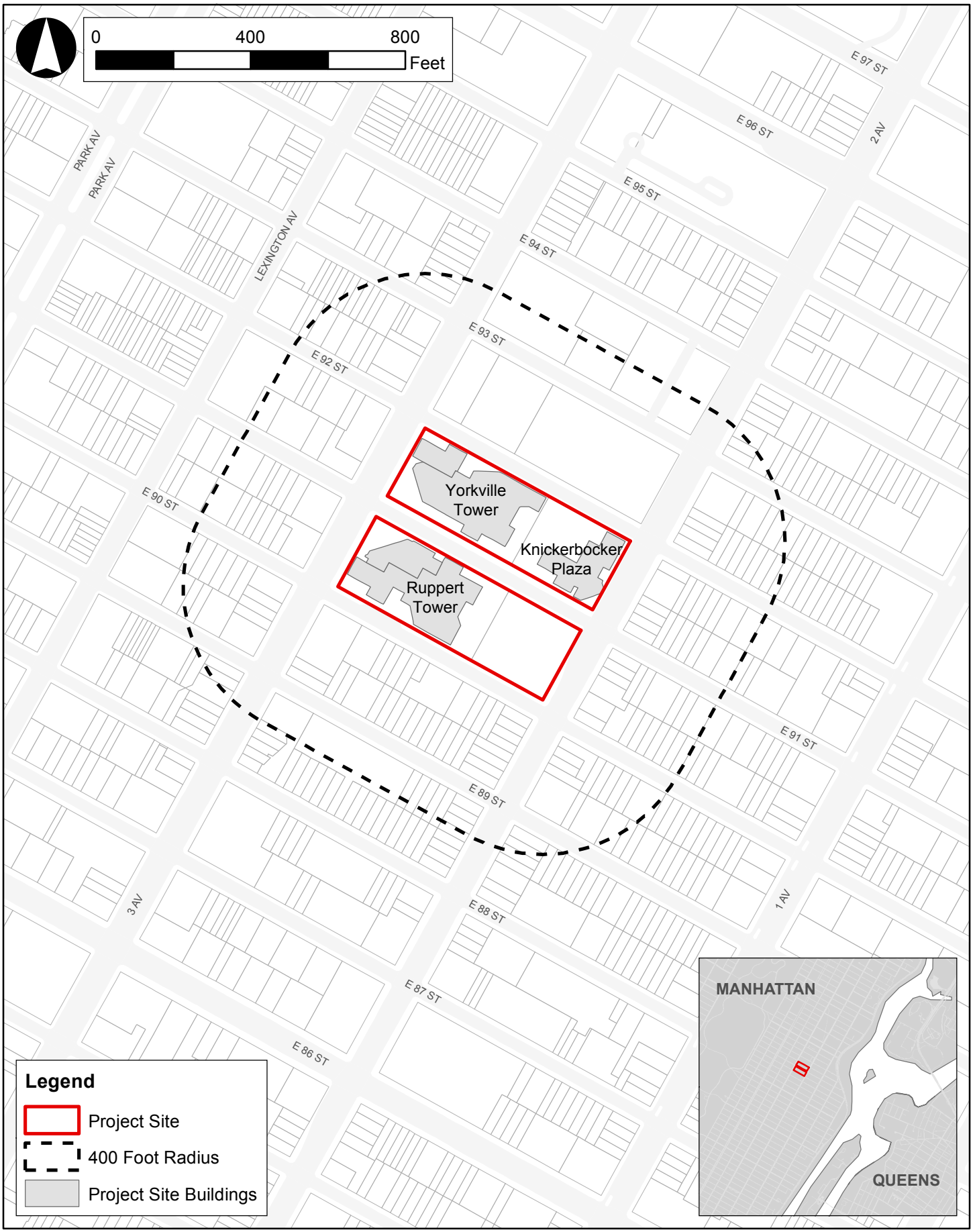
This attachment provides a summary and description of the Proposed Actions and its associated reasonable worst-case development scenario (RWCDS), including existing conditions of the area affected by the Proposed Actions, purpose and need for the Proposed Actions, description of the Proposed Actions, and the discretionary approvals required.

II. BACKGROUND AND EXISTING CONDITIONS

Description of the Project Site

The Applicant-owned project site is located at 1619 Third Avenue (Ruppert Tower) (Block 1536, Lot 7501), 1641 Third Avenue (Yorkville Tower) (Block 1537, Lot 7501), and 1751 Second Avenue (Knickerbocker Plaza) (Block 1537, Lot 22), comprising an approximately 355,306 square foot (sf) area of corner lot and through-block properties with frontages on East 92nd Street to the north, East 90th Street to the south, Second Avenue to the east, and Third Avenue to the west (refer to **Figure A-1**). The project site is currently developed and occupied by three predominantly residential buildings:

- The 34-story Ruppert Tower building with 555 dwelling units (DUs), approximately 56,136 gross square feet (gsf) of commercial space, and a 220-space parking garage. The commercial uses are located on the ground-floor of the existing building with entrances along Third Avenue. The parking garage is located on the cellar and sub-cellar levels with access on East 90th Street.
- The 42-story Yorkville Tower building with 710 DUs, approximately 5,789 gsf of commercial space, and a 301-space parking garage. The commercial uses are located on the ground-floor of the existing building with entrances along Third Avenue. The parking garage is located on the cellar and sub-cellar levels with access on East 92nd Street.
- The 40-story Knickerbocker Plaza building with 578 DUs, approximately 7,277 gsf of commercial space, and a 104-space parking garage. The commercial uses are located on the ground-floor of the existing building with entrances along Second Avenue. The parking garage is located on the cellar and sub-cellar levels with access on East 92nd Street.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Feet
PARK AV
PARK AV
LEXINGTON AV
E 97 ST
E 96 ST
2 AV
E 95 ST
E 94 ST
E 93 ST
E 92 ST
E 90 ST
Yorkville Tower
Knickerbocker Plaza
Ruppert Tower
E 91 ST
E 89 ST
3 AV
E 88 ST
1 AV
E 87 ST
E 86 ST
Legend
Project Site
400 Foot Radius
Project Site Buildings
MANHATTAN
QUEENS

As stated above, the project site contains three accessory/public parking garages with a combined licensed capacity of 625 self-parking spaces.

The Ruppert Tower garage is comprised of one at-grade level and two below-grade levels (refer to **Figure A-2a**). The parking garage is accessed via an approximately 25 foot curb cut located on East 90th Street, approximately 300 feet east of Third Avenue, and cars move throughout the garage via ramps. The garage is operated by an independent contractor, GGMC Parking, and is open 24-hours/day.

The Yorkville Tower garage is comprised of one at-grade level and three below-grade levels (refer to **Figure A-2b**). The parking garage is accessed via an approximately 25 foot curb cut located on East 92nd Street, approximately 330 feet east of Third Avenue, and cars move throughout the garage via ramps. The garage is operated by an independent contractor, GGMC Parking, and is open 24-hours/day.

The Knickerbocker Plaza garage is comprised of one at-grade level and two below-grade levels (refer to **Figure A-2c**). The parking garage is accessed via an approximately 27 foot curb cut located on East 92nd Street, approximately 138 feet west of Second Avenue, and cars move throughout the garage via ramps. The garage is operated by an independent contractor, GGMC Parking, and is open 24-hours/day.

The project site is part of a Large Scale Residential Development (LSRD) approved by the New York City Planning Commission in 1971 (CP-21714), which was revised from the 1968 initial Urban Renewal Plan (CP-20197). The boundaries of the Ruppert Brewery Urban Renewal Area extend from East 90th Street to East 94th Street between Second and Third Avenues. The New York City Department of Housing Preservation and Development (HPD) released a second amended urban renewal plan for the Ruppert Urban Renewal Project in 1980; the urban renewal plan expired in 2008, but the LSRD is still applicable.

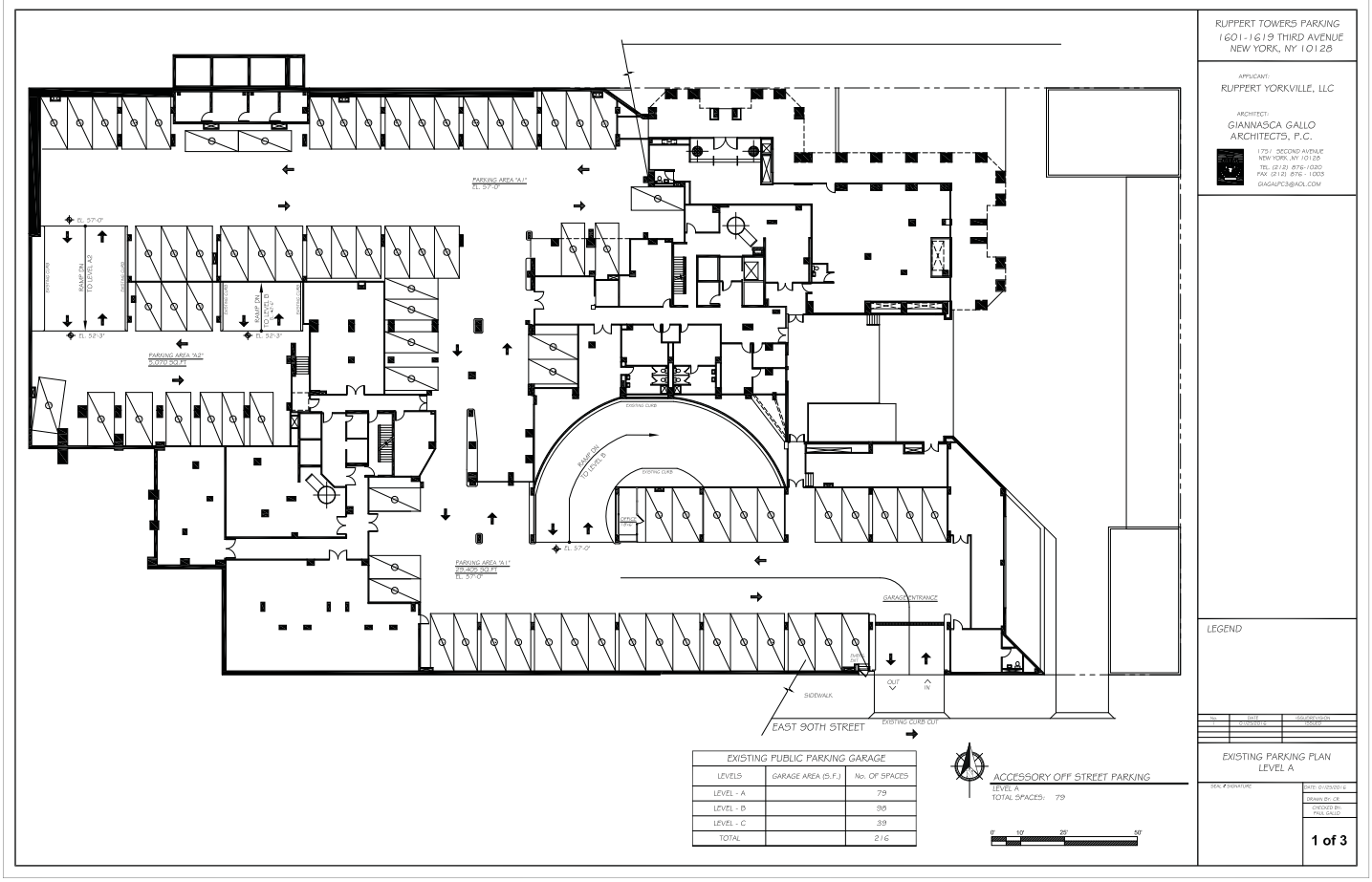
As shown in **Figure A-3**, the project site is located in a C2-8 zoning district, which has a maximum allowable FAR of 2.0 for commercial uses and 10.0 FAR for residential uses (R10 residential equivalent). C2-8 districts allow for a maximum building height of 210 feet on wide streets and 185 feet on narrow streets. As the project site is located within Manhattan CD 8, it is subject to the "Manhattan Core" parking requirements outlined in the ZR, which allow for the provision of accessory parking spaces for up to 35 percent of DUs and one accessory parking space for every 4,000 sf of retail floor area.

Description of the Surrounding Area

The project site is located in the Upper East Side neighborhood of Manhattan, which is characterized by a mix of multi-family residential buildings and ground-floor retail (refer to **Figure A-4**). In terms of building form, developments in the area tend to range from two to five stories in height with larger apartment buildings (upwards of 45 stories) located along the major thoroughfares. Major north-south thoroughfares in the area include First, Second, and Third Avenues. East 86th and 96th Streets are the major east-west streets in the area surrounding the project site. Public transportation options in the area include the 4, 5, and 6 subway lines on Park Avenue, with stops at East 86th Street (4, 5, 6) and East 96th Street (6 only), as well as the newly-opened Second Avenue Subway line (an extension of the Q subway line) along Second Avenue with stops at East 86th Street and East 96th Street. City buses make stops along all major thoroughfares in the area, including First and Second Avenue (M15 SBS), Third and Lexington Avenues (M98, M101, M102, M103), East 86th Street (M86), and East 96th Street (M96).

The scale and density of the surrounding area tends to reflect underlying zoning. Major north-south thoroughfares in the surrounding area are predominately zoned C1 and C2 for commercial and residential uses (refer to **Figure A-3**). These districts are typically mapped in medium- and higher-density areas of the city and have maximum allowable FARs of 2.0 for commercial uses and a range between 3.44 and 10.0 for residential uses. Off-street parking is generally not required in C1 and C2 zoning districts. Midblock areas

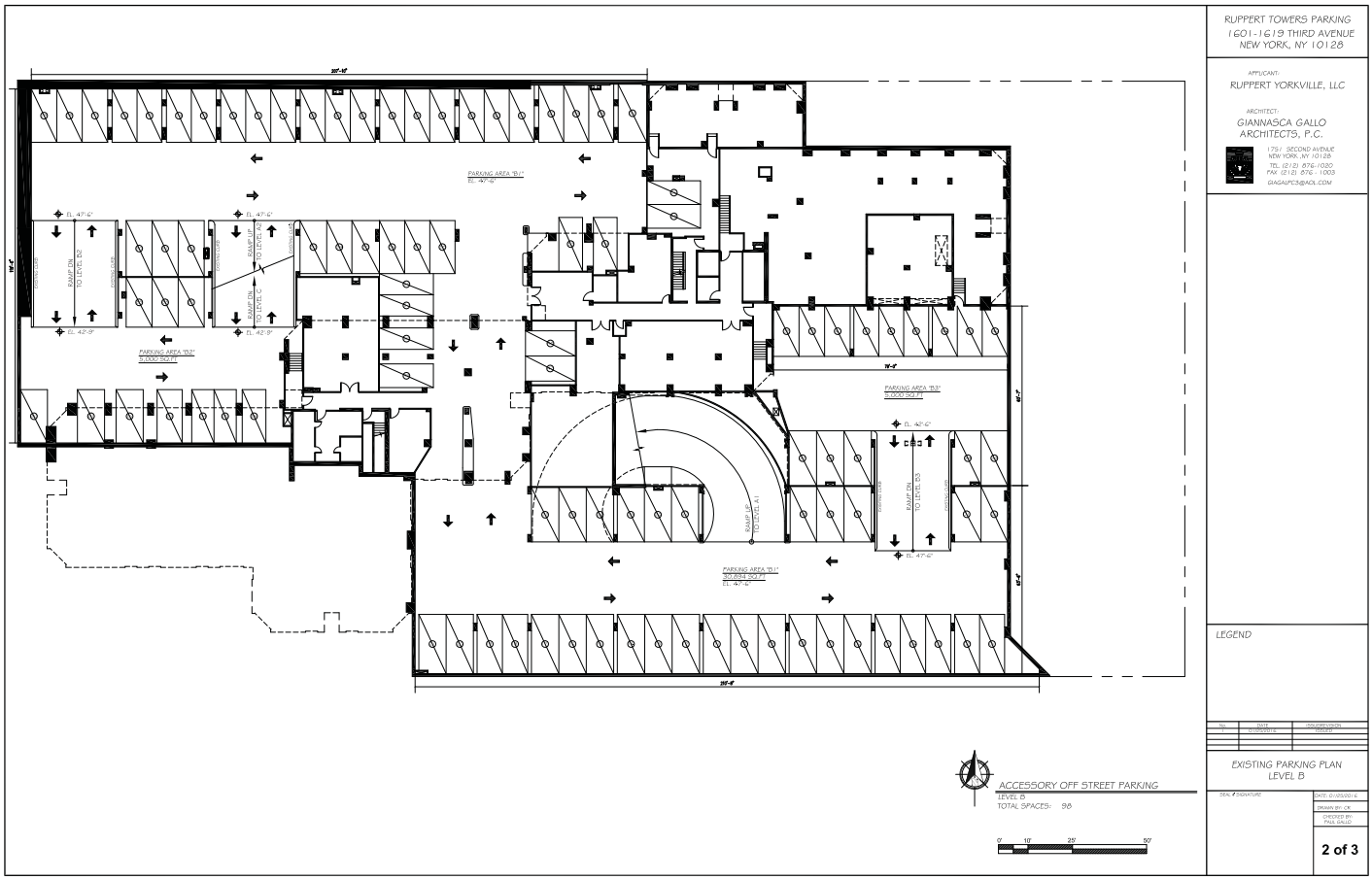
Ruppert Tower Garage (Existing)



EXISTING PUBLIC PARKING GARAGE		
LEVELS	GARAGE AREA (S.F.)	No. OF SPACES
LEVEL - A		79
LEVEL - B		98
LEVEL - C		39
TOTAL		216

ACCESSORY OFF STREET PARKING
LEVEL A
TOTAL SPACES: 79

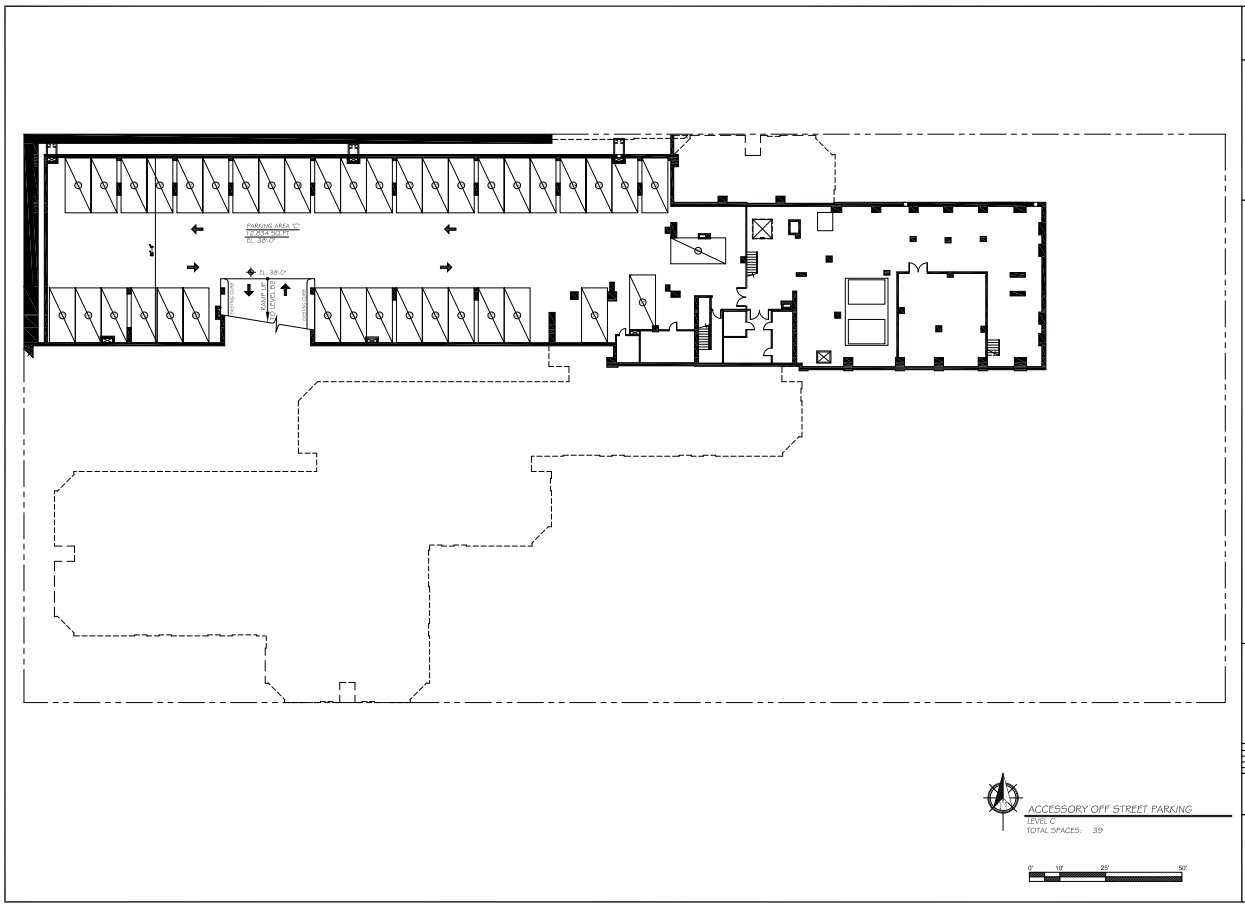
0' 10' 25' 50'



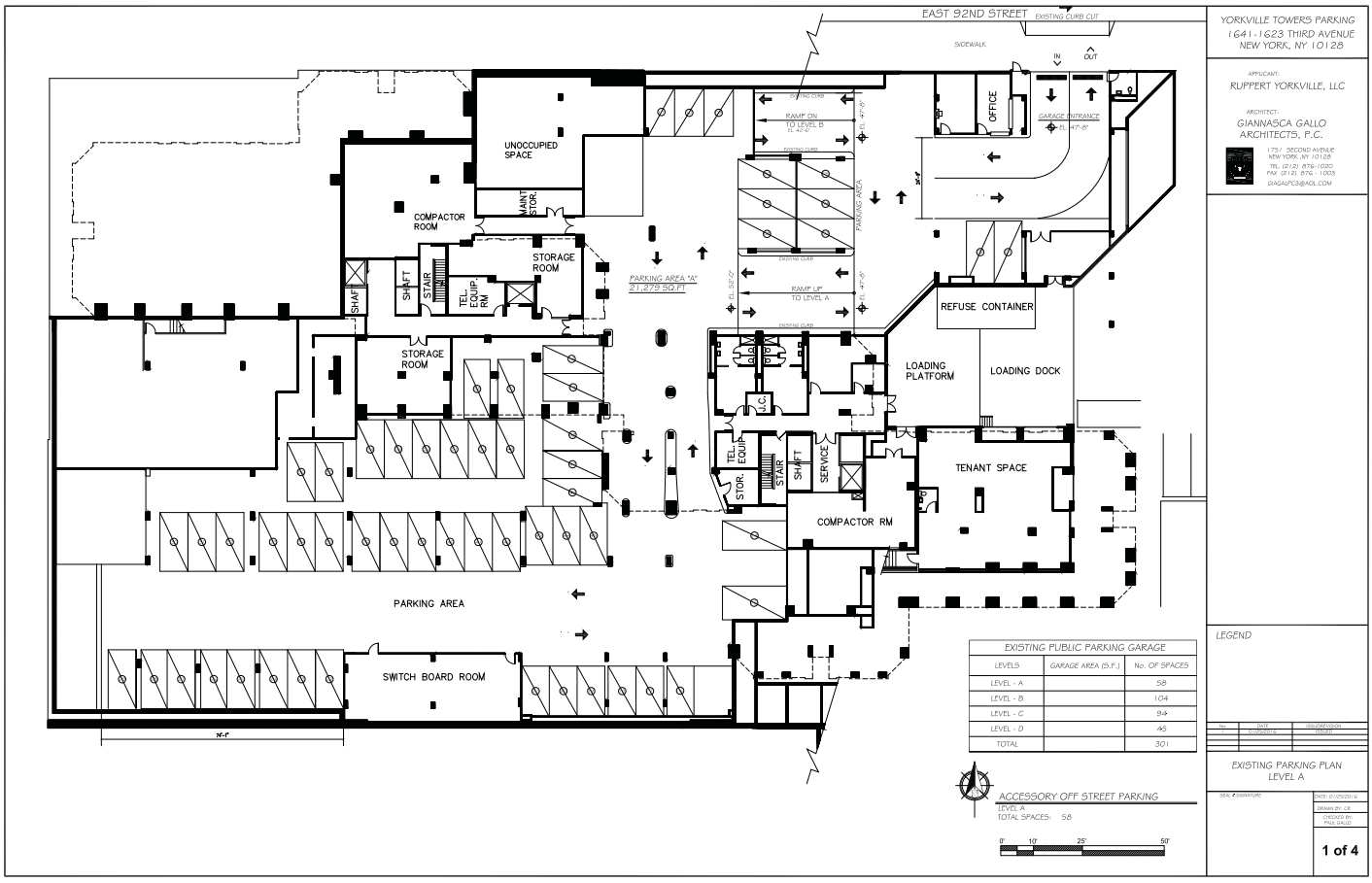
ACCESSORY OFF STREET PARKING
LEVEL B
TOTAL SPACES: 98

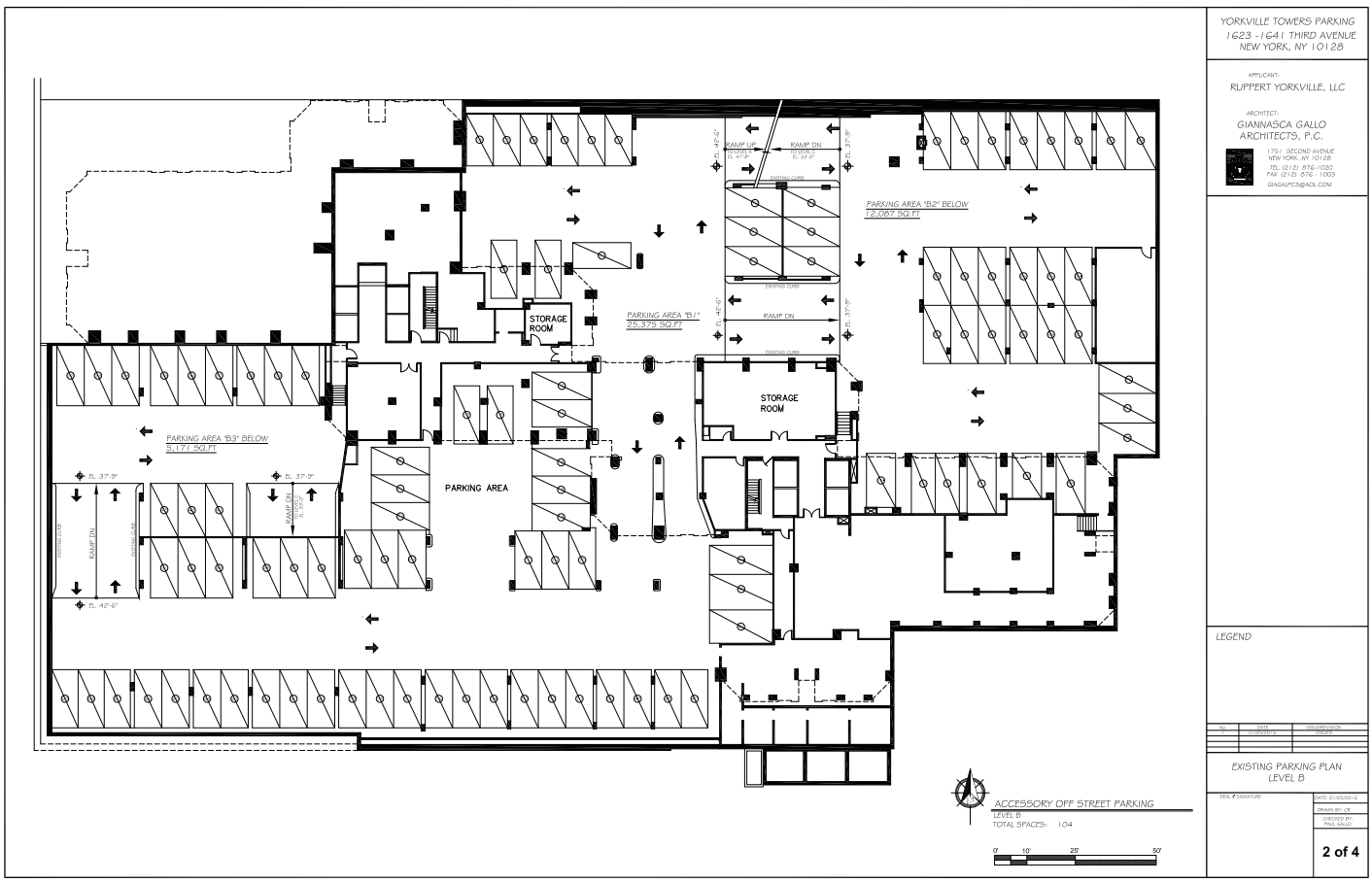
0' 10' 25' 50'

Ruppert Tower Garage (Existing)

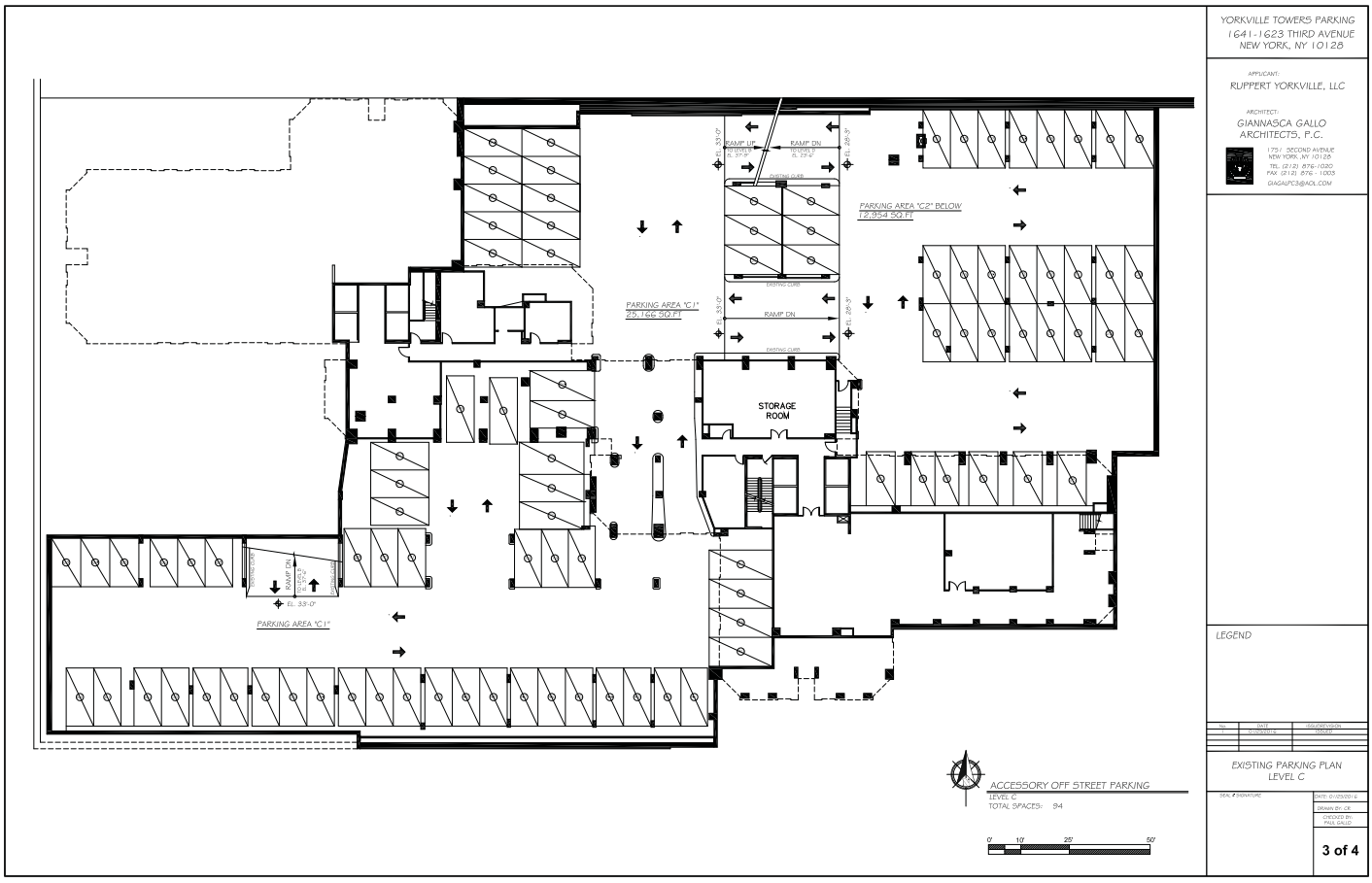


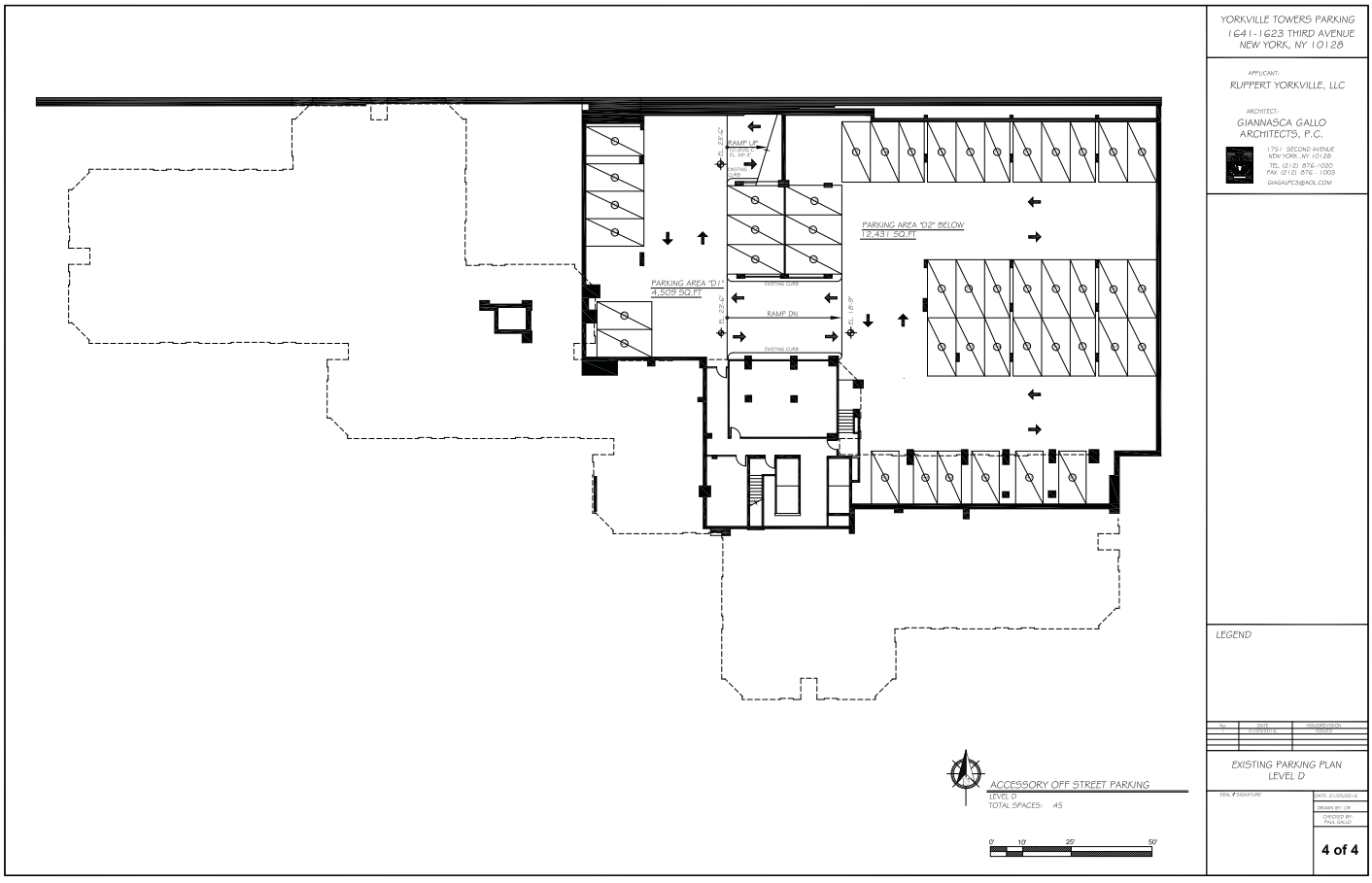
Yorkville Tower Garage (Existing)



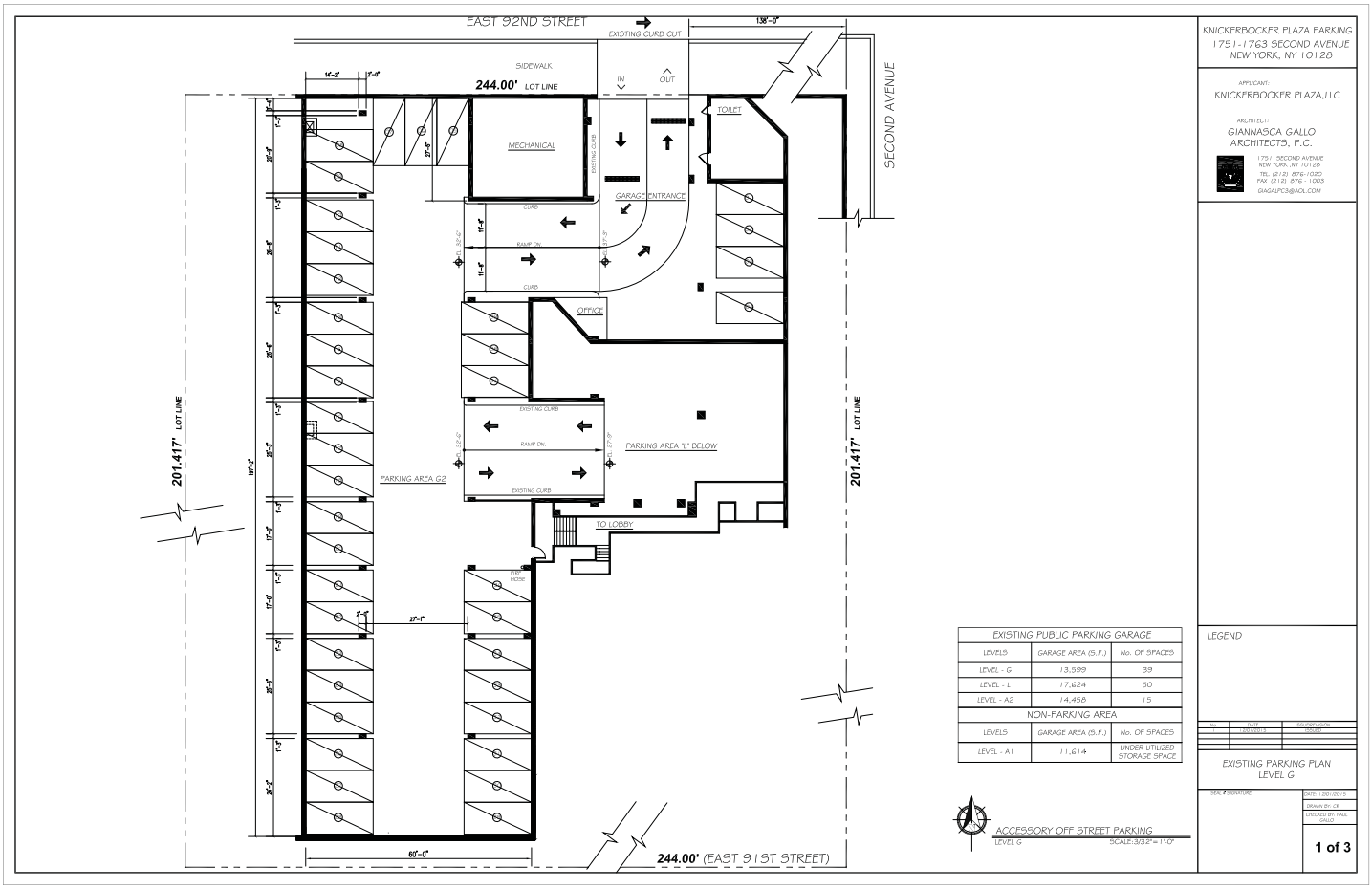


Yorkville Tower Garage (Existing)



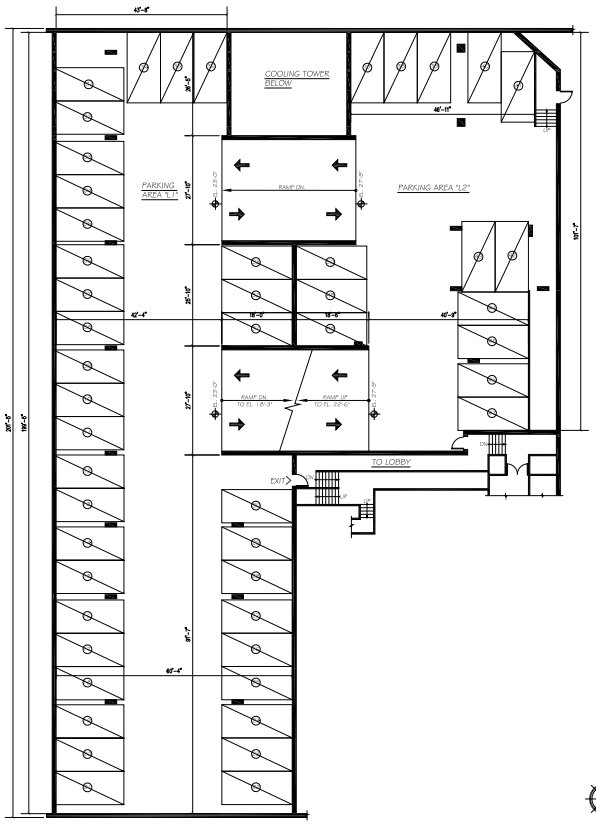


Knickerbocker Plaza Garage (Existing)



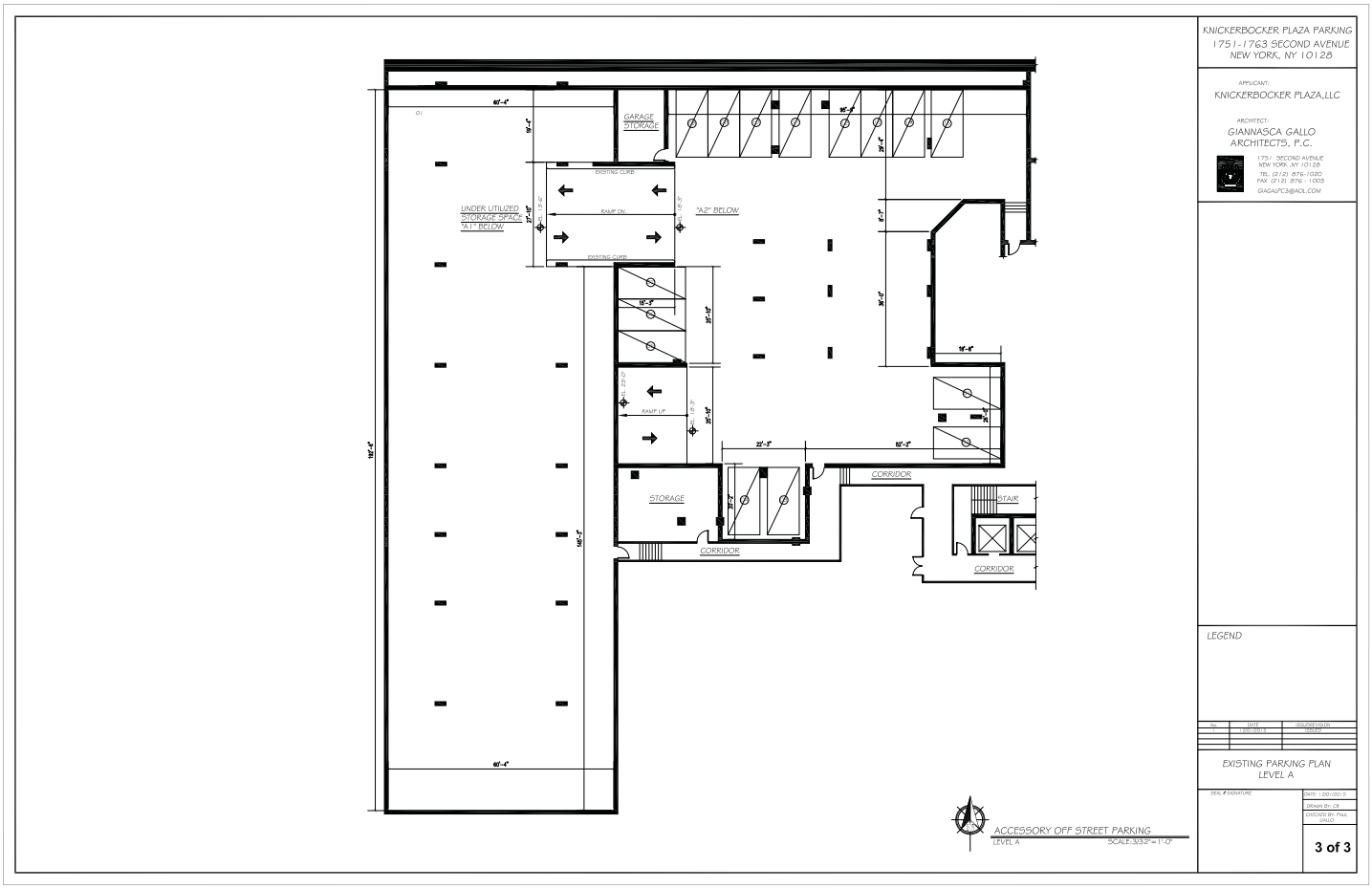
EXISTING PUBLIC PARKING GARAGE		
LEVELS	GARAGE AREA (S.F.)	No. OF SPACES
LEVEL - G	13,599	39
LEVEL - 1	17,624	50
LEVEL - A2	14,458	15
NON-PARKING AREA		
LEVELS	GARAGE AREA (S.F.)	No. OF SPACES
LEVEL - A1	11,614	UNDER UTILIZED STORAGE SPACE

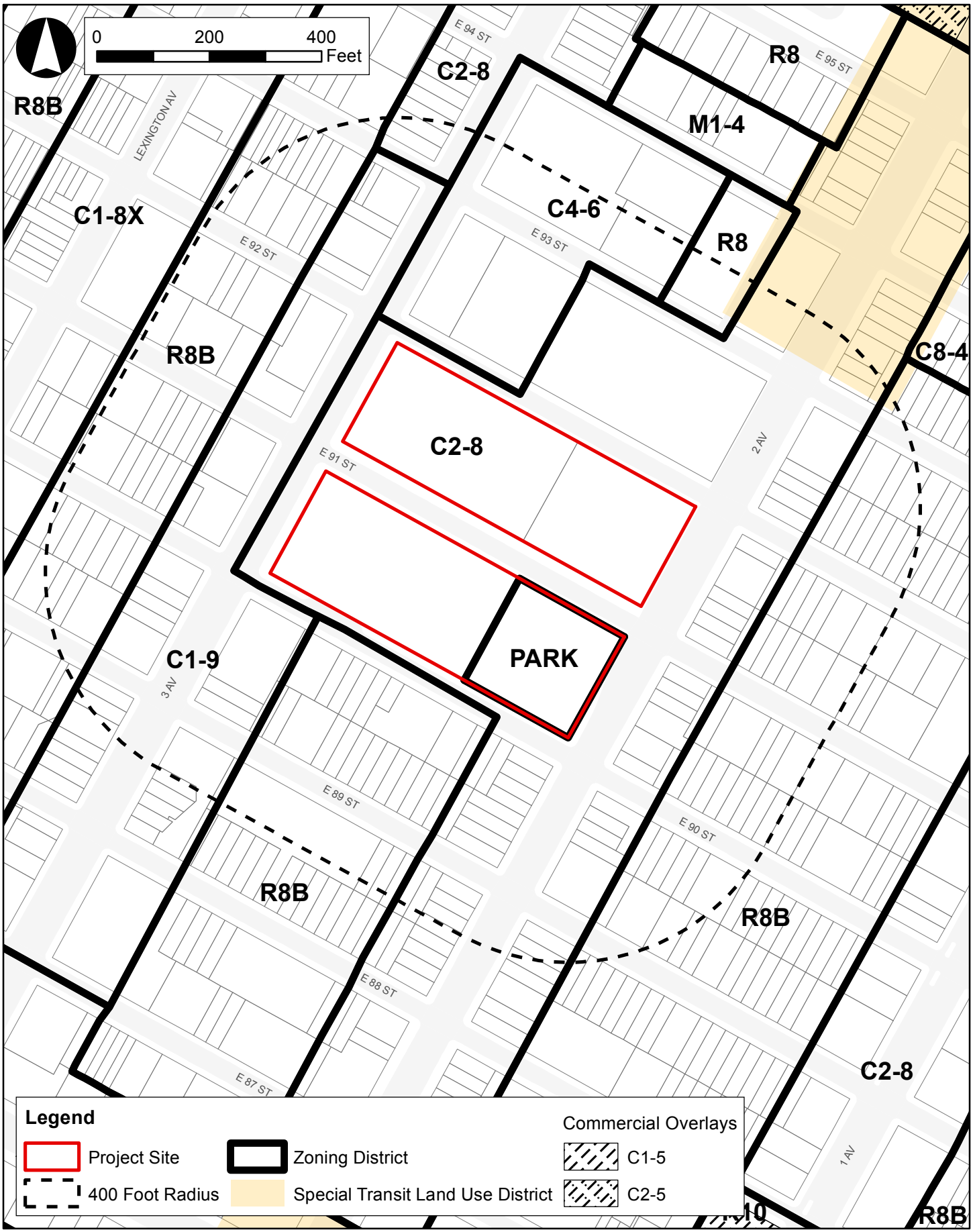
ACCESSORY OFF STREET PARKING
LEVEL G SCALE: 3/32" = 1'-0"



ACCESSORY OFF STREET PARKING
LEVEL L SCALE: 3/32" = 1'-0"

Knickerbocker Plaza Garage (Existing)

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C2-8
E 91 ST
2 AV
PARK
C1-9
3 AV
E 89 ST
E 90 ST
R8B
R8B
E 88 ST
E 87 ST
C2-8
1 AV
R8B
Legend
Project Site
400 Foot Radius
Zoning District
Special Transit Land Use District
Commercial Overlays
C1-5
C2-5

Study Area Land Use

between the north-south thoroughfares are predominately located in R8B contextual zoning districts, which typically result in six to seven story buildings with a maximum allowable FAR of 4.0. Off-street parking is required for 50 percent of DUs, but can be waived when this results in 15 or fewer parking spaces or when the zoning lot measures 10,000 sf or less.

III. THE PROPOSED ACTION

The Applicants are seeking three New York City Planning Commission (CPC) zoning special permits (one for each garage), which are discretionary actions pursuant to ZR Section 13-451: "Additional Parking Spaces for Residential Growth" to allow for the increase in capacity of the existing parking garages by a combined 453 spaces (to a total of 1,078 combined spaces). **Table A-1** shows the existing licensed capacity, proposed increase, and With-Action licensed capacity for each garage.

Table A-1: Existing and With-Action Garage Capacities

Garage	Existing Licensed Capacity[1]	Proposed Increase[2]	With-Action Licensed Capacity[1]
Ruppert Tower Garage	220	150	370
Yorkville Tower Garage	301	205	506
Knickerbocker Plaza Garage	104	98	202
Total	**625**	**453**	**1,078**

[1] Self-parking parking spaces under Existing conditions, attended parking spaces under With-Action conditions.
[2] Net increase in parking spaces.

Pursuant to ZR Section 13-07: "Existing Buildings and Off-Street Parking Facilities" and ZR Section 13-11: "Permitted Parking for Residences," the CPC may permit an increase in the number of spaces in an accessory off-street parking facility existing prior to May 8, 2013, provided that the increased number of permitted off-street parking spaces in the existing facility would serve the parking needs of a zoning lot comprised predominantly of residential uses, and, in Manhattan CD 8, the sum of any existing off-street parking spaces and the proposed increase would not exceed 35 percent of the total number of DUs. As the project site is located in Manhattan CD 8 and is currently occupied by three predominantly residential buildings constructed in 1975 with 1,843 total DUs, the proposed number of parking spaces (1,078) would not be allowed as-of-right per ZR Sections 13-07 and 13-11, as they would exceed 35 percent of the total number of DUs.

However, pursuant to ZR Section 13-451, the required analysis found that the 453 additional spaces proposed by the Applicants were reasonable and not excessive in relation to recent changes within close proximity to the project site. Specifically, there has been a net increase of 1,553 housing units (in new construction, expansions, and conversions) within the prescribed one-third mile study area surrounding the project site during the required ten-year lookback period (2007 to 2017), during which there has been a net decrease of 42 off-street residential parking spaces. Using the Department of City Planning (DCP)'s methodology, the analysis found that given these net decreases in the supply of off-street residential parking spaces and the net increases in the number of residential units in the study area, the ratio of change in residential parking spaces to change in residential units equals negative 2.7 percent. Therefore, the addition of the proposed 453 parking spaces, would bring the ratio of change in residential parking spaces to 26.5 percent – below the target residential parking growth ratio of 35 percent for the Manhattan Core (which includes Manhattan CD 8).

As the proposed increase in capacity would result in the addition of more than one parking space in the Manhattan Core, special permits are required pursuant to ZR Section 13-41: "General Provisions."

Additionally, as the proposed increase in capacity would result in the addition of more than 85 parking spaces, an environmental review is required.

IV. PURPOSE AND NEED FOR THE PROPOSED ACTION

It is the Applicants' position that the parking special permits would enable the existing 1,843 DUs in the Ruppert Urban Renewal Area to make productive use of their garage cellar space and provide additional accessory/public parking spaces to the project site and surrounding area. As detailed above, the project site contains predominantly residential buildings constructed prior to May 8, 2013 in Manhattan CD 8 of the Manhattan Core, and as such, a target residential parking growth ratio of 35 percent is permitted. Therefore, up to 453 accessory parking spaces may be added to the existing parking garages (equivalent to a residential parking growth ratio of 35 percent, given the negative ratio of change in off-street residential parking spaces to change in the number of DUs for the surrounding area during the 2007-2017 ten-year lookback period) per ZR Section 13-451.

The Applicants believe that the additional parking would primarily benefit residents of the project site as well as the surrounding mixed-use area, which has experienced substantial new residential development over the past ten years without the provision of off-street residential parking spaces. Several large new residential developments in the vicinity of the project site have not provided permitted parking, including the 105-unit building at 335 East 91st Street, completed in 2010, as well as the 166-unit building at 206 East 86th Street, completed in 2008. Additionally, neither the 231-unit building under construction at 203 East 92nd Street nor the 83-unit building under construction at 1681 Third Avenue will provide parking when they are completed in 2018.

Further, as detailed in Attachment C, "Transportation," demand for parking at the three garages exceeds the combined licensed 625-space capacity. The recent residential growth parking study completed for the Ruppert Tower, Yorkville Tower, and Knickerbocker Plaza garages shows that increasing the licensed capacities of the three existing garages would provide the additional parking supply necessary for the surrounding area.

V. DESCRIPTION OF THE PROPOSED ACTION

The Proposed Actions are the increase of licensed capacities for three existing parking facilities, utilizing three zoning special permits pursuant to ZR Section 13-455 (one special permit for each garage). The existing parking garages on the project site have a combined licensed capacity of 625 accessory/public self-parking spaces. The Proposed Actions would increase the licensed capacity of the parking garages by a combined 453 spaces, for a total combined capacity of 1,078 attended spaces. This would be accomplished by converting the self-parking garages into attended garages, and therefore increasing the amount of space that could be utilized for parking within the existing garages (refer to garage plans in **Appendix 1**). There would be no physical expansion or construction activity to the buildings on the project site as a result of the Proposed Actions. Additionally, there are no other changes being proposed to the parking garages. Vehicles would continue to access the parking garages using their respective existing curb cuts on East 92nd Street and East 90th Street, and no changes to the garages' existing ramps are proposed.

It should be noted that the ground-floor retail spaces fronting Second Avenue and Third Avenue are not subject to the special permit, as it is applicable only to the residential component of the Ruppert Urban Renewal Area.

VI. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

For environmental analysis purposes, a RWCDS has been identified for the project site for the 2018 analysis year. The incremental difference between the future No-Action and future With-Action scenarios is the basis for the impact category analyses of this EAS. To determine the scenarios, standard methodologies have been used following 2014 *CEQR Technical Manual* guidelines and employing reasonable, worst-case assumptions. These methodologies have been used to identify the amount and extent of future changes, as discussed below.

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

In the future without the Proposed Actions, no increases in licensed capacity would occur at the existing parking garages on the project site. Under No-Action conditions, the existing parking garages would remain as in the existing conditions (containing a combined licensed capacity of 625 self-parking spaces), and the available space within the garages will continue to be underutilized.

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

In the future with the Proposed Actions, a combined 453 parking spaces would be added to the three existing garages on the project site, increasing the total number of parking spaces in the garages from a combined 625 spaces to 1,078 spaces. As shown in **Appendix 1**, these parking spaces would be added to underutilized areas of the existing parking garages, and as such, no construction would occur under With-Action conditions. The other elements of the project site, including the existing building envelopes, curb cut locations, and the amount of excavation would remain the same as under existing and No-Action conditions. Based on the standard assumption of one worker per 50 attended parking spaces, it is estimated that the incremental increase of 453 parking spaces on the project site in the future with the Proposed Actions would result in the addition of at least 9 new workers (refer to **Table A-2**).

Table A-2: Comparison of No-Action and With-Action Scenarios

Use	Existing/No-Action Scenario	With-Action Scenario	Increment
Residential	1,843 DUs	1,843 DUs	**0 DUs** (0 gsf)
Commercial	69,202 gsf	69,202 gsf	**0 gsf**
Parking and Loading	625 spaces	1,078 spaces	**453 spaces**
Population/Employment[1]	**Existing/No-Action Scenario**	**With-Action Scenario**	**Increment**
Residents	1,027 residents	1,027 residents	**0 residents**
Workers	47 workers	56 workers	**9 workers**

[1] Estimates assume 1.79 persons per DU (based on 2010 U.S. Census data for Manhattan CD 8), 1 worker per 25 DUs, 3 workers per 1,000 sf commercial space, and 1 worker per 50 parking spaces.

VII. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions are zoning special permits, which are discretionary actions subject to the Uniform Land Use Review Procedure (ULURP), and environmental review under the State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR). CEQR is a process by which City agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The CEQR process requires City agencies to assess, disclose, and mitigate, to the greatest extent practicable, the significant environmental consequences of their decisions to fund, directly undertake, or approve a project. DCP is the lead agency for the Proposed Actions, which are categorized as Unlisted Actions for CEQR purposes.

ATTACHMENT B
SUPPLEMENTAL SCREENING

RUPPERT URBAN RENEWAL AREA
PARKING GARAGES EAS
ATTACHMENT B: SUPPLEMENTAL SCREENING

I. INTRODUCTION

This EAS has been prepared in accordance with the guidelines and methodologies presented in the 2014 *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 Actions 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. For those technical areas that warranted a "Yes" answer in Part II of the EAS Form, including Land Use, Zoning, and Public Policy, Transportation, Air Quality, and Noise supplemental screening assessments are provided in this attachment. Detailed analyses, as required, are provided in the subsequent attachments. The remaining technical areas detailed in the *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. These areas screened out from any further assessment include: Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Historic and Cultural Resources; Urban Design and Visual Resources; Natural Resources; Hazardous Materials; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Greenhouse Gas Emissions; Public Health; Neighborhood Character; and Construction. **Table B-1** presents a summary of analysis screening information for the proposed action.

Table B-1: Summary of CEQR Technical Area Screening

***CEQR* TECHNICAL AREA**	**SCREENED OUT PER EAS FORM**	**SCREENED OUT PER SUPPLEMENTAL SCREENING**	**FURTHER ANALYSIS REQUIRED**
Land Use, Zoning, & Public Policy		X[1]	
Socioeconomic Conditions	X		
Community Facilities & Services	X		
Open Space	X		
Shadows	X		
Historic & Cultural Resources	X		
Urban Design & Visual Resources	X		
Natural Resources	X		
Hazardous Materials	X		
Water & Sewer Infrastructure	X		
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation			X
Air Quality			X
Greenhouse Gas Emissions	X		
Noise		X	
Public Health	X		
Neighborhood Character	X		
Construction	X		

[1] Although the Land Use, Zoning, and Public Policy technical area was screened out in Part II of the EAS, all projects affecting land use or zoning on a site warrant a preliminary assessment, which is included herein.

As described in Attachment A, "Project Description," the Applicants are seeking three zoning special permits pursuant to Section 13-455 of the New York City Zoning Resolution (ZR), "Additional Parking Spaces for Existing Accessory Off-Street Parking Facilities." The Proposed Actions would allow for three existing accessory/public parking facilities with a combined licensed capacity of 625 self-parking spaces to add 453 spaces (for a total of 1,078 spaces) as a fully attended facility. This would be accomplished by converting the self-parking garages into attended garages, and therefore increasing the amount of space that could be utilized for parking within the existing garages. There would be no physical expansion or construction activity to the buildings on the project site as a result of the Proposed Actions.

The existing garages are located at 1619 Third Avenue (Ruppert Tower) (Block 1536, Lot 7501), 1641 Third Avenue (Yorkville Tower) (Block 1537, Lot 7501), and 1751 Second Avenue (Knickerbocker Plaza) (Block 1537, Lot 22), which are predominantly residential high-rise buildings in the Upper East Side neighborhood of Manhattan Community District (CD) 8 (the "project site"). The proposed garage capacity increases are expected to be completed in 2018. Absent approval of the Proposed Actions, no new parking spaces would be added to the existing garages on the project site, and the available space in the garages would remain underutilized, as under existing conditions.

II. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES

Land Use, Zoning, & Public Policy

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. Zoning and public policy analyses are typically performed in conjunction with a land use analysis when an action would change the zoning on the site or result in the loss of a particular use. Land use analyses are required when an action would substantially affect land use regulation. The land use, zoning, and public policy analysis focuses on the approximately 400-foot secondary study area surrounding the project site (refer to **Figure B-1**).

Land Use

The project site is located in the Upper East Side neighborhood of Manhattan CD 8. As shown in **Figure B-1**, the 400-foot area surrounding the project site contains a mix of low- to high-rise multi-family residential buildings, many of which contain lower-level commercial and retail spaces. The 34-story Ruppert Tower, 42-story Yorkville Tower, and 40-story Knickerbocker Plaza buildings on the project site were constructed simultaneously with several neighboring sites as part of the first wave of the Ruppert Brewery Urban Renewal Area of the 1970s, including the 42-story Ruppert House Apartments, and the one-acre Ruppert Park on Second Avenue shown in **Figure B-1**.

The northernmost block of the secondary study area contains the second wave of the Ruppert Brewery Urban Renewal Area of the 1980s, with high-rise predominantly residential development including the 32-story Astor Terrace, the 13-story Yorkville Gardens, and the 31-story Carnegie Park (refer to **Figure B-1**). Two other high-rise predominantly residential buildings in the secondary study area are located on Second Avenue, outside of the urban renewal area: the 45-story Waterford Condos (built 1987) and the 34-story Chartwell House (built 2000). Additionally, a new 36-story residential building with lower-level office and school space is currently under construction at 203 East 92nd Street between Second and Third Avenues (refer to **Figure B-1**).

Study Area Land Use

The remaining lots in the secondary study area surrounding the project site contain predominately low- and mid-rise multi-family residential and mixed residential/commercial buildings on narrow lots. As shown in **Figure B-1**, lower-level commercial and retail spaces are generally located along Second Avenue. The secondary study area also contains two public facilities/institutions: the Church of Our Lady of Good Counsel at 234 East 90th Street and the Promise Theater at 316 East 91st Street. There is one industrial/manufacturing building at 315 East 91st Street, which includes a gilding studio and art galleries. Additionally, it should be noted that the vacant lot on the northeast corner of Second Avenue and East 93rd Street is currently being used by the New York City Transit Authority for construction of the Second Avenue Subway, which is underway in the immediate vicinity of the project site.

Zoning & Public Policy

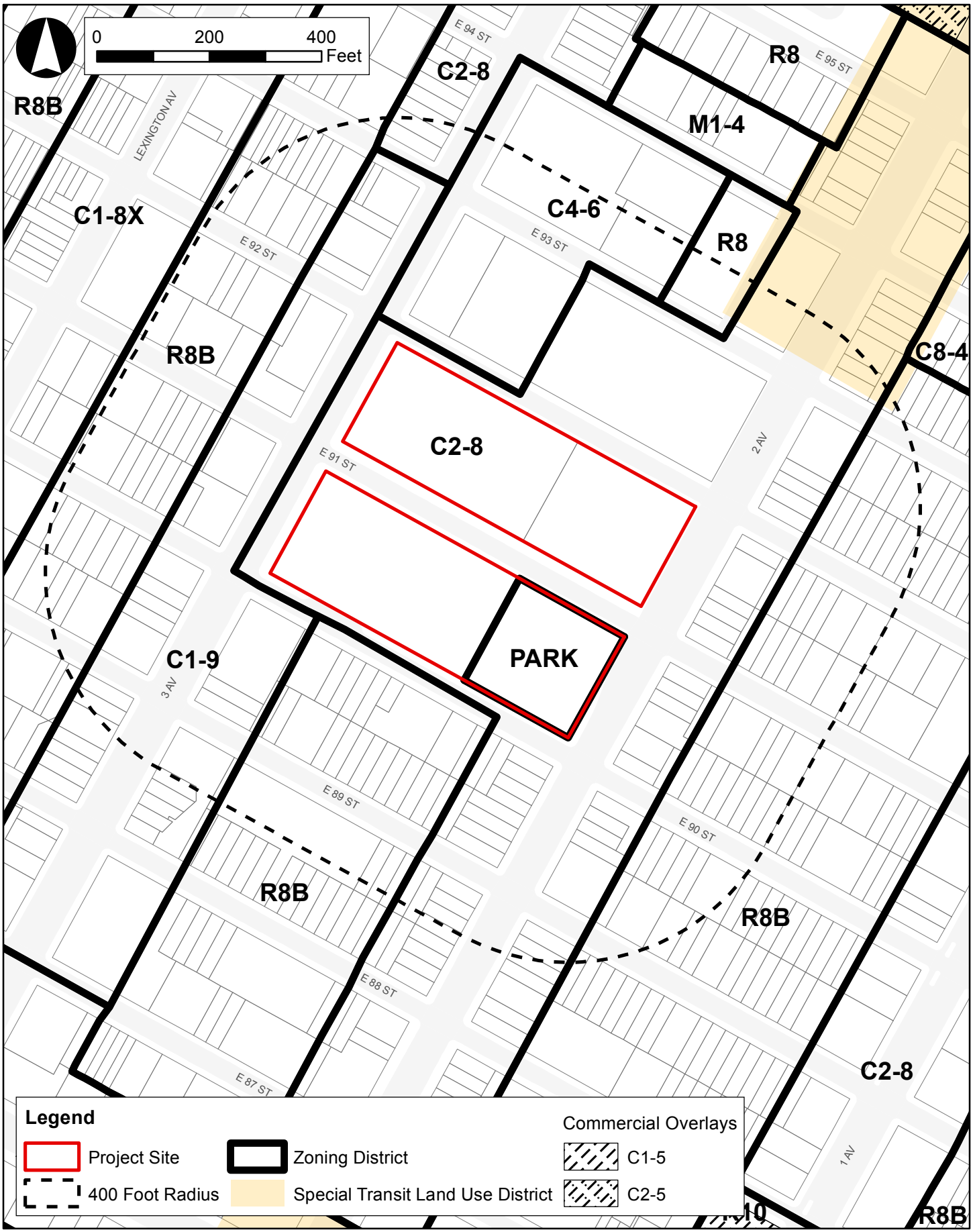
The 400-foot secondary study area surrounding the project site is comprised of C1-9, C2-8, C4-6, R8, and R8B zoning districts, as well as zoned Parkland (refer to **Figure B-2**). The project site and most properties fronting Second Avenue in the secondary study area are located in a C2-8 zoning district. C2-8 districts are commercial districts that are predominately residential in character, typically mapped along major thoroughfares in medium- and higher-density areas of the City. C2-8 zoning districts have a maximum allowable FAR of 2.0 for commercial uses and 10.0 FAR for residential uses (R10 residential equivalent). C2-8 districts allow maximum building heights of 210 feet on wide streets and 185 feet on narrow streets.

The northwestern portion of the secondary study area is located in a C4-6 zoning district. C4-6 districts are typically mapped in regional commercial centers that are located outside of the central business districts. C4-6 zoning districts have a maximum allowable FAR of 3.4 for commercial uses and 10.0 for residential uses, which can be increased up to 20 percent with a public plaza bonus (R10 residential equivalent). C4-6 districts allow for a maximum building height of 210 feet on wide streets and 185 feet on narrow streets.

The southwestern portion of the secondary study area is located in a C1-9 zoning district. C1-9 zoning districts are commercial districts that are predominantly residential in character, they are mapped along major thoroughfares in medium- and higher-density areas of the city. C1-9 zoning districts have a maximum allowable FAR of 2.0 for commercial uses and 10.0 for residential uses, which can be increased up to 20 percent with an Inclusionary Housing bonus (R10 residential equivalent).

As shown in **Figure B-2**, an R8 high-density residential zoning district is mapped in the northeastern section of the secondary study area. R8 zoning districts have a maximum allowable FAR of 0.94-6.02 for residential uses, and building heights cannot penetrate the sky exposure plane, which begins 85 feet above the street line. Most of the eastern and southern portions of the secondary study area are located in a R8B contextual general residential zoning district, which has mandatory Quality Housing bulk regulations. R8B zoning districts permit a maximum allowable residential FAR of 4.0 and a maximum building height of 75 feet above a 55- to 60-foot setback.

The project site and secondary study area are located within Manhattan CD 8, and as such, are subject to the Manhattan Core parking requirements outlined in the New York City Zoning Resolution (ZR). As detailed in Attachment A, "Project Description," ZR Section 13-07: "Existing Buildings and Off-Street Parking Facilities" and ZR Section 13-11: "Permitted Parking for Residences" state that the New York City Planning Commission (CPC) may permit an increase in the number of spaces in an accessory off-street parking facility existing prior to May 8, 2013, provided that the increased number of permitted off-street parking spaces in the existing facility would serve the parking needs of a zoning lot comprised predominantly of residential uses, and, in Manhattan CD 8, the sum of any existing off-street parking spaces and the proposed increase does not exceed 35 percent of the total number of DUs.
Additionally, the project site and the portion of the secondary study area are part of a Large Scale Residential Development (LSRD) approved by the CPC in 1971 (CP-21714), which was revised from an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R8B
Legend
Project Site
400 Foot Radius
Zoning District
Special Transit Land Use District
Commercial Overlays
C1-5
C2-5

initial 1968 Urban Renewal Plan (CP-20197). The boundaries of the Ruppert Brewery Urban Renewal Area extend from East 90th Street to East 94th Street between Second and Third Avenues. The New York City Department of Housing Preservation and Development (HPD) released a second amended urban renewal plan for the Ruppert Urban Renewal Project in 1980; the urban renewal plan expired in 2008 but the LSRD is still applicable to the project site and a portion of the secondary study area.

Assessment

Land Use

As detailed above, the Proposed Actions would not change existing land uses on the project site or within the secondary study area. As detailed above, the Proposed Action would result in an increase of a combined 453 parking spaces at three existing garages on the project site as compared to No-Action conditions. Therefore, the Proposed Actions would not have a significant adverse impact on land use, and further analysis is not warranted.

Zoning & Public Policy

The three zoning special permits would allow for the increase in licensed capacity of three existing accessory off-street parking facilities pursuant to ZR Section 13-455: "Additional Parking Spaces for Existing Accessory Off-Street Parking Facilities." The Ruppert and Yorkville Towers Special Permit applications require residential growth parking studies pursuant to ZR Section 13-455(a)(1). Knickerbocker Plaza is included in the analysis for the Ruppert and Yorkville Towers Special Permit applications, although it is not subject to ZR Section 13-451 and therefore does not require a residential growth parking study. The application for Knickerbocker Plaza is pursuant to ZR Section 13-455(a)(2).

Pursuant to ZR Section 13-451, the required analysis found that the combined 453 additional spaces proposed by the Applicants in the existing parking garages were reasonable and not excessive in relation to recent changes within close proximity to the project site (as detailed above, the residential growth parking study was conducted for Ruppert and Yorkville Towers. Knickerbocker Plaza is not subject to ZR Section 13-455(a)(1) requiring a study. However, all three garages were included in the analysis). There has been a net increase of 1,553 housing units (in new construction, expansions, and conversions) within the prescribed one-third mile study area surrounding the project site during the ten-year lookback period and extending until 2018 (the proposed project's build year), during which there has been a net decrease of 42 off-street residential parking spaces. Using the Department of City Planning (DCP)'s methodology, the analysis found that the study area's net increase in the number of residential units and the proposed 453-space special permit, the ratio of change in residential parking spaces to change in residential units would be 26.5 percent and thus does not exceed the 35 percent permitted number of parking spaces to DUs in Manhattan Community District 8.

Additionally, as there would be no physical expansion or construction activity to the buildings on the project site as a result of the Proposed Actions, it would not alter or conflict with existing zoning regulations or public policies applicable on the project site. Therefore, the Proposed Actions would not result in any significant adverse zoning or public policy impacts, and further analysis is not warranted.

Transportation

The proposed action exceeds the applicable development density thresholds specified in Table 16-1 of the *CEQR Technical Manual* and therefore a screening assessment is necessary to determine if detailed analyses of traffic and parking, transit, and pedestrians are warranted. As provided in Attachment C, "Transportation," a travel demand forecast was created based on field data collected at the existing parking

garages, to estimate the amount of new incremental vehicle trips expected to be generated by the Proposed Actions on an hourly basis. These estimates were then compared to the Level I thresholds provided in the *CEQR Technical Manual*. As detailed in Attachment C, the proposed garage capacity increases would result in a maximum of 53 new vehicle trips during the 3:00PM – 4:00PM hour, and a preliminary transportation analysis was conducted. However, as these 53 incremental trips would not all occur at one intersection, no significant adverse traffic impacts are expected and no detailed traffic analysis is warranted (refer to Attachment C, "Transportation").

Air Quality

Mobile Sources

Localized increases in pollutant levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of a proposed action. According to the screening threshold criteria outlined in Section 210 of Chapter 17 of the *CEQR Technical Manual*, detailed analysis is required for this area of the City if 170 or more auto-trips are generated in any given peak period at nearby intersections in the study area as a result of the proposed action. As detailed in Attachment C, "Transportation," the Proposed Actions would not exceed the CEQR threshold of 170 peak hour auto trips at nearby intersections in the study area. Additionally, the Proposed Actions would not exceed the particulate matter emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, a quantified assessment of emissions from project-generated traffic is not warranted and no significant mobile source air quality impacts are expected as a result of the Proposed Actions (refer to Attachment C, "Transportation").

Stationary Sources

In the case of parking garages that are totally enclosed and mechanically ventilated, potential air quality impacts may result from exhaust vent(s). The Proposed Actions involve an increase in capacity of the existing parking garages at 1619 Third Avenue (Ruppert Tower), 1641 Third Avenue (Yorkville Tower), and 1751 Second Avenue (Knickerbocker Plaza) in Manhattan. The Proposed Actions would increase the number of parking spaces in the existing parking garages by a combined 453 spaces for a combined total on-site capacity of 1,078 spaces. As emissions from the additional vehicles using the garages could potentially affect pollutant levels at nearby sensitive land uses, an analysis was conducted to estimate whether the potential air quality impacts of these emissions would be significant. As detailed in Attachment D, "Air Quality," the garages and on-street mobile source emissions associated with the Proposed Actions would not cause significant adverse air quality impacts.

Noise

Mobile Source

Mobile source noise impacts are those which could result from a Proposed Action(s) adding a substantial amount of traffic to an area. A detailed mobile source analysis is typically conducted when PCE values are at least doubled between the No-Action and With-Action conditions. As discussed in Attachment C, "Transportation," the proposed action would generate a maximum of 53 incremental vehicle trips during the 3:00PM – 4:00PM hour, and as such, would not double PCE values as compared to No-Action conditions. Therefore, no mobile source noise impacts would occur as a result of the Proposed Actions, and a detailed mobile source analysis is not warranted.

ATTACHMENT C
TRANSPORTATION

RUPPERT URBAN RENEWAL AREA
PARKING GARAGES EAS
ATTACHMENT C: TRANSPORTATION

I. INTRODUCTION

As detailed in Attachment A, "Project Description," the Applicants are seeking three zoning special permits which would allow for three existing accessory/public parking facilities with a combined licensed capacity of 625 self-parking spaces to add 453 spaces (for a total of 1,078 spaces) as fully attended garages. The garages are located at 1619 Third Avenue (Ruppert Tower), 1641 Third Avenue (Yorkville Tower), and 1751 Second Avenue (Knickerbocker Plaza) in the Upper East Side neighborhood of Manhattan. The proposed garage capacity increases would be accomplished by converting the self-parking garages into attended garages, and therefore increasing the amount of space that could be utilized for parking within the existing garages. There would be no physical expansion or construction activity to the buildings on the project site as a result of the Proposed Actions. The proposed garage capacity increases are expected to be completed in 2018. Absent approval of the Proposed Actions, no new parking spaces would be added to the garages on the project site, and the available space within the garages would continue to be underutilized.

Based on field data collected at the existing parking garages, a travel demand forecast was conducted to estimate the new incremental vehicle trips expected to be generated by the Proposed Actions on an hourly basis. The estimates were then compared to the Level I thresholds provided in the 2014 *CEQR Technical Manual.* As discussed in more detail below, the proposed garage capacity increase is expected to result in a maximum of 53 new vehicle trips per hour, but divided between two separate roadways, and further detailed traffic analysis is therefore not warranted.

II. FUTURE NO-ACTION & WITH-ACTION ASSUMPTIONS

As noted above, the Proposed Actions would result in a net increase of 453 combined parking spaces compared to the No-Action condition, under which the project site is expected to remain as is – three public parking garages with a combined licensed capacity of 625 self-parking spaces.

Under With-Action conditions, the Proposed Actions would be approved and the proposed increased capacity will be utilized. The With-Action garages would comprise a total of 1,078 attended accessory/public parking spaces. The additional capacity of 453 vehicles would be added by converting the self-parking garages into attended garages, increasing the amount of space that could be utilized for parking within the existing garages. Vehicles would continue to access the parking area using the existing curb cuts on East 90th Street and East 92nd Street and no changes to the garages' existing operations are proposed, including no changes to the existing ramps. Access to the additional capacity will be via existing ramps. As the increase in vehicles resulting from the Proposed Actions would have the potential to exceed *CEQR Technical Manual* transportation analysis thresholds, a preliminary travel demand forecast was prepared.

III. CEQR SCREENING METHODOLOGY

The *CEQR Technical Manual* identifies minimum development densities that potentially require a transportation analysis. Developments smaller than the densities shown in Table 16-1 of the *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or

bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse impacts are considered unlikely. In Zone 1, where the project site is located, the development density threshold for off-street parking facilities is 85 new spaces. The proposed combined increase of 453 spaces therefore requires further screening per *CEQR Technical Manual* guidelines.

The *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a preliminary analysis of traffic, parking, transit, and pedestrians to determine if detailed analyses are warranted. As discussed below, the preliminary analysis begins with a trip generation (Level 1) analysis to estimate the number of person and vehicle trips to and from the project site. According to CEQR, a detailed traffic analysis is typically not warranted if a proposed action generates less than 50 vehicle trips and detailed transit and/or pedestrian analyses are typically not warranted if a proposed action generates less than 200 transit and/or pedestrian trips. When these thresholds are exceeded, detailed trip assignments (Level 2) are to be performed to estimate the incremental trips at nearby intersections (for traffic), subway station elements and bus lines (for transit), and sidewalks, corners, and/or crosswalks (for pedestrians) to identify locations for detailed analyses.

IV. LEVEL I SCREENING – TRIP GENERATION

Vehicular Traffic

In order to estimate the number of new trips that would be a generated as a result of the proposed garage capacity increases, travel patterns of vehicles entering and exiting the three existing garages were observed over a 12 hour period (7 AM to 7 PM) in June 2015. These field counts were used to forecast the anticipated future demand of the garage with and without the Proposed Actions. The resulting net difference (increment) between the No-Action and With-Action conditions was used to determine whether the project-generated trips would exceed *CEQR Technical Manual* Level I analysis thresholds.

The field counts exhibited a high demand with a maximum of 965 combined vehicles (339 at Ruppert, 457 at Yorkville, and 169 at Knickerbocker) accumulating at the three garages in the overnight period (see **Tables C-1a**, **C-1b**, and **C-1c**).

However, for the No-Action condition it was assumed that the garages would operate at their existing licensed capacities of a combined 625 self-parking spaces (220 at Ruppert, 301 at Yorkville, and 104 at Knickerbocker). The resulting travel pattern of incoming and outgoing vehicles in the No-Action condition is shown in **Tables C-2a**, **C-2b**, and **C-2c**. As shown in the tables, traffic to and from the Ruppert garage would peak from 8AM to 9AM with a total of 29 vehicle trips, at the Yorkville garage from 3PM to 4PM with a total of 37 vehicle trips, and at the Knickerbocker garage from 3PM to 4PM with a total of 17 vehicle trips. Combined traffic from the three garages would peak from 3PM to 4PM with a combined total of 71 vehicle trips.

As the licensed capacity at the Ruppert garage would increase by approximately 68.2 percent from the No-Action to the With-Action condition, by approximately 68.4 percent at the Yorkville garage, and by approximately 94.2 percent at the Knickerbocker garage, the With-Action vehicular traffic demand was estimated by multiplying the No-Action trips shown in **Tables C-2a, C-2b,** and **C-2c** by factors of 1.682, 1.681, and 1.942, respectively. **Tables C-3a, C-3b**, and **C-3c**, show that in the With-Action condition, the Ruppert garage is expected to experience a peak hour demand of a total 46 vehicle trips from 8AM to 9AM, the Yorkville garage is expected to experience a peak hour demand of a total 63 vehicle trips from 3PM to 4PM, and the Knickerbocker garage is expected to experience a peak hour demand of a total 33 vehicle trips from 3PM to 4PM. Combined traffic from the three garages would peak from 3PM to 4PM with a combined total of 124 vehicle trips.

Table C-1a
Existing Hourly Parking Demand: Ruppert Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total		
		7:00 AM	-	-	-	339	154.1%
7:00 AM	to	8:00 AM	17	22	39	330	150.0%
8:00 AM	to	9:00 AM	17	25	42	326	148.2%
9:00 AM	to	10:00 AM	21	12	33	335	152.3%
10:00 AM	to	11:00 AM	6	15	21	326	148.2%
11:00 AM	to	12:00 PM	8	7	15	327	148.6%
12:00 PM	to	1:00 PM	2	5	7	324	147.3%
1:00 PM	to	2:00 PM	9	8	17	325	147.7%
2:00 PM	to	3:00 PM	6	17	23	314	142.7%
3:00 PM	to	4:00 PM	7	19	26	302	137.3%
4:00 PM	to	5:00 PM	13	17	30	298	135.5%
5:00 PM	to	6:00 PM	15	14	29	299	135.9%
6:00 PM	to	7:00 PM	12	10	22	301	136.8%
		Totals:	**133**	**171**	**304**		

Table C-1b
Existing Hourly Parking Demand: Yorkville Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total		
		7:00 AM	-	-	-	457	151.8%
7:00 AM	to	8:00 AM	18	28	46	447	148.5%
8:00 AM	to	9:00 AM	26	26	52	447	148.5%
9:00 AM	to	10:00 AM	29	18	47	458	152.2%
10:00 AM	to	11:00 AM	19	16	35	461	153.2%
11:00 AM	to	12:00 PM	14	17	31	458	152.2%
12:00 PM	to	1:00 PM	10	19	29	449	149.2%
1:00 PM	to	2:00 PM	12	16	28	445	147.8%
2:00 PM	to	3:00 PM	11	32	43	424	140.9%
3:00 PM	to	4:00 PM	21	35	56	410	136.2%
4:00 PM	to	5:00 PM	17	26	43	401	133.2%
5:00 PM	to	6:00 PM	16	30	46	387	128.6%
6:00 PM	to	7:00 PM	21	12	33	396	131.6%
		Totals:	**214**	**275**	**489**		

Table C-1c
Existing Hourly Parking Demand: Knickerbocker Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total		
		7:00 AM	-	-	-	169	162.5%
7:00 AM	to	8:00 AM	8	17	25	160	153.8%
8:00 AM	to	9:00 AM	6	12	18	154	148.1%
9:00 AM	to	10:00 AM	7	6	13	155	149.0%
10:00 AM	to	11:00 AM	8	8	16	155	149.0%
11:00 AM	to	12:00 PM	3	3	6	155	149.0%
12:00 PM	to	1:00 PM	8	3	11	160	153.8%
1:00 PM	to	2:00 PM	4	3	7	161	154.8%
2:00 PM	to	3:00 PM	9	8	17	162	155.8%
3:00 PM	to	4:00 PM	8	20	28	150	144.2%
4:00 PM	to	5:00 PM	8	14	22	144	138.5%
5:00 PM	to	6:00 PM	7	12	19	139	133.7%
6:00 PM	to	7:00 PM	9	9	18	139	133.7%
		Totals:	**85**	**115**	**200**		

Table C-2a
No-Action Hourly Parking Demand: Ruppert Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total[1]		
		7:00 AM	-	-	-	220	100.0%
7:00 AM	to	8:00 AM	11	14	25	217	98.6%
8:00 AM	to	9:00 AM	11	16	**27**	212	96.4%
9:00 AM	to	10:00 AM	14	8	22	218	99.1%
10:00 AM	to	11:00 AM	4	10	14	212	96.4%
11:00 AM	to	12:00 PM	5	5	10	212	96.4%
12:00 PM	to	1:00 PM	1	3	4	210	95.5%
1:00 PM	to	2:00 PM	6	5	11	211	95.9%
2:00 PM	to	3:00 PM	4	11	15	204	92.7%
3:00 PM	to	4:00 PM	5	12	17	197	89.5%
4:00 PM	to	5:00 PM	8	11	19	194	88.2%
5:00 PM	to	6:00 PM	10	9	19	195	88.6%
6:00 PM	to	7:00 PM	7	6	19	196	89.1%
		Totals:	**86**	**110**	**196**		

Table C-2b
No-Action Hourly Parking Demand: Yorkville Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total[1]		
		7:00 AM	-	-	-	301	100.0%
7:00 AM	to	8:00 AM	12	18	30	295	98.0%
8:00 AM	to	9:00 AM	17	17	34	295	98.0%
9:00 AM	to	10:00 AM	19	12	31	302	100.3%
10:00 AM	to	11:00 AM	13	11	24	304	101.0%
11:00 AM	to	12:00 PM	9	11	20	302	100.3%
12:00 PM	to	1:00 PM	7	13	20	296	98.3%
1:00 PM	to	2:00 PM	8	11	19	293	97.3%
2:00 PM	to	3:00 PM	7	21	28	279	92.7%
3:00 PM	to	4:00 PM	14	23	**37**	270	89.7%
4:00 PM	to	5:00 PM	11	17	28	264	87.7%
5:00 PM	to	6:00 PM	11	20	31	255	84.7%
6:00 PM	to	7:00 PM	13	8	21	260	86.4%
		Totals:	**141**	**182**	**323**		

Table C-2c
No-Action Hourly Parking Demand: Knickerbocker Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total[1]		
		7:00 AM	-	-	-	104	100.0%
7:00 AM	to	8:00 AM	5	10	15	99	95.2%
8:00 AM	to	9:00 AM	4	7	11	96	92.3%
9:00 AM	to	10:00 AM	4	4	8	96	92.3%
10:00 AM	to	11:00 AM	5	5	10	96	92.3%
11:00 AM	to	12:00 PM	2	2	4	96	92.3%
12:00 PM	to	1:00 PM	5	2	7	99	95.2%
1:00 PM	to	2:00 PM	2	2	4	99	95.2%
2:00 PM	to	3:00 PM	6	5	11	100	96.2%
3:00 PM	to	4:00 PM	5	12	**17**	93	89.4%
4:00 PM	to	5:00 PM	5	9	14	89	85.6%
5:00 PM	to	6:00 PM	4	7	11	86	82.7%
6:00 PM	to	7:00 PM	5	6	11	85	81.7%
		Totals:	**52**	**71**	**123**		

[1] Maximum No-Action demand in **bold.**

Table C-3a
With-Action Hourly Parking Demand: Ruppert Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total[2]		
		7:00 AM	-	-	-	370	100.0%
7:00 AM	to	8:00 AM	19	24	43	365	98.6%
8:00 AM	to	9:00 AM	19	27	**46**	357	96.5%
9:00 AM	to	10:00 AM	24	13	37	368	99.5%
10:00 AM	to	11:00 AM	7	17	24	358	96.8%
11:00 AM	to	12:00 PM	8	8	16	358	96.8%
12:00 PM	to	1:00 PM	2	5	7	355	95.9%
1:00 PM	to	2:00 PM	10	8	18	357	96.5%
2:00 PM	to	3:00 PM	7	19	26	345	93.2%
3:00 PM	to	4:00 PM	8	20	28	333	90.0%
4:00 PM	to	5:00 PM	13	19	32	327	88.4%
5:00 PM	to	6:00 PM	17	15	32	329	88.9%
6:00 PM	to	7:00 PM	12	10	22	331	89.5%
		Totals:	**146**	**185**	**331**		

Table C-3b
With-Action Hourly Parking Demand: Yorkville Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total[2]		
		7:00 AM	-	-	-	506	100.0%
7:00 AM	to	8:00 AM	20	30	50	496	98.0%
8:00 AM	to	9:00 AM	29	29	58	496	98.0%
9:00 AM	to	10:00 AM	32	20	52	508	100.4%
10:00 AM	to	11:00 AM	22	18	40	512	101.2%
11:00 AM	to	12:00 PM	15	18	33	509	100.6%
12:00 PM	to	1:00 PM	12	22	34	499	98.6%
1:00 PM	to	2:00 PM	13	18	31	494	97.6%
2:00 PM	to	3:00 PM	12	35	47	471	93.1%
3:00 PM	to	4:00 PM	24	39	**63**	456	90.1%
4:00 PM	to	5:00 PM	18	29	47	445	87.9%
5:00 PM	to	6:00 PM	18	34	52	429	84.8%
6:00 PM	to	7:00 PM	22	13	35	438	86.6%
		Totals:	**237**	**305**	**542**		

Table C-3c
With-Action Hourly Parking Demand: Knickerbocker Garage

Time			Vehicles			Accumulation	Occupancy
			In	Out	Total[2]		
		7:00 AM	-	-	-	202	100.0%
7:00 AM	to	8:00 AM	10	19	29	193	95.5%
8:00 AM	to	9:00 AM	8	14	22	187	92.6%
9:00 AM	to	10:00 AM	8	8	16	187	92.6%
10:00 AM	to	11:00 AM	10	10	20	187	92.6%
11:00 AM	to	12:00 PM	4	4	8	187	92.6%
12:00 PM	to	1:00 PM	10	4	14	193	95.5%
1:00 PM	to	2:00 PM	4	4	8	193	95.5%
2:00 PM	to	3:00 PM	12	10	22	195	96.5%
3:00 PM	to	4:00 PM	10	23	**33**	182	90.1%
4:00 PM	to	5:00 PM	10	17	27	175	86.6%
5:00 PM	to	6:00 PM	8	14	22	169	83.7%
6:00 PM	to	7:00 PM	10	12	22	167	82.7%
		Totals:	**104**	**139**	**243**		

[2] Maximum With-Action demand in **bold.**

As shown in **Table C-4,** the Proposed Actions are expected to result in a maximum net increase (increment) of approximately 53 hourly vehicle trips during the period from 3PM to 4PM. This increment of new vehicle trips is slightly higher than the *CEQR Technical Manual* Level I analysis threshold of 50 new peak hour vehicles. However, these new vehicle trips would be added to two separate roadways – 11 incremental trips at East 90th Street and 42 incremental trips at East 92nd Street – and as these two streets are both eastbound one-way streets, the new vehicle trips are unlikely to all overlap at any one nearby intersection and therefore are not expected to exceed the 50 new hourly vehicle trips per intersection CEQR threshold. As such, significant adverse traffic impacts resulting from the Proposed Actions are unlikely and no further traffic analysis is warranted.

Table C-4
Incremental Increases in Vehicle Traffic

Time	East 90th Street			East 92nd Street						Increment Increase[1] (Combined)
	Ruppert Increment Increase			Yorkville Increment Increase			Knickerbocker Increment Increase			
	In	Out	Total	In	Out	Total	In	Out	Total	
7:00 AM	-	-	-	-	-	-	-	-	-	-
7:00 AM to 8:00 AM	8	10	18	8	12	20	5	9	14	52
8:00 AM to 9:00 AM	8	11	19	12	12	24	4	7	11	54
9:00 AM to 10:00 AM	10	5	15	13	8	21	4	4	8	44
10:00 AM to 11:00 AM	3	7	10	9	7	16	5	5	10	36
11:00 AM to 12:00 PM	3	3	6	6	7	13	2	2	4	23
12:00 PM to 1:00 PM	1	2	3	5	9	14	5	2	7	24
1:00 PM to 2:00 PM	4	3	7	5	7	12	2	2	4	23
2:00 PM to 3:00 PM	3	8	11	5	14	19	6	5	11	41
3:00 PM to 4:00 PM	3	8	11	10	16	26	5	11	16	**53**
4:00 PM to 5:00 PM	5	8	13	7	12	19	5	8	13	45
5:00 PM to 6:00 PM	7	6	13	7	14	21	4	7	11	45
6:00 PM to 7:00 PM	5	4	9	9	5	14	5	6	11	34
Totals:	**60**	**75**	**135**	**96**	**123**	**219**	**52**	**68**	**120**	

Notes:
[1] Maximum combined incremental increase in **bold.**

Other Modes

The Proposed Actions are not expected to result in any new transit trips. The maximum new peak hour walk trips would indirectly result from the anticipated maximum 53 new peak hour vehicle trips and are therefore are not expected to exceed the *CEQR Technical Manual* Level I analysis threshold of 200 new pedestrians per hour. Therefore, no further transit or pedestrian analyses are warranted as per *CEQR Technical Manual* guidelines.

ATTACHMENT D
AIR QUALITY

RUPPERT URBAN RENEWAL AREA
PARKING GARAGES EAS
ATTACHMENT D: AIR QUALITY

I. INTRODUCTION

As detailed in Attachment A, "Project Description," the Applicants are seeking three zoning special permits which would allow for three existing accessory/public parking facilities with a combined licensed capacity of 625 self-parking spaces to add 453 spaces (for a total of 1,078 spaces) as fully attended garages. The garages are located at 1619 Third Avenue (Ruppert Tower, which will have 370 spaces), 1641 Third Avenue (Yorkville Tower, which will have 506 spaces), and 1751 Second Avenue (Knickerbocker Plaza, which will have 202 spaces) in the Upper East Side neighborhood of Manhattan. The proposed garages' capacity increases would be accomplished by converting the self-parking garages into attended garages, and therefore increasing the amount of space that could be utilized for parking within the existing garages. There would be no physical expansion or construction activity to the buildings on the project site as a result of the Proposed Actions. The proposed garages' capacity increases are expected to be completed in 2018. Absent approval of the Proposed Actions, no new parking spaces would be added to the garages on the project site, and the available space within the garages would continue to be underutilized.

Emissions from the vehicles using the proposed garages could potentially affect pollutant levels at nearby sensitive land uses. As such, an analysis was conducted to determine whether the potential air quality impacts of these emissions would be significant. All garages are located within two tax blocks between East 90th and 92nd Streets and Second and Third Avenues, and their emissions would affect land uses within this area.

To estimate the maximum potential impacts of a proposed action with multiple parking facilities, it is common practice to estimate the potential impact of the garage with the highest number of incoming and outgoing vehicles. However, because the Yorkville and Knickerbocker garages are adjacent to each other, emissions from these two facilities may have a cumulative effect on surrounding land uses. The Ruppert Tower garage, however, is more than 250 feet from the Yorkville and Knickerbocker garages, and unlikely to measurable contribute to the cumulative impact. Nevertheless, for conservative purposes, the number of project-generated vehicles (in and out) from the Ruppert garage was added to the combined number of incoming and outgoing vehicles from the Yorkville and Knickerbocker garages to estimate the maximum cumulative impact of all three garages combined.

Vehicles utilizing both the Yorkville and Knickerbocker garages would enter and exit from East 92nd Street, where the highest impacts are likely to occur (refer to **Appendix 1**). For the conservative purposes, the garage parameters (lengths, widths, total area, and total ramp lengths) of the three facilities combined were used in this analysis. In addition, it was conservatively assumed that the exhaust emissions from all three garages would be exhausted through one vent that would face East 92nd Street.

II. PRINCIPAL CONCLUSIONS

Mobile Sources

No significant mobile source air quality impacts are expected because of the Proposed Actions. Localized increases in pollutant levels may result from increased vehicular traffic volumes and changed traffic

patterns in the study area as a consequence of a proposed action. According to the screening threshold criteria outlined in Section 210 of Chapter 17 of the *CEQR Technical Manual*, a detailed analysis is required for this area of the City if 170 or more auto-trips are generated in any given peak period at nearby intersections in the study area as a result of a proposed action. As detailed in Attachment C, "Transportation," the number of vehicles generated under the Proposed Actions would not exceed the CEQR threshold of 170 peak hour auto trips at nearby intersections in the study area. Additionally, the Proposed Actions would not exceed the particulate matter emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. As detailed in **Table C-4** in Attachment C, the Proposed Actions would result in a net increase of 19 vehicles on East 90th Street in the 8:00AM to 9:00AM peak hour, and a net increase of 42 vehicles on East 92nd Street in the 3:00PM to 4:00PM peak hour. As presented in **Appendix 2**, the equivalent truck calculations for East 90th Street pass the $PM_{2.5}$ screens, and the equivalent truck calculations for East 92nd Street would only fail the $PM_{2.5}$ screen for paved roads with less than 5,000 vehicles per day. As East 92nd Street accommodates more than 5,000 vehicles per day, the Proposed Actions pass the required $PM_{2.5}$ screening, and a quantified assessment of emissions from project-generated traffic is not warranted.

Stationary Sources

In the case of parking garages that are totally enclosed and mechanically ventilated, potential air quality impacts may result from exhaust vent(s). The Proposed Actions would increase the capacity of the all three parking garages. As emissions from the additional vehicles using the garages could potentially affect pollutant levels at nearby sensitive land uses, an analysis was conducted to estimate whether the potential air quality impacts of these emissions would be significant. As detailed below, the garages and on-street mobile source emissions associated with the Proposed Actions would not cause significant adverse air quality impacts.

III. TRAFFIC DATA

Traffic data on incremental increase in parking demand between With Action and No Action conditions for each garage, which include vehicular trips in and out of the garages, are provided in **Tables D-1, D-2** and **D-3** below (and discussed in further detail in Attachment C, "Transportation"). Of the three garages, the Yorkville garage would have the highest number of vehicular trips between No-Action and With Action conditions of 13 in and 16 out, the Knickerbocker garage would have six in and 11 out, and the Ruppert garage would have seven in and eight out trips. For conservative purposes, the total combined number of incoming (26) and outcoming vehicles (35) from all three garages were used in the analysis.[1] In addition to the vehicular trips associated with the proposed garages, emissions from background traffic in the vicinity of the site were accounted for in the analysis.

A detailed transportation analysis was not conducted for this project. However, the traffic data (peak hour volumes) for East 92nd Street, where vehicular entrance/exit and exhaust vents from both Yorkville and Knickerbocker garages are assumed to be located, were obtained from the 2013 Environmental Impact Statement (EIS) that was conducted for the 203-205 East 92nd Street development.

[1] After completion of the air quality analysis, the transportation analysis in Attachment C was revised. Specifically, the incremental increases of vehicular traffic in and out of the Ruppert Garage on East 90th Street were revised, increasing the highest number of in and out trips from seven and eight to 10 and 11, respectively (refer to **Table C-4** in Attachment C). However, these projected updated volume increases of less than 50 percent would not result in significant adverse air quality impacts. Based on the results of the garage analysis detailed below, the With-Action garage volumes would need to be increased by a factor of more than 10 in order to result in significant adverse air quality impacts. Therefore, it was not necessary to re-conduct the air quality analysis per the increased vehicular traffic increments detailed in Attachment C.

Table D-1: Yorkville Garage Incremental Increase in Parking					
Time			**Vehicles**		
			In	**Out**	**Total**
		7:00 AM	-	-	-
7:00 AM	to	8:00 AM	8	12	20
8:00 AM	to	9:00 AM	12	12	24
9:00 AM	to	10:00 AM	**13**	8	21
10:00 AM	to	11:00 AM	9	8	17
11:00 AM	to	12:00 PM	6	8	14
12:00 PM	to	1:00 PM	5	9	14
1:00 PM	to	2:00 PM	5	8	13
2:00 PM	to	3:00 PM	5	14	19
3:00 PM	to	4:00 PM	10	**16**	26
4:00 PM	to	5:00 PM	8	12	20
5:00 PM	to	6:00 PM	8	14	22
6:00 PM	to	7:00 PM	9	5	14
		Totals:	**98**	**126**	**224**

Table D-2: Knickerbocker Garage Incremental Increase in Parking					
Time			**Vehicles**		
			In	**Out**	**Total**
		7:00 AM	-	-	-
7:00 AM	to	8:00 AM	5	9	14
8:00 AM	to	9:00 AM	4	7	11
9:00 AM	to	10:00 AM	4	4	8
10:00 AM	to	11:00 AM	5	5	10
11:00 AM	to	12:00 PM	2	2	4
12:00 PM	to	1:00 PM	5	2	7
1:00 PM	to	2:00 PM	2	2	4
2:00 PM	to	3:00 PM	**6**	5	11
3:00 PM	to	4:00 PM	5	**11**	16
4:00 PM	to	5:00 PM	5	8	13
5:00 PM	to	6:00 PM	4	7	11
6:00 PM	to	7:00 PM	5	6	11
		Totals:	**52**	**68**	**120**

Table D-3: Ruppert Garage Incremental Increase in Parking[1]					
Time			Vehicles		
			In	Out	Total
		7:00 AM	-	-	-
7:00 AM	to	8:00 AM	5	7	12
8:00 AM	to	9:00 AM	5	**8**	13
9:00 AM	to	10:00 AM	**7**	4	11
10:00 AM	to	11:00 AM	2	5	7
11:00 AM	to	12:00 PM	3	2	5
12:00 PM	to	1:00 PM	1	1	2
1:00 PM	to	2:00 PM	3	3	6
2:00 PM	to	3:00 PM	2	5	7
3:00 PM	to	4:00 PM	2	6	8
4:00 PM	to	5:00 PM	4	5	9
5:00 PM	to	6:00 PM	5	5	10
6:00 PM	to	7:00 PM	3	3	6
		Totals:	**42**	**54**	**96**

Note: [1]After completion of the air quality analysis, the transportation analysis in Attachment C was revised. Specifically, the incremental increases of vehicular traffic in and out of the Ruppert Garage on East 90th Street were revised, increasing the highest number of in and out trips from seven and eight to 10 and 11, respectively (refer to **Table C-4** in Attachment C). However, these projected updated volume increases of less than 50 percent would not result in significant adverse air quality impacts. Based on the results of the garage analysis detailed below, the With-Action garage volumes would need to be increased by a factor of more than 10 in order to result in significant adverse air quality impacts. Therefore, it was not necessary to re-conduct the air quality analysis per the increased vehicular traffic increments detailed in Attachment C.

The hourly traffic volumes used in this analysis are as follows:

- East 92nd Street Eastbound (one way) -- 395 vehicles/hour
- 2nd Ave southbound to East 92th Street – 1,306 vehicles/hour
- 3rd Ave northbound to East 92nd Street – 1,497 vehicles/hour

These background traffic volumes were added to the garage-generated vehicular trips, and total volumes were modeled to estimate contributions from on-street vehicular traffic.

IV. METHODOLOGY

The pollutants of concern for parking facilities are carbon monoxide (CO) and particulate matter smaller than 2.5 microns ($PM_{2.5}$). This analysis was conducted following guidelines provided in the *CEQR Technical Manual* Appendices for parking facilities.

The proposed garages would be a totally enclosed facilities with mechanical ventilation. To estimate pollutant concentrations, the garage's exhaust vent(s) was analyzed as a "virtual point source" using the computational procedure provided in EPA's Workbook of Atmospheric Dispersion Estimates (AP-26), as referenced in the *CEQR Technical Manual* on page 17-30. This methodology estimates concentrations at various distances from the vent (using appropriate initial horizontal and vertical dispersion coefficients) assuming that the concentrations within the garage are equal to the concentrations in the vent exhaust.

In accordance with CEQR guidance, pollutant concentrations were estimated at locations on the near and

far pedestrian sidewalks to ensure that the maximum cumulative effects from on-street traffic and garage emissions are estimated. Concentrations were also estimated at a window (receptors) located directly above the vent.

Contributions from on-street CO and $PM_{2.5}$ vehicular emissions at these receptor locations were calculated through dispersion modeling analyses using EPA's AERMOD dispersion model, which is currently recommended by EPA for mobile source (intersection or highway) modeling, and these values were added to garage-generated impacts and appropriate background levels to estimate the total cumulative pollutant concentrations. Pollutant concentrations within the garage were calculated assuming a minimum ventilation rate, as per New York City Building Code requirements, of one cubic foot per minute of fresh air per gross square foot of garage area.

To determine compliance with the 8-hour CO National Ambient Air Quality Standard (NAAQS) and the 24-hour $PM_{2.5}$ *CEQR* significant incremental impact criteria, maximum CO concentrations were predicted for an 8-hour averaging period and maximum $PM_{2.5}$ concentrations were predicted for a 24-hour time period.

The 24-hour $PM_{2.5}$ *CEQR* significant incremental impact criterion was estimated as half the difference between NAAQS of 35 ug/m^3 and the applicable $PM_{2.5}$ background concentration recorded in Manhattan. As the 3-year 98% percentile of 24-hour $PM_{2.5}$ background concentrations recorded at the closest Junior High School 45 monitoring station (JHS-45) in Manhattan is 22.4 ug/m^3 (for 2014-2016), half the difference between NAAQS of 35 ug/m^3 and 22.4 ug/m^3 is 6.3 ug/m^3. This incremental value was used as the threshold level to determine whether the $PM_{2.5}$ garage emissions together with on-site mobile source emissions could cause exceedances of *CEQR* significant impact criteria.

V. EMISSION FACTORS

The EPA MOVES2014 emission factor algorithm was used to estimate CO and $PM_{2.5}$ emission factors for entering, exiting, and idling vehicles within the garage, and vehicles travelling on nearby streets. Vehicles exiting the garage were assumed to idle for one minute before departing, and the speed within the garage was assumed to be 5 miles per hour (mph). Speeds on the nearby streets were assumed to be 25 mph.

Emission factors estimated by the MOVES model for moving and idling vehicles were used to estimate garage exhaust impacts and model CO and $PM_{2.5}$ emissions from on-street traffic with the AERMOD dispersion model.

Modeling inputs for inspection/maintenance, fuel supply and formulation, age distribution, meteorology, etc., were all provided by the New York City Department of City Planning (DCP) for the borough of Manhattan. Running exhaust and crankcase running exhaust for $PM_{2.5}$, including brake and tire wear emissions, were all included in the emission factors estimates. Fugitive dust (i.e., from the re-entrainment of particles off the ground) emission factors for $PM_{2.5}$ were added to the emission factors calculated by MOVES.

Fugitive dust was estimated using equations from Section 13.2.1-3 of EPA's AP-42 for roadways with more than 5,000 vehicles a day, which is applicable for roadways in the vicinity of the garage, which can be classified as principal or minor arterials. The formulas are based on an average fleet weight, which varies according to the vehicular mix for a given roadway, and a silt loading factor. A silt loading factor of 0.1 g/m^2, applicable for principal and minor urban arterials roads, was used, as recommended by the *CEQR Technical Manual*.

Because the expanded garages would be fully operational by 2018, the 2018 year was used to generate pollutant emission factors using the MOVES model. The MOVES model was run for the peak PM period of the 2018 year.

Post-processing was conducted using the MOVES MySQL Workbench data management software application to extract CO and $PM_{2.5}$ emission factors from MOVES output for each link included in the analysis. These emission factors, together with traffic hourly volumes on each link, were used to model nearby roadway links in the AERMOD dispersion analysis.

VI. DISPERSION ANALYSIS

The AERMOD dispersion model was used to estimate CO and $PM_{2.5}$ contributions from the vehicular traffic on the nearby roadway links as components of the total predicted pollutant concentrations. AERMOD is currently recommended by EPA as preferred model to estimate concentration from vehicular traffic at intersections, highways, by simulating them as a line or of volume sources. The advantage of using AERMOD over the previously used model (CAL3QHCR) for mobile source modeling is associated with the ability to use five consecutive years on meteorological data in one modeling run and obtain maximum concentrations over the five-year period.

Based on a NYCDCP recommendation, roadway links near the garages were modeled using the EPA area source option where links were represented by an array of adjacent area sources along the East 92nd Street, NB Third Ave and SB Second Avenue. Based on a the DCP recommendations, a release height of 0.152 meters for tailpipe exhaust and an estimated initial dispersion coefficient of 1.2 meters were used. Inputs to the model also included link coordinates and emission rates in grams per second per square feet of each adjacent area.

Emission rates for each pollutant were estimated using MOVES emissions factors in grams per vehicle-mile, the length of each roadway link, and the total number of vehicles traveling on each link. The latest available meteorological data from LaGuardia Airport for 2012-2016 years were used for this analysis.

Concentrations were estimated at a receptor near the garage vent along East 92nd Street and a receptor located across the street at the middle of the far sidewalk. Concentrations at a window receptor assumed to be above the exhaust vent was also estimated. This vent was assumed to be 12 feet above the ground and the window above the vent was assumed to be five feet higher than the vent (17 feet). A pedestrian on the adjacent sidewalk was assumed to be five feet from the garage vent while a pedestrian standing on the far sidewalk across East 92st Street was approximately 45 feet from the vent.

The analysis for estimating pollutant concentrations was conducted based on the computational procedures provided in the *CEQR Technical Manual*, which uses spreadsheets that include garage dimensions and total parking area, vent height(s), receptor distances from the vent, number of vehicles entering and exiting garage, emission factors for moving and idling vehicles, and pre-tabulated dispersion parameters to estimate concentration at the near and far sidewalks and windows above the vent. CO and $PM_{2.5}$ concentrations from the on-street sources were added to garage impacts on far sidewalk receptors, and the total cumulative CO and $PM_{2.5}$ concentrations were estimated by adding together the contributions from the garage exhaust vent, on-street sources, and background levels. The maximum estimated total eight-hour CO concentration was compared to the eight-hour CO NAAQS of nine ppm and the *CEQR de minimis* criteria, and the maximum estimated 24-hour $PM_{2.5}$ impact was compared to the *CEQR* $PM_{2.5}$ significant incremental impact threshold and, with the background concentration added, to the $PM_{2.5}$ 24-hour NAAQS.

All modeling inputs and emission factors determined by the MOVES model, AERMOD inputs and estimated $PM_{2.5}$ concentrations, as well as spreadsheets with estimated CO and $PM_{2.5}$ concentrations within the garage; at windows above the vent; near and far sidewalks, and on-street traffic as well as the cumulative pollutant concentrations at these locations and comparison to the NAAQS and *de minimis* criteria for CO and the CEQR threshold significant criteria for $PM_{2.5}$, are provided in the back-up documentation for this project.

VII. RESULTS [2]

The results of the garage analyses are summarized in **Tables D-4** and **D-5**. As shown, the maximum estimated total eight-hour CO concentrations, including the background concentration, for the near sidewalk, the far sidewalk, and the window above the vent are all less than the CEQR *de minimis* criteria and the eight-hour CO NAAQS of nine ppm. The maximum 24-hour $PM_{2.5}$ impact and total concentration are less than the CEQR significant impact criterion and respective NAAQS. As such, the vehicular emissions associated with the cumulative impacts of the Yorkville, Knickerbocker, and Ruppert garages, together with on-street mobile source emissions, would not cause a significant adverse air quality impact.

Table D-4: Estimated Cumulative CO Concentrations from Yorkville, Knickerbocker, and Ruppert Garages and On-Street Traffic

	Near Sidewalk		**Far Sidewalk**		**Window Above**	
Distance from Vent (feet)	5		45		5	
Averaging Period	**1-hour**	**8-hour**	**1-hour**	**8-hour**	**1-hour**	**8-hour**
Garages CO (ppm)	0.15	0.11	0.40	0.18	0.13	0.1
Line Source (ppm)			0.13	0.09		
Cumulative Garages impact (ug/m^3)	0.15	0.11	0.53	0.27	0.13	0.1
NYC *de minimis* (ug/m^3)	3.8		3.8		3.8	
Significant Garage Impact?			**No**		**No**	
Background Value (ppm)	1.7	1.5	1.7	1.5	1.7	1.5
Total CO Concentration (ppm)	1.9	1.6	2.2	1.8	1.8	1.6
NAAQS, CO (ppm)	35	9	35	35	9	35
Significant Impact?	**No**		**No**		**No**	

[2] After completion of the air quality analysis, the transportation analysis in Attachment C was revised. Specifically, the incremental increases of vehicular traffic in and out of the Ruppert Garage on East 90th Street were revised, increasing the highest number of in and out trips from seven and eight to 10 and 11, respectively (refer to **Table C-4** in Attachment C). However, these projected updated volume increases of less than 50 percent would not result in significant adverse air quality impacts. Based on the results of the garage analysis detailed below, the With-Action garage volumes would need to be increased by a factor of more than 10 in order to result in significant adverse air quality impacts. Therefore, it was not necessary to re-conduct the air quality analysis per the increased vehicular traffic increments detailed in Attachment C.

Table D-5: Estimated Cumulative $PM_{2.5}$ Concentrations from Yorkville, Knickerbocker, and Ruppert Garages and On-Street Traffic

	Near Sidewalk	Far Sidewalk	Window Above
Distance from Vent (feet)	5	45	5
Averaging Period	**24-hour**	**24-hour**	**24-hour**
Garages $PM_{2.5}$ (ug/m^3)	0.56	0.50	0.55
Line Source (ug/m^3)	-	3.86*	-
Cumulative Garages impact (ug/m^3)	0.56	4.36	0.55
CEQR Significant Impact Criterion (ug/m^3)	6.3	6.3	6.3
Significant Garage Impact?	**No**	**No**	**No**
Background Value (ug/m^3)	22.4	22.4	22.4
Total $PM_{2.5}$ Concentration (ug/m^3)	23.0	26.4**	23.0
NAAQS, $PM_{2.5}$ (ug/m^3)	35.0	35.0	35.0
Exceeds NAAQS?	**No**	**No**	**No**

*The highest estimated 24-hr $PM_{2.5}$ impact
**5-years average impact of 3.51 ug/m^3 is used to estimate total 24-hr $PM_{2.5}$ concentration in comparison with NAAQS

VIII. CONCLUSION

The result of this analysis is that the garage emissions from the Proposed Actions (i.e., the increased capacities of the Yorkville Tower, Knickerbocker Plaza, and Ruppert Tower garages) would not result in any significant adverse air quality impacts.

APPENDIX 1
GARAGE PLANS

SITE LEGEND

- STREET TREE
- STOP SIGN
- SPEED BUMP: 2"HX12"Dx ½ WIDTH OF DRIVEWAY
- HYDRANT
- STREET LIGHT

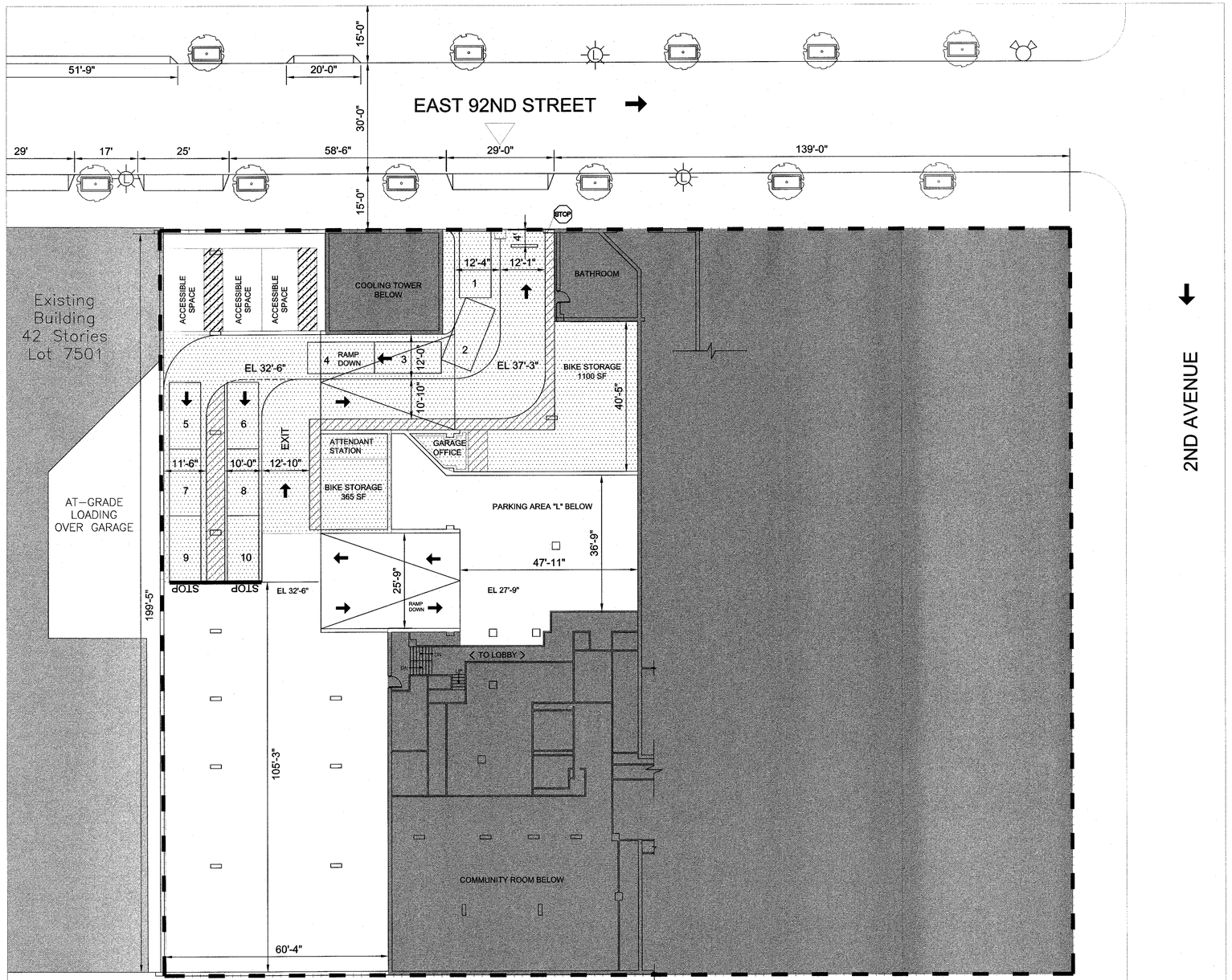
ACCESSORY ATTENDED PARKING GARAGE

Level	Garage Area (s.f)		
	Access Zone	Parking Zone	Total Garage Area
Level G	7,100	7,700	
Level L	1,100	15,100	
Level A	0	17,600	
TOTAL	8,200	40,400	48,600

Garage Capacity		
ZR Section	Permitted/Required	Proposed
13-27	Max. No. of spaces permitted: Area of Parking Zone/180 = 40,400/180 = 224	202
	Min. No. of spaces permitted: Area of Parking Zone/200 = 40,400/200 = 202	

Reservoir Spaces		
ZR Section	Permitted/Required	Proposed
13-25	[200+ spaces = 5% up to 50, 202*.05 = 10.05]	10

Bicycle Spaces		
ZR Section	Permitted/Required	Proposed
36-711 25-811	Required no. of bicycle parking spaces for the building use or one for every 10 parking spaces whichever is greater. Required for use = 1 per 2 D.U = 289 Required for Accessory Garage = 1/10 spaces = 20 None required for garage	151



15' 30' 45'

SCALE 1" = 15'

KNICKERBOCKER PLAZA ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Knickbocker Plaza, LLC

TRANSPORTATION ENGINEER:
Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

Pedestrian routes to and from garage access points shall be provided and be clearly posted. These routes shall have warning devices placed at all potential pedestrian/ vehicular conflict points.

Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

- VEHICULAR FLOW
- 18' × 2 × 9' — RESERVOIR SPACE
- ZONING LOT LINE
- EXISTING BUILDINGS
- PROJECT SITE BUILDING
- ACCESS ZONE
- PEDESTRIAN AREA
- VEHICULAR ACCESS TO PARKING GARAGE

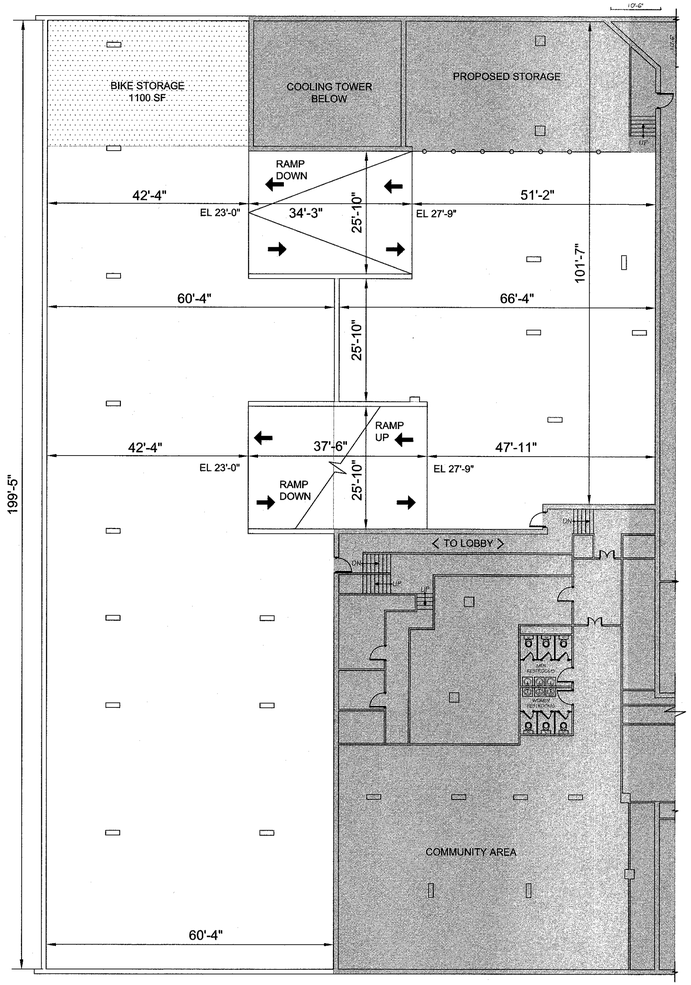
NO.	DATE	REVISION
2	10/5/2018	DCP COMMENTS
1	6/28/2018	DCP COMMENTS

1771-1763 SECOND AVE

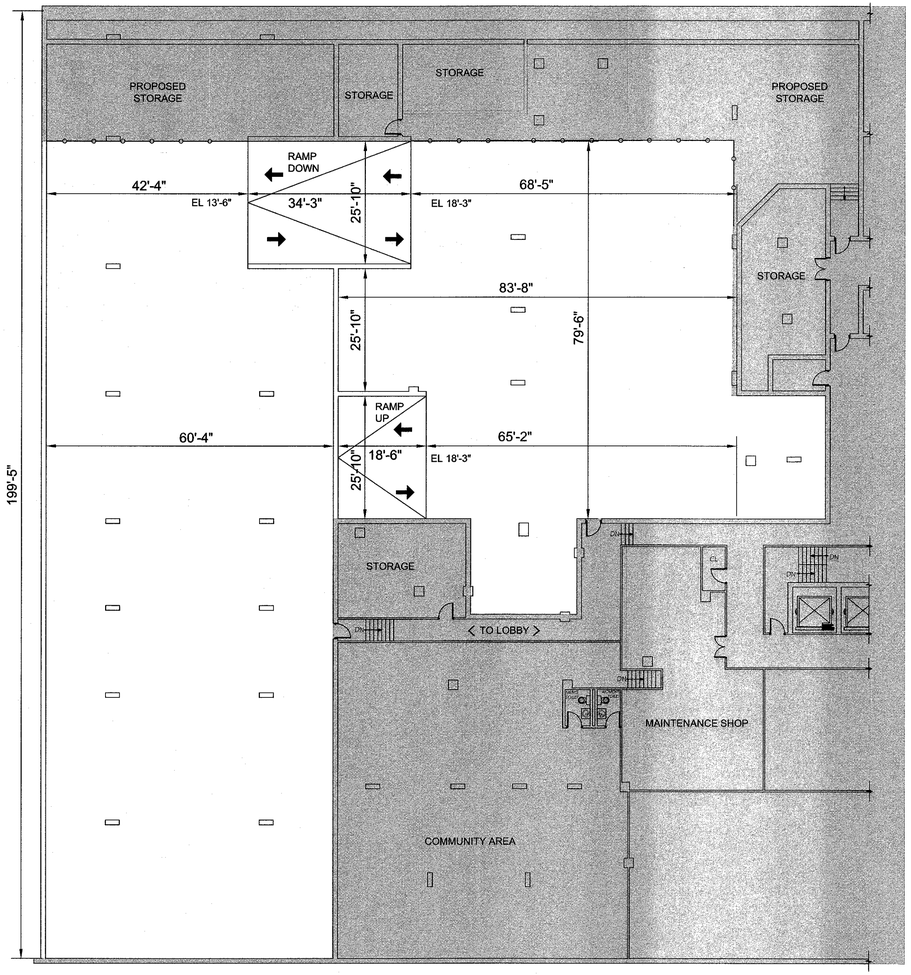
ZONING LOT SITE PLAN & PARKING PLAN LEVEL G

DATE	PROJECT NO.
11/28/2017	1558C
	DRAWN BY: S.W.
	CHECKED BY: P.H.

STATE OF NEW YORK PHILIP A. HABIB LICENSED PROFESSIONAL ENGINEER No. 051938



LEVEL L



LEVEL A

15' 30' 45'

SCALE 1" = 15'

KNICKERBOCKER PLAZA ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Knickbocker Plaza, LLC

TRANSPORTATION ENGINEER:
Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

Pedestrian routes to and from garage access points shall be provided and be clearly posted. These routes shall have warning devices placed at all potential pedestrian/ vehicular conflict points.

Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

CORES, MECHANICAL, ELECTRICAL OTHER SPACE NOT SUBJECT TO REQUESTED SPECIAL PERMIT PURSUANT TO ZR SECTION 13-45 & 13-455

PROPOSED FENCE

ACCESS ZONE

NO.	DATE	REVISION
2	10/5/2018	DCP COMMENTS
1	6/28/2018	DCP COMMENTS

1771-1763 SECOND AVE

PARKING PLAN LOWER LEVELS

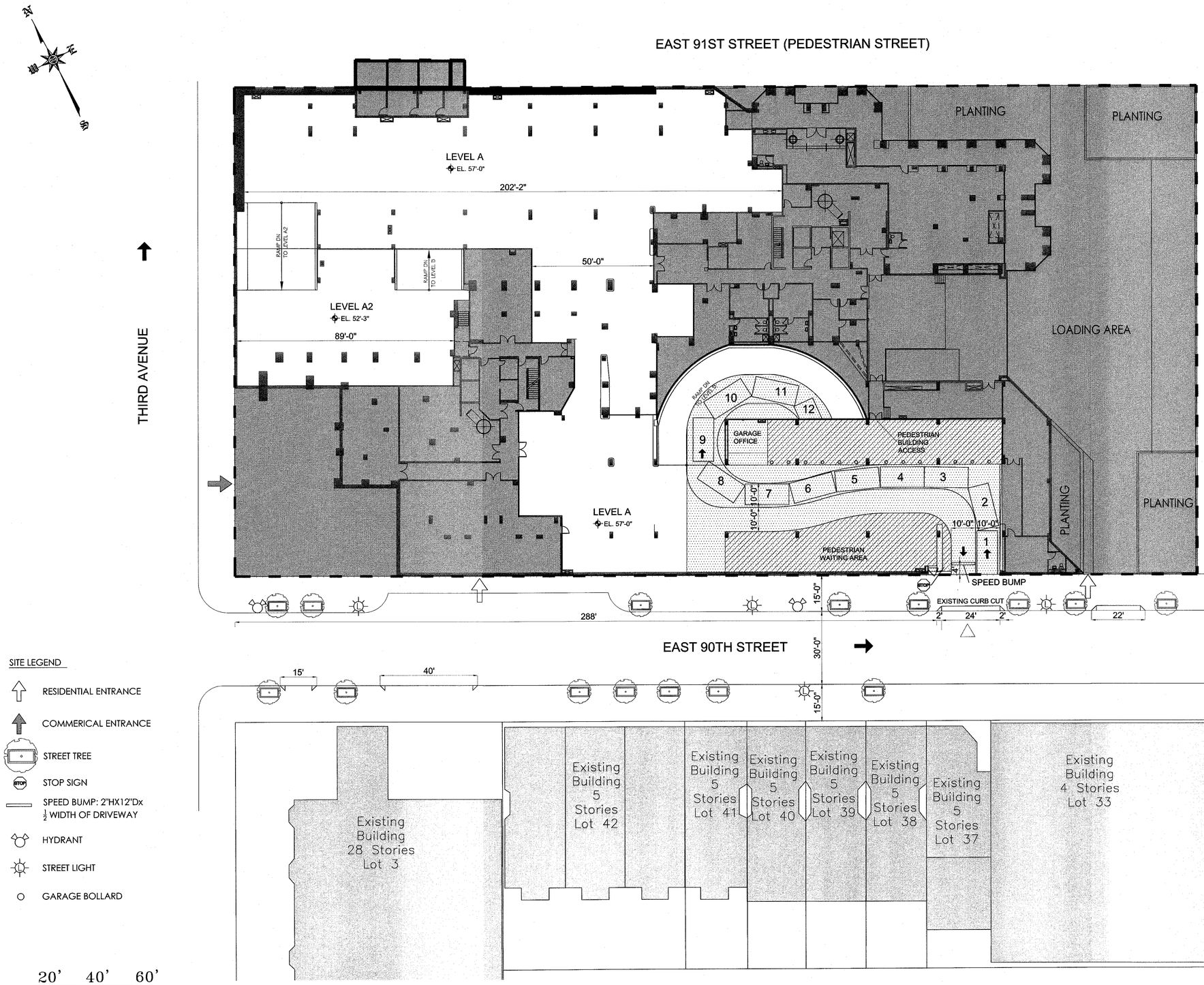
DATE 11/28/2017

PROJECT NO. 1558C

DRAWN BY: S.W.

CHECKED BY: P.H.

STATE OF NEW YORK PHILIP A. HABIB LICENSED PROFESSIONAL ENGINEER No. 91038



SITE LEGEND

- RESIDENTIAL ENTRANCE
- COMMERICAL ENTRANCE
- STREET TREE
- STOP SIGN
- SPEED BUMP: 2"HX12"Dx ½ WIDTH OF DRIVEWAY
- HYDRANT
- STREET LIGHT
- GARAGE BOLLARD

20' 40' 60'

SCALE 1" = 20'

RUPPERT TOWER ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Yorkville Tower Associates LLC

TRANSPORTATION ENGINEER:
Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

Pedestrian routes to and from garage access points shall be provided and be clearly posted. These routes shall have warning devices placed at all potential pedestrian/ vehicular conflict points.

Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

- VEHICULAR FLOW
- 18' / 2 / 8'-6" — RESERVOIR SPACE
- ZONING LOT LINE
- EXISTING BUILDINGS
- PROJECT SITE BUILDING
- ACCESS ZONE
- PEDESTRIAN AREA
- VEHICULAR ACCESS TO PARKING GARAGE

NO.	DATE	REVISION
1	6/28/2018	DCP COMMENTS

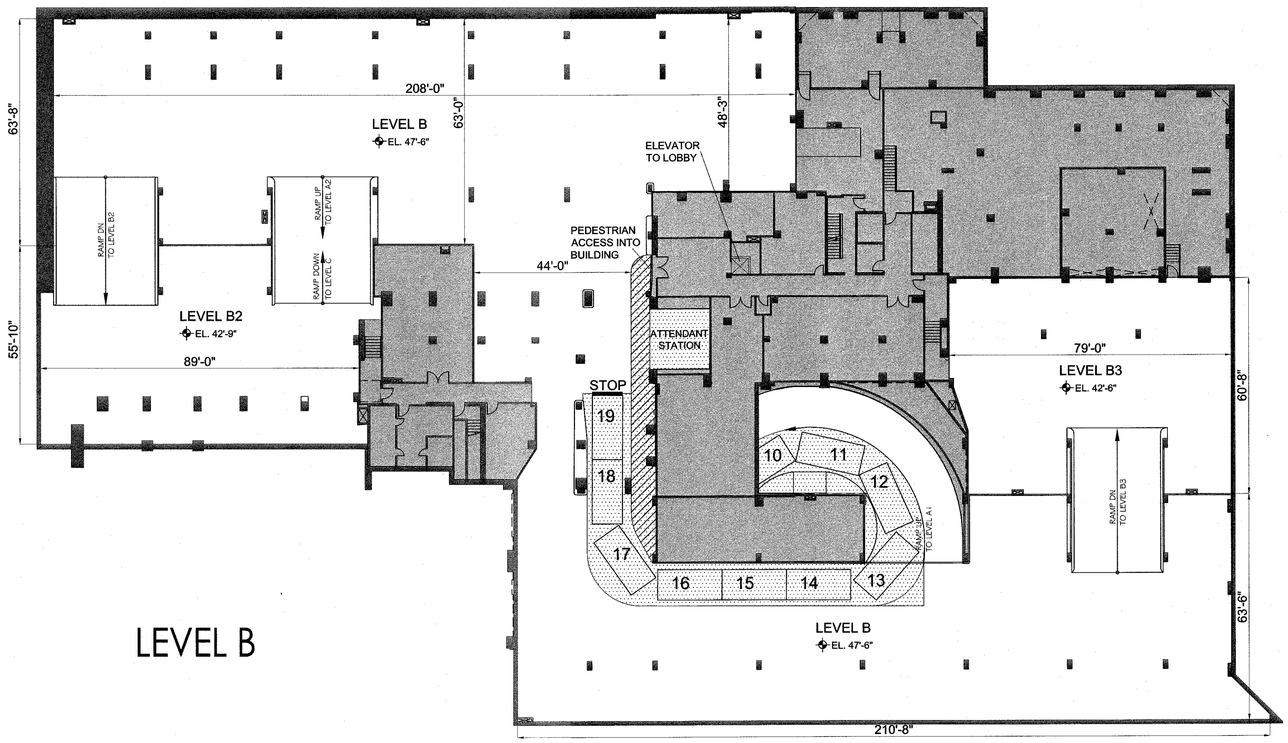
1619 Third Avenue

ZONING LOT SITE PLAN & PARKING PLAN LEVEL A

DATE	PROJECT NO.
11/28/2017	1558A

DRAWN BY: S.W.
CHECKED BY: P.H.

STATE OF NEW YORK — PHILIP A. HABIB — No. 071429 — LICENSED PROFESSIONAL ENGINEER



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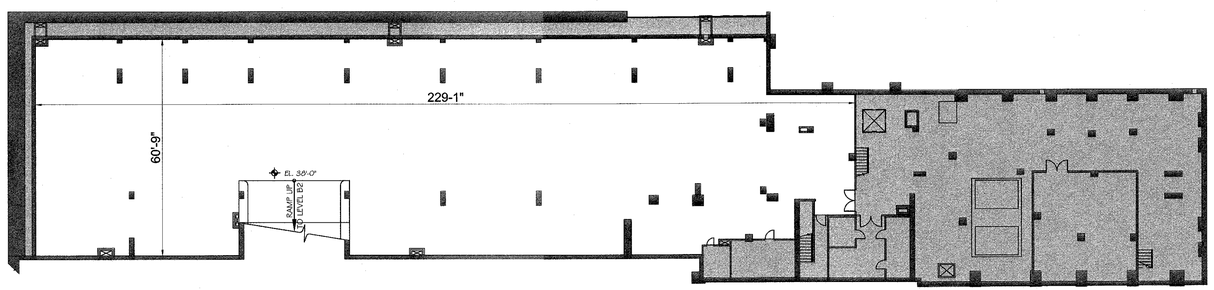


LEVEL C

ACCESSORY ATTENDED PARKING GARAGE

Level	Garage Area (s.f)		
	Access Zone	Parking Zone	Total Garage Area
Level A	9,000	25,430	
Level B	2,530	33,990	
Level C		12,480	
TOTAL	11,530	71,900	83,430

Garage Capacity

ZR Section	Permitted/Required	Proposed
13-27	Max. No. of spaces permitted: Surface area at non-elevated parking spaces = 71,900/180 = 399 Total Max. No. of spaces permitted = 399	370
	Min. No. of spaces permitted: Surface area at non-elevated parking spaces= 71,900/200= 360 Total Min. No. of spaces permitted = 360	

Reservoir Spaces

ZR Section	Permitted/Required	Proposed
13-25	[200+ spaces = 5% up to 50, 370*.05 = 18.50]	19

Bicycle Spaces

ZR Section	Permitted/Required	Proposed
36-711 25-811	Required no. of bicycle parking spaces for the building use or one for every 10 parking spaces whichever is greater. Required for use = 1 per 2 D.U = 278 Required for Accessory Garage = 1/10 spaces = 37 None required for garage	0

20' 40' 60'

SCALE 1" = 20'

RUPPERT TOWER ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Yorkville Tower Associates LLC

TRANSPORTATION ENGINEER:
Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

Pedestrian routes to and from garage access points shall be provided and be clearly posted. These routes shall have warning devices placed at all potential pedestrian/ vehicular conflict points.

Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

18' / 2 / 8'-6" — RESERVOIR SPACE

CORES, MECHANICAL, ELECTRICAL OTHER SPACE NOT SUBJECT TO REQUESTED SPECIAL PERMIT PURSUANT TO ZR SECTION 13-451

ACCESS ZONE

PEDESTRIAN AREA

NO.	DATE	REVISION
1	6/28/2018	DCP COMMENTS

1619 Third Avenue

PARKING PLAN BELOW GRADE LEVELS B & C

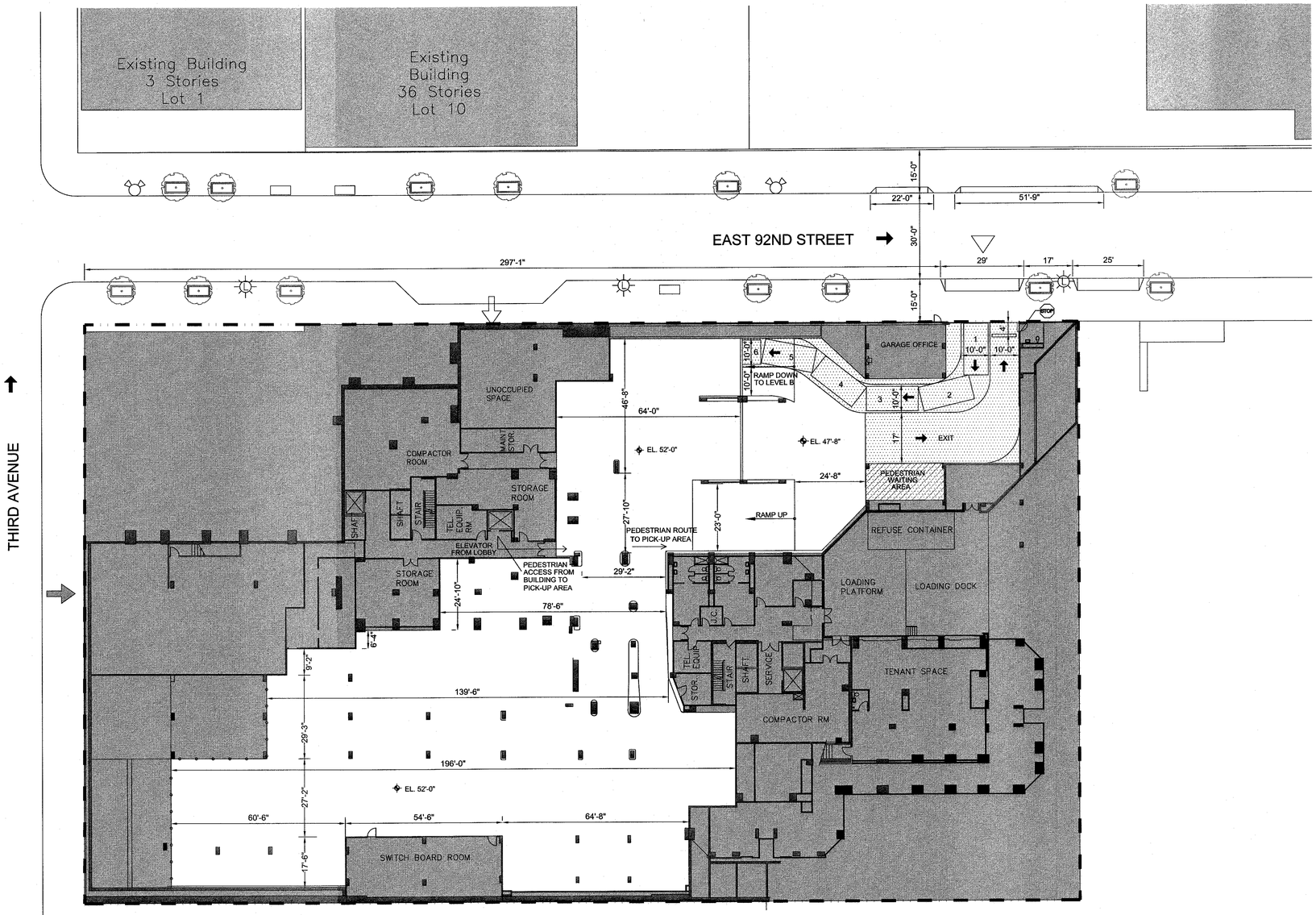
DATE	PROJECT NO.
11/28/2017	1558A
	DRAWN BY: S.W.
	CHECKED BY: P.H.

STATE OF NEW YORK PHILIP A. HABIB LICENSED PROFESSIONAL ENGINEER No. 91039

2 OF 2

SITE LEGEND

- RESIDENTIAL ENTRANCE
- COMMERICAL ENTRANCE
- STREET TREE
- STOP SIGN
- SPEED BUMP: 2"HX12"Dx ½ WIDTH OF DRIVEWAY
- HYDRANT
- STREET LIGHT



20' 40' 60'

SCALE 1" = 20'

YORKVILLE TOWER ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Yorkville Tower Associates LLC

TRANSPORTATION ENGINEER:
Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

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Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

- VEHICULAR FLOW
- RESERVOIR SPACE (18' × 2' × 8')
- ZONING LOT LINE
- PROPOSED FENCE
- EXISTING BUILDINGS
- PROJECT SITE BUILDING
- ACCESS ZONE
- PEDESTRIAN AREA
- VEHICULAR ACCESS TO PARKING GARAGE

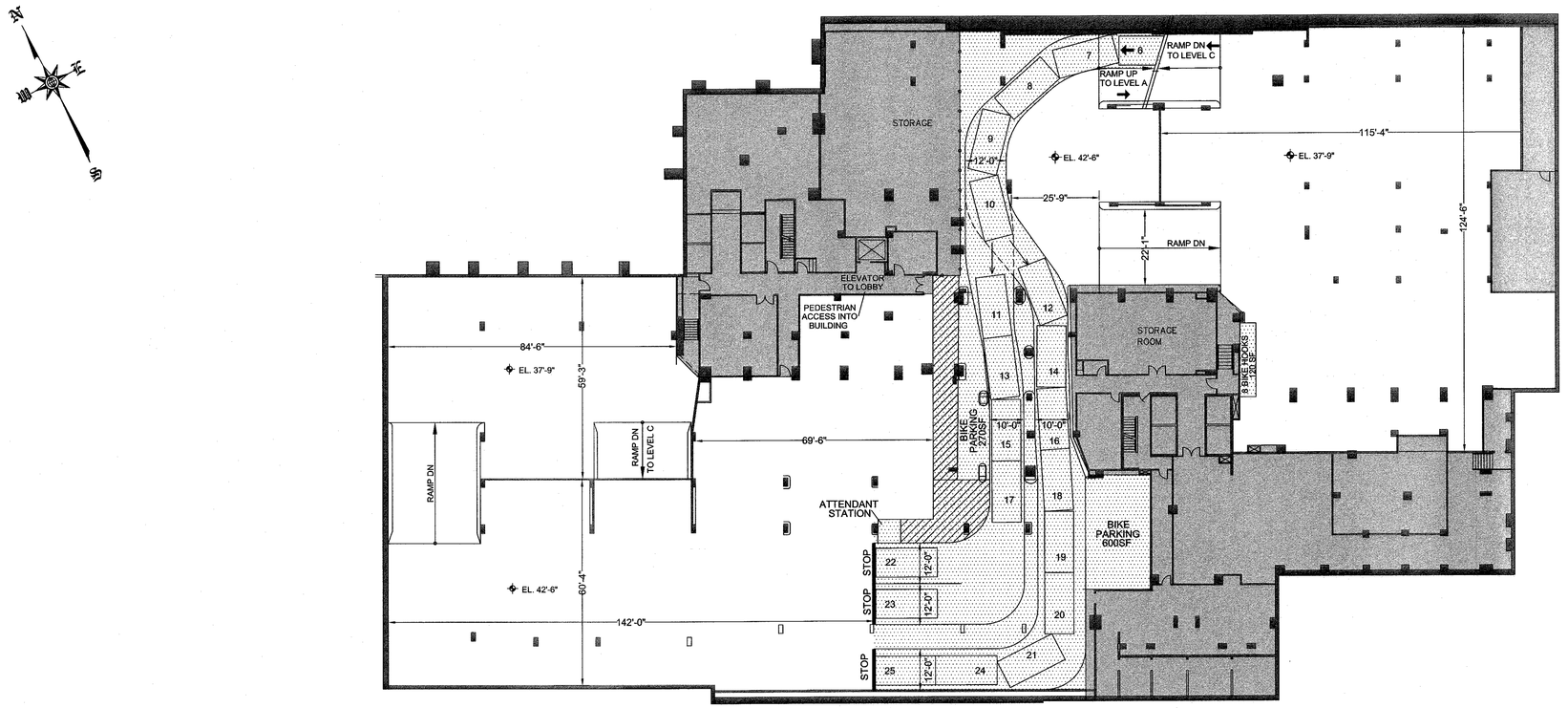
NO.	DATE	REVISION
1	6/28/2018	DCP COMMENTS

1641 Third Avenue

ZONING LOT SITE PLAN & PARKING PLAN LEVEL A

DATE	PROJECT NO.
11/28/2017	1558B
	DRAWN BY: S.W.
	CHECKED BY: P.H.

STATE OF NEW YORK · PHILIP A. HABIB · No. 51436 · LICENSED PROFESSIONAL ENGINEER



ACCESSORY ATTENDED PARKING GARAGE

Level	Garage Area (s.f)		
	Access Zone	Parking Zone	Total Garage Area
Level A	2,950	22,400	
Level B	8,520	30,980	
Level C	120	38,000	
Level D	120	9,820	
TOTAL	11,710	101,200	112,910

Garage Capacity		
ZR Section	Permitted/Required	Proposed
13-27	Max. No. of spaces permitted: Area of Parking Zone/180 = 101,200/180 = 562 Min. No. of spaces permitted: Area of Parking Zone/200 = 101,200/200 = 506	506

Reservoir Spaces		
ZR Section	Permitted/Required	Proposed
13-25	[200+ spaces = 5% up to 50, 506*.05 = 25.30]	25

Bicycle Spaces		
ZR Section	Permitted/Required	Proposed
36-711 25-811	Required no. of bicycle parking spaces for the building use or one for every 10 parking spaces whichever is greater. Required for use = 1 per 2 D.U = 355 Required for Accessory Garage = 1/10 spaces = 51 None required for garage	74

20' 40' 60'

SCALE 1" = 20'

YORKVILLE TOWER ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Yorkville Tower Associates LLC

TRANSPORTATION ENGINEER:
Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

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Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

18' / 2 / 8'-6" — RESERVOIR SPACE

CORES, MECHANICAL, ELECTRICAL OTHER SPACE NOT SUBJECT TO REQUESTED SPECIAL PERMIT PURSUANT TO ZR SECTION 13-45 & 13-451

ACCESS ZONE

PEDESTRIAN AREA

PROPOSED FENCE

NO.	DATE	REVISION
1	6/28/2018	DCP COMMENTS

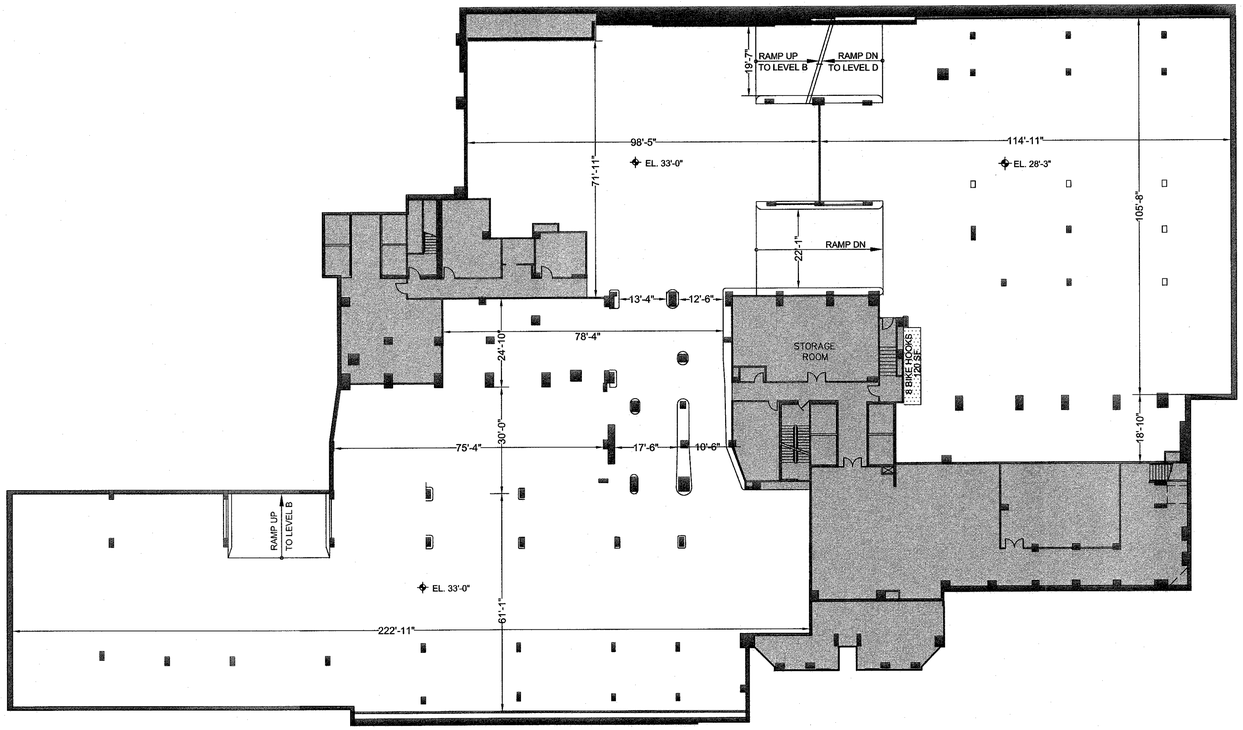
1641 Third Avenue

PARKING PLAN LEVEL B

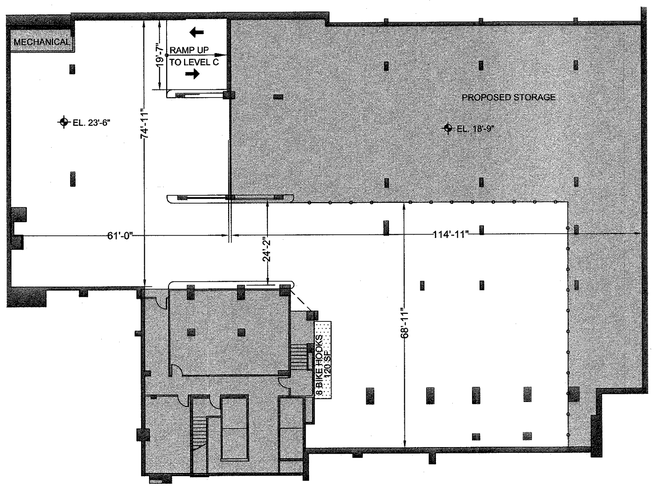
DATE	PROJECT NO.
11/28/2017	1558B
	DRAWN BY: S.W.
	CHECKED BY: P.H.

STATE OF NEW YORK — PAUL A. HAAS — LICENSED PROFESSIONAL ENGINEER — No. 21932

LEVEL C



LEVEL D



20' 40' 60'

SCALE 1" = 20'

YORKVILLE TOWER ACCESSORY ATTENDED PARKING GARAGE

NEW YORK, NEW YORK

APPLICANT:
Yorkville Tower Associates LLC

TRANSPORTATION ENGINEER:

Philip Habib & Associates
102 Madison Avenue 11th Fl
New York, NY 10016
Tel: 212-929-5656

NOTES:

Pedestrian Circulation

Attendant booth and car pick-up and patron waiting areas shall be located so as to provide patron security and safety enroute to and at these locations.

Pedestrian routes to and from garage access points shall be provided and be clearly posted. These routes shall have warning devices placed at all potential pedestrian/ vehicular conflict points.

Stop signs and visual and audible warning devices shall be placed at all vehicular egress points (at sidewalks).

Interior subdivisions, use and other designations are illustrative only and subject to change

LEGEND:

CORES, MECHANICAL, ELECTRICAL OTHER SPACE NOT SUBJECT TO REQUESTED SPECIAL PERMIT PURSUANT TO ZR SECTION 13-45 & 13-451

PROPOSED FENCE

NO.	DATE	REVISION
1	6/28/2018	DCP COMMENTS

1641 Third Avenue

PARKING PLAN LEVELS C & D

DATE	PROJECT NO.
11/28/2017	1558B
	DRAWN BY: S.W.
	CHECKED BY: P.H.

STATE OF NEW YORK PHILIP A. HABIB No. 51035 LICENSED PROFESSIONAL ENGINEER

3 OF 3

APPENDIX 2
AIR QUALITY PM2.5 SCREENING

Equivalent Truck Calculation

East 90th Street (8-9AM)

Table 1a: Vehicle trips	
Vehicle types	**Hourly vehicles**
LDGT1	19
LDGT2	
LDGT3	
LDGT4	
LDDT12	
LDDT34	
HDGV2B	
HDGV3	
HDGV4	
HDGV5	
HDGV6	
HDGV7	
HDGV8A	
HDGV8B	
HDDV2B	
HDDV3	
HDDV4	
HDDV5	
HDDV6	
HDDV7	
HDDV8A	
HDDV8B	
Total	19

Table 1b: Equivalent Truck Calculation			
Road Types	**Equ. truck**	**Screen value**	**PM2.5 Screen**
Paved road < 5000 veh/day	9	13	Pass Screen
Collector roads	3	20	Pass Screen
Principal and minor arterials	0	23	Pass Screen
Expressways and limited access roads	0	23	Pass Screen

Equivalent Truck Calculation

East 92nd Street (3-4PM)

Appendix Table 2a: Vehicle trips	
Vehcile types	**Hourly vehicles**
LDGT1	42
LDGT2	
LDGT3	
LDGT4	
LDDT12	
LDDT34	
HDGV2B	
HDGV3	
HDGV4	
HDGV5	
HDGV6	
HDGV7	
HDGV8A	
HDGV8B	
HDDV2B	
HDDV3	
HDDV4	
HDDV5	
HDDV6	
HDDV7	
HDDV8A	
HDDV8B	
Total	42

Appendix Table 2b: Equivalent Truck Calculation			
Road Types	**Equ. truck**	**Screen value**	**PM2.5 Screen**
Paved road < 5000 veh/day	19	13	Fail Screen
Collector roads	7	20	Pass Screen
Principal and minor arterials	0	23	Pass Screen
Expressways and limited access roads	0	23	Pass Screen