

**21 East 12th Street  
Parking Garage Special Permit**

**Environmental Assessment Statement**

**CEQR #: 17DCP132M**

**ULURP #: 180069ZSM**

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

**Prepared on Behalf of:  
21 East 12th Street LLC**

**Prepared by:  
Philip Habib & Associates**

**October 27, 2017**

**21 EAST 12TH STREET  
PARKING GARAGE SPECIAL PERMIT**

**ENIRONMENTAL ASSESSMENT STATEMENT**

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# **EAS 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** 21 East 12th Street Parking Garage Special Permit

#### 3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)

17DCP132M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

180069ZSM

OTHER REFERENCE NUMBER(S) (if applicable)

(e.g., legislative intro, CAPA)

#### 4a. Lead Agency Information

NAME OF LEAD AGENCY

NYC Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Robert Dobruskin, AICP

ADDRESS

120 Broadway

CITY

New York

STATE

NY

ZIP

10271

TELEPHONE

212-720-3425

EMAIL

rdobrus@planning.nyc.gov

#### 4b. Applicant Information

NAME OF APPLICANT

21 East 12th Street LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Philip A. Habib, Philip Habib & Associates, PE, PC

ADDRESS

102 Madison Avenue

CITY

New York

STATE

NY

ZIP

10016

TELEPHONE

212-929-5656

EMAIL

phabib@phaeng.com

#### 5. Project Description

The application is for a special permit pursuant to Sections 13-45 and 13-451 of the Zoning Resolution to allow a 187-space below-grade parking garage in a planned as-of-right mixed-use building to be developed at 21 East 12th Street (a.k.a. 110 University Place) (Manhattan Block 570, Lot 32). Under No-Action RWCDs conditions, the planned mixed-use development would consist of 53 dwelling units (approximately 156,017 gsf), approximately 1,030 gsf of community facility space, approximately 19,182 gsf of local retail (12,770 gsf on the ground floor and 6,412 gsf on the cellar level), and 13 accessory parking spaces on the subcellar level (includes 10 parking spaces to support the residential use and three parking spaces to support to the local retail use). Plans for the as-of-right 21-story mixed-use building were initially filed with the Department of Buildings in September 2014 (DOB Application #121 187 241).

The RWCDs With-Action condition for the development site consists of 53 DUs, 13,075 gsf of local retail space on the ground floor, 1,030 gsf of community facility space, and 187 attended public parking spaces. The proposed expanded parking facility would replace 6,412 gsf of local retail uses on the cellar level and would also occupy space on the cellar and sub-cellar that would be used as storage and residential amenities under No-Action conditions.

Prior to the start of construction related to the as-of-right development, the site contained a 200-space public parking garage on the project site. The building is expected to be completed in 2018. See Attachment A, "Project Description" for additional details.

#### Project Location

BOROUGH

Manhattan

COMMUNITY DISTRICT(S)

2

STREET ADDRESS

21 East 12th Street (a.k.a. 110 University Place)

TAX BLOCK(S) AND LOT(S)

Block 570, Lot 32

ZIP CODE

10003

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

Project site is a corner lot with frontage on University Place and East 12th Street.

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY

C1-7

ZONING SECTIONAL MAP NUMBER

12c

**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 **13-45; 13-451**

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**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

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**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:

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**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:

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**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

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**Physical Setting** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **19,085 sf (lot area)** Waterbody area (sq. ft) and type: **0**

Roads, buildings, and other paved surfaces (sq. ft.): **19,085 sf** Other, describe (sq. ft.): **0**

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**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):

**176,883 gsf (area occupied by the proposed 187 parking spaces will be built under No-Action conditions; no net change in building area)**

NUMBER OF BUILDINGS: **part of 1 building** GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): **37,809 gsf in an approximately 176,883 gsf building**

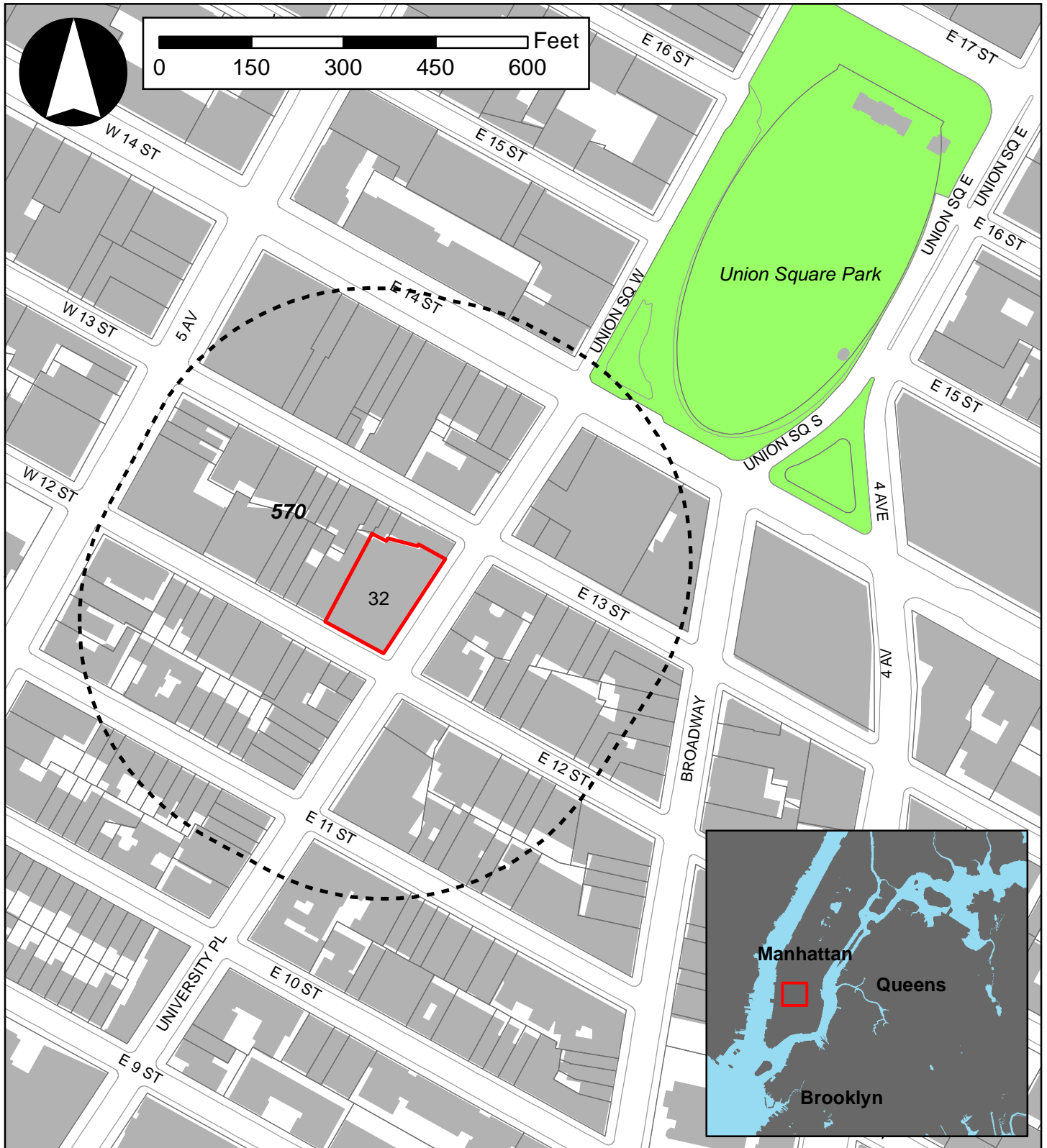
HEIGHT OF EACH BUILDING (ft.): **Cellar/sub-cellar levels and part of 1st floor in a 304-foot (roof height) tall building** NUMBER OF STORIES OF EACH BUILDING: **Cellar and sub-cellar levels and part of 1st floor in a 22-story building**

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Does the proposed project involve changes in zoning on one or more sites?  YES  NO

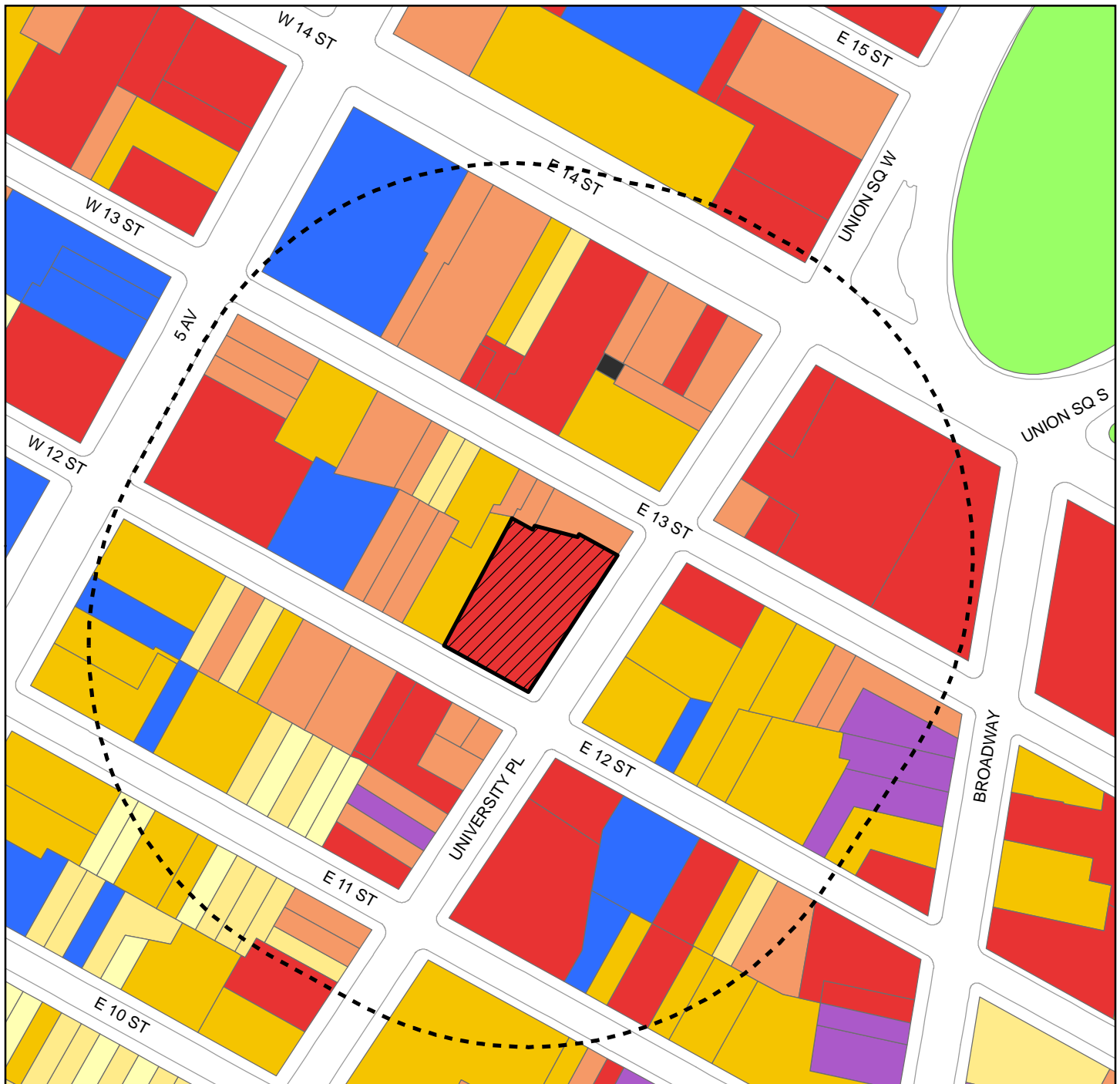
If "yes," specify: The total square feet owned or controlled by the applicant:

The total square feet not owned or controlled by the applicant:



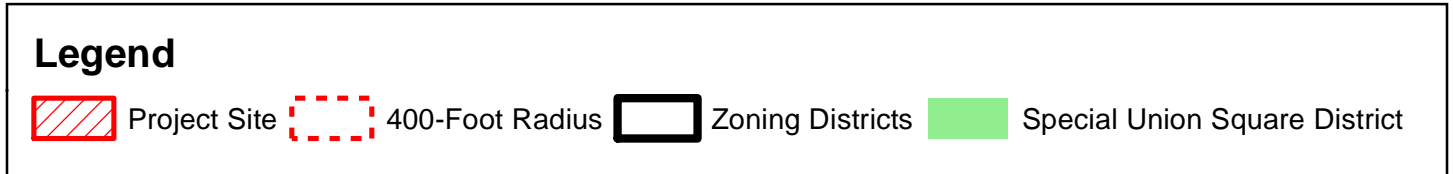
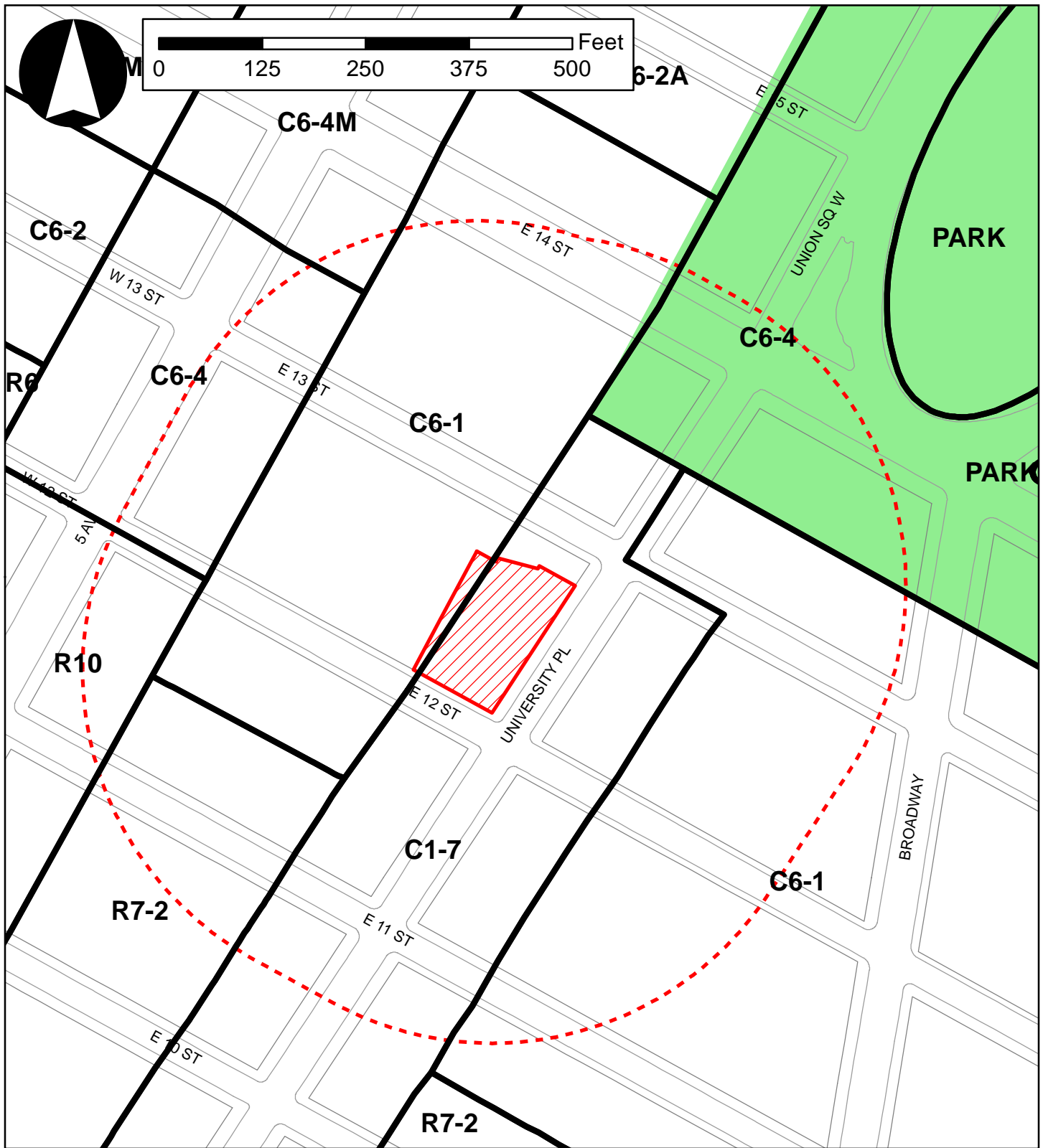
**Legend**

- Project Site
- 400-Foot Radius
- Building Footprints
- 570 Tax Block
- 32 Tax Lot



**Legend**

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








**NYC Digital Tax Map**

Effective Date : 01-04-2013 09:29:49  
End Date : Current  
Manhattan Block: 570



**Legend**

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



0 4.59 18 27 36 Feet

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: no change sq. ft. (width x length)

VOLUME OF DISTURBANCE: no change cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: no change sq. ft. (width x length)

**Description of Proposed Uses** (please complete the following information as appropriate)

|  | <b>Residential</b> | <b>Commercial</b> | <b>Community Facility</b> | <b>Industrial/Manufacturing</b>          |
|--|--------------------|-------------------|---------------------------|--|
| <b>Size</b> (in gross sq. ft.)             | 155,017 gsf        | 12,770 gsf        | 1,030 gsf                 | N/A: no industrial/manufacturing on site |
| <b>Type</b> (e.g., retail, office, school) | 53 units           | local retail      | TBD                       | N/A: no industrial/manufacturing on site |

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: 3

Provide a brief explanation of how these numbers were determined:

Assumes one employee for the as-of-right parking garage and 3 additional employees related to the expanded parking garage at a rate of 1 employee per 50 parking spaces. However, there would ultimately be a net decrease in employees as compared to No-Action conditions which would have 6,412 gsf more local retail space than the With-Action condition. Under No-Action conditions, the 6,412 gsf of local retail would require approximately 19 employees at a rate of 3 per 1,000 sf.

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:

The No-Action scenario is the completion of the building on the development site on an as-of-right basis with 53 DUs, 19,182 sf of retail space, 1,030 gsf of community facility spaces, and 13 accessory parking spaces.

**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: 18 months (same as under No-Action conditions)

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

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

RESIDENTIAL  MANUFACTURING  COMMERCIAL  PARK/FOREST/OPEN SPACE  OTHER, specify: Public facilities and institutions

**Part II: TECHNICAL ANALYSIS**

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

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

|   | YES                                 | NO                                  |
|---|-------------------------------------|-------------------------------------|
| <b>1. LAND USE, ZONING, AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>  |                                     |                                     |
| (a) Would the proposed project result in a change in land use different from surrounding land uses?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) Would the proposed project result in a change in zoning different from surrounding zoning?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (c) Is there the potential to affect an applicable public policy?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.  |                                     |                                     |
| (e) Is the project a large, publicly sponsored project?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o If “yes,” complete a PlaNYC assessment and attach.  |                                     |                                     |
| (f) Is any part of the directly affected area within the City’s <a href="#">Waterfront Revitalization Program boundaries</a> ?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o If “yes,” complete the <a href="#">Consistency Assessment Form</a> .  |                                     |                                     |
| <b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>   |                                     |                                     |
| (a) Would the proposed project:   |                                     |                                     |
| o Generate a net increase of 200 or more residential units?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Generate a net increase of 200,000 or more square feet of commercial space?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Directly displace more than 500 residents?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Directly displace more than 100 employees?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Affect conditions in a specific industry?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>   |                                     |                                     |
| (a) Direct Effects  |                                     |                                     |
| o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (b) Indirect Effects  |                                     |                                     |
| o <b>Child Care Centers:</b> Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )                                 | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o <b>Libraries:</b> Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a> )   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o <b>Public Schools:</b> Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )                         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o <b>Health Care Facilities and Fire/Police Protection:</b> Would the project result in the introduction of a sizeable new neighborhood?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>   |                                     |                                     |
| (a) Would the proposed project change or eliminate existing open space?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (b) Is the project located within an under-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (c) Is the project located within a well-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| (d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>  |                                     |                                     |

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

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

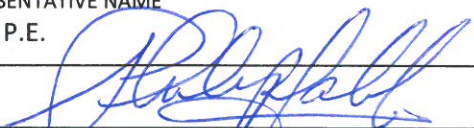


|  | YES                                 | NO                                  |
|--|-------------------------------------|-------------------------------------|
| <p>(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a>, "Public Health." Attach a preliminary analysis, if necessary. See Attachment B.</p>  |                                     |                                     |
| <p><b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a></p>   |                                     |                                     |
| <p>(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?</p>  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <p>(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a>, "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B</p>   |                                     |                                     |
| <p><b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a></p>   |                                     |                                     |
| <p>(a) Would the project's construction activities involve:</p>  |                                     |                                     |
| o Construction activities lasting longer than two years?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o The operation of several pieces of diesel equipment in a single location at peak construction?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Closure of a community facility or disruption in its services?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Activities within 400 feet of a historic or cultural resource?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Disturbance of a site containing or adjacent to a site containing natural resources?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <p>(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a>, "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.</p> |                                     |                                     |

**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.

|  |                            |
|--|----------------------------|
| <p>APPLICANT/REPRESENTATIVE NAME<br/>Philip A. Habib, P.E.</p>  | <p>DATE<br/>10/27/2017</p> |
| <p>SIGNATURE</p>   |                            |


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

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

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

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

**Potentially Significant Adverse Impact**

| IMPACT CATEGORY   | Potentially Significant Adverse Impact         |                                     |
|---|--|-------------------------------------|
|   | YES  | NO                                  |
| Land Use, Zoning, and Public Policy   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Socioeconomic Conditions  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Community Facilities and Services   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Open Space  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Shadows   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Historic and Cultural Resources   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Urban Design/Visual Resources   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Natural Resources   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Hazardous Materials   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Water and Sewer Infrastructure  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Solid Waste and Sanitation Services   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Energy  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Transportation  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Air Quality   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Greenhouse Gas Emissions  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Noise   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Public Health   | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Neighborhood Character  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| Construction  | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| 2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?<br><br>If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.                       | <input type="checkbox"/>                       | <input checked="" type="checkbox"/> |
| 3. Check determination to be issued by the lead agency:   |  |                                     |
| <input type="checkbox"/> <b>Positive Declaration:</b> If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).   |  |                                     |
| <input type="checkbox"/> <b>Conditional Negative Declaration:</b> A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617. |  |                                     |
| <input checked="" type="checkbox"/> <b>Negative Declaration:</b> If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i> . The <i>Negative Declaration</i> may be prepared as a separate document (see <a href="#">template</a> ) or using the embedded Negative Declaration on the next page.                    |  |                                     |
| 4. <b>LEAD AGENCY'S CERTIFICATION</b>   |  |                                     |
| TITLE<br>Director, EARD   | LEAD AGENCY<br>NYC Department of City Planning |                                     |
| NAME<br>Robert Dobruskin, AICP  | DATE<br>October 27, 2017                       |                                     |
| SIGNATURE<br>  |  |                                     |

**Attachment A**

**Project Description**



**21 East 12th Street Parking Garage Special Permit EAS**  
**ATTACHMENT A: PROJECT DESCRIPTION**

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**A. INTRODUCTION**

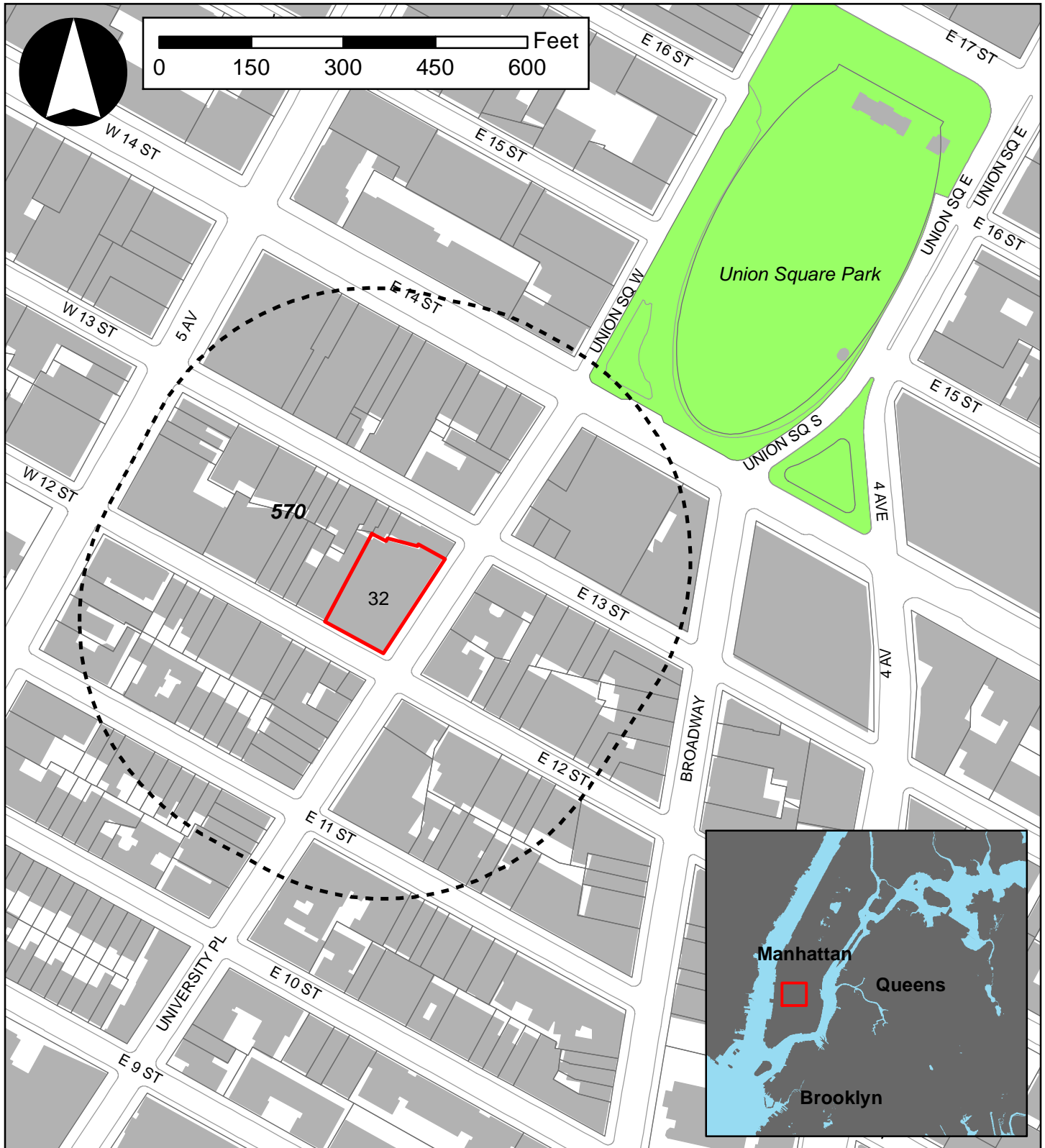
This Environmental Assessment Statement (EAS) has been prepared in support of a Land Use Review Application filed with the New York Department of City Planning (DCP). The applicant, 21 East 12th Street LLC, is seeking a zoning special permit pursuant to Sections 13-45 and 13-451 of the New York City Zoning Resolution (ZR), “Special Permits for Additional Parking Spaces” and “Additional Parking Spaces for Residential Growth,” respectively (the “Proposed Action”). The Proposed Action would allow a 187-space attended public parking garage to be provided in 37,809 gsf (includes an approximately 5,550 gsf access zone, approximately 24,150 gsf of surface parking on the cellar levels, and an additional 8,109 sf of parking area provided on the elevated parking tray of parking stackers) in a planned building that is otherwise being constructed on an as-of-right basis on the project site at 21 East 12th Street (a.k.a. 110 University Place) in Manhattan Community District 2.

As detailed below, under No-Action conditions the mixed-use building on the project site would include approximately 53 dwelling units (DUs), approximately 19,182 sf of local retail space, 1,030 gsf of community facility space, and approximately 13 accessory parking spaces (the maximum number of spaces permitted on an as-of-right basis). Apart from the 174-space incremental increase in parking capacity, the Proposed Action also would result in the replacement of 6,412 gsf of local retail uses on the cellar level and would also occupy space on the cellar and sub-cellar that would be used as storage and residential amenities under No-Action conditions. There would be no change in overall building area, footprint, cellar volume, building envelope, curb cut location, dwelling units or number of building employees.

It is anticipated that the building will be completed and occupied in 2018, including the proposed garage. The City Planning Commission (CPC) is serving as the lead agency for environmental review.

**B. PROJECT AREA EXISTING CONDITIONS**

The project site, located at 21 East 12th Street (a.k.a. 110 University Place), is an irregularly-shaped corner lot, comprised of block 570, lot 32. The site is located on the block bounded by Fifth Avenue to the west, East 12th Street to the south, University Place to the east, and East 13th Street to the north. The project site consists of approximately 19,085 square feet (sf) with approximately 107 feet of frontage on East 12th Street, and approximately 176 feet of frontage on University Place. Refer to **Figure A-1** for the “Project Site Location Map” and **Figure 4** “Tax Map” in the EAS Form for the dimensions of the project site. Currently, there is an existing curb cut on the East 12th Street frontage.



**Legend**

- Project Site
- 400-Foot Radius
- Building Footprints
- 570 Tax Block
- 32 Tax Lot

**Table A-1** below summarizes information about the project site. **Figure A-2** provides an aerial photo of the site (taken before demolition of the on-site building commenced).

**Table A-1:  
Project Site Description**

| Block & Lot         | Lot Area  | Frontage   | Existing Condition   | Zoning        |
|---------------------|-----------|--|--|---------------|
| Block 570<br>Lot 32 | 19,085 sf | 107' on East 12th Street<br>176' on University Place | The Applicant is undertaking as-of-right construction activities | C1-7,<br>C6-1 |

### *Land Use*

While the site is currently under construction, it should be noted that a 75,328 sf building (including a 200-space public parking garage and a bowling alley) was previously located on the project site. The bowling alley operated at this location from 1938 to 2014. The proposed parking garage would ultimately serve to replace the public parking garage that was previously located on-site. The applicant is in the midst of as-of-right site construction for the planned 176,883 gsf mixed-use development on the site, with foundation work complete and superstructure underway.

The surrounding area contains a variety of land uses, including: residential uses, mixed residential and commercial uses, commercial uses, and public facility and institutional uses (refer to **Figure 2** in the EAS Form). The 14th Street corridor features a variety of commercial uses, including major retailers, local retail uses, and restaurants. Union Square Park is another large land use in the area, located two blocks north of the project site. Parsons New School for Design is also located in the area at 66 5th Avenue, to the west of the project site. The Greenwich Village Historic District is located a block and a half to the south of the project site, while the southern limit of the Ladies' Mile Historic District is located a block and a half to the north of the project site. Buildings in the surrounding area are generally low-rise and mid-rise. Land use in this area has experienced a significant shift from commercial to residential in recent decades, resulting in higher density.

### *Zoning*

The majority of the project site (the eastern portion of the site within 100 feet of University Place) is located in a C1-7 zoning district, while a small western portion of the site is located within a C6-1 zoning district (refer to **Figure 3** in the EAS Form). In the C1-7 portion, which is equivalent to an R8 residential district, the maximum allowable floor area ratio (FAR) is 2.0 for commercial uses and 6.02 for residential uses (up to 7.2 FAR on wide streets outside the Manhattan Core under the Quality Housing Program regulations). New buildings in R8 districts may be developed under either height factor regulations or the optional Quality Housing regulations that often reflect the older, pre-1961 neighborhood streetscape. The FAR for height factor development in R8 districts ranges from 0.94 to 6.02; the open space ratio (OSR) ranges from 5.9 to 11.9. A taller building may be obtained by providing more open space. Thus, the maximum FAR is achievable only where the zoning lot is large enough to accommodate a practical building footprint as well as the required amount of open space. There are no absolute height limits; the building must be set within a sky exposure plane





21 East 12th Street Parking Garage Special Permit EAS

Figure A-2  
Aerial Photo

which, in R8 districts, begins at a height of 85 feet above the street line and then slopes inward over the zoning lot.

C6 districts permit a wide range of high-bulk commercial uses. The C6-1 portion, which is equivalent to an R7 residential district, has a commercial FAR of 6.0 and 6.02 for residential uses (up to 7.2 FAR on wide streets outside the Manhattan Core under the Quality Housing Program regulations). Floor area may be increased by a bonus for a public plaza or Inclusionary Housing. Height factor regulations for R7 districts encourage low apartment buildings on smaller zoning lots and, on larger zoning lots, taller buildings with low lot coverage. Additionally, Quality Housing regulations may be used to construct lower buildings with higher lot coverage. Buildings in this district must be set within a sky exposure plane which begins at a height of 60 feet above the front lot line and then slopes inward over the zoning lot.

The “Manhattan Core” parking requirements outlined in Article I, Section 3 of the ZR are applicable to the project site. As such, any new development may provide residential accessory parking spaces equivalent to up to 20 percent of the number of new DUs and one space per every 4,000 sf of commercial or community facility floor area.

Other local zoning districts include C6-4, R7-2, and R-10. Additionally, the Special Union Square District (US) is mapped a block north of the project site and includes the area immediately surrounding Union Square Park. The Special Union Square District was established to revitalize the area around Union Square by encouraging mixed use development. To enhance the compatibility of new development with existing buildings and Union Square Park, the district’s urban design provisions mandate ground floor retail uses, off-street relocation of subway stairs, and continuity of street walls. Special streetscape and signage controls enhance the physical appearance of the district.

### C. PROPOSED ACTION

The Proposed Action consists of one CPC zoning special permit, which is a discretionary action subject to the Uniform Land Use Review Procedure (ULURP). This special permit is pursuant to ZR Sections 13-45 and 13-451, respectively (“Additional Parking Spaces for Residential Growth”) to allow the provision of 187 attended parking spaces in the proposed public parking garage. The new building under construction on the project site is permitted approximately 13 accessory parking spaces as-of-right. Therefore, as a result of the Proposed Action there would be a 174-space incremental increase in parking on the project site.

The garage would be accessed via the existing 20’-6” curb cut (18’-6” plus two 1’-0” splays on either side of the curb cut) on East 12th Street under No-Action conditions for the as-of-right accessory parking garage and for the proposed expanded 187-space attended public parking garage. The existing curb cut is located approximately 83’-2” west of University Place. No new curb cuts are proposed to serve the project site. **Table A-2** summarizes the required approval that comprises the Proposed Action.

The redevelopment of the project site would not require any other discretionary actions; it would comply with other zoning regulations including those related to use, density, and bulk.

Section D, below provides more information on the parking plan that would result from the proposed special permit.

**Table A-2:  
Summary of Required Approvals**

| TYPE OF ACTION                                       | BRIEF DESCRIPTION  |
|--|--|
| Zoning Special Permit Pursuant to ZR §13-45 & 13-451 | To allow the proposed development to provide 187 public parking spaces, exceeding the maximum allowed as-of-right, which is approximately 13 spaces. The additional parking would address growth in residential demand from the development under construction on the project site, which would ease demand on the area’s system of public off-street parking facilities which have not met DCP’s 20 percent target ratio of increased supply relative to new residential development. |

ULURP and CEQR Processes

ULURP is a process that allows public review of proposed actions at four levels: the Community Board, the Borough President, the City Planning Commission, and if applicable, the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of seven months.

This action is subject to environmental review under the State Environmental Quality Review Act (“SEQRA”) and the City Environmental Quality Review (“CEQR”). CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. Based on 6 NYCRR Part 617.4 and 43 RCNY 6-15(a) (Executive Order 91 of 1977, as amended), the proposed action is a Type I Action for CEQR purposes and therefore an environmental assessment statement (EAS) is the appropriate environmental review document.

**D. PROPOSED PROJECT/REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)**

A RWCDS for the project site has been identified in order to assess the environmental effects that could occur as a result of the Proposed Action. This includes the amount, type, and location of development that is expected to occur in both No-Action and With-Action conditions. The net incremental difference between the With-Action and No-Action serves as the basis for the environmental impact analyses.

**No-Action Conditions**

Under the RWCDS No-Action scenario, the 176,883-gsf building under construction on the project site would be completed on an as-of-right basis pursuant to the existing C1-7 and C6-

1 zoning designations. The building is expected to include approximately 53 DUs and approximately 19,182 gsf of local retail. On an as-of-right basis, it is permitted to provide 13 accessory parking spaces. The development will be 304 feet tall (roof height). The development will include cellar space excavated to a depth of approximately 27.42 feet below grade. The cellar space will total approximately 19,085 gsf and the sub-cellar space will total approximately 19,085 gsf, with the ramp extending from street level to the sub-cellar level. The ramp consists of a 10-foot-wide inbound lane and a 10-foot-wide outbound lane, for a total overall width of 20 feet. Both cellar levels would include accessory parking areas, while the remainder of the space on the cellar levels would include accessory residential amenity spaces and storage. Refer to **Figure A-3**, which shows the RWCDs No-Action (as-of-right) plans for the ground, cellar, and sub-cellar levels. As discussed below under “Incremental Development”, space that would be occupied by the expanded parking facility under With-Action conditions would be used for added building storage space or expanded amenity areas under No-Action conditions. The development is expected to be completed and occupied in 2018. Refer to **Table A-3**, which summarizes the RWCDs for No-Action, With-Action, and Net Increment condition.

**Table A-3:**  
**Comparison of Existing, No-Action, and With-Action Conditions**

|                          | <b>Existing Conditions</b> | <b>No-Action Conditions</b> | <b>With-Action Conditions</b> | <b>Net Increment</b>          |
|--------------------------|----------------------------|-----------------------------|-------------------------------|-------------------------------|
| <b>Residential Units</b> | 0                          | 53                          | 53                            | 0                             |
| <b>Retail Space</b>      | 0 gsf                      | 19,182 gsf                  | 13,075 gsf                    | -6,107 gsf                    |
| <b>Parking</b>           | 0 spaces                   | 13 spaces (accessory)       | 187 spaces (public)           | +174 spaces                   |
| <b>Curb Cut</b>          | East 12th Street           | East 12th Street            | East 12th Street              | No change in size or location |
| <b>Building Height</b>   | 0 feet                     | 304 feet                    | 304 feet                      | 0                             |
| <b>Cellar Depth</b>      | 0 feet                     | 27.42 feet                  | 27.42 feet                    | 0                             |

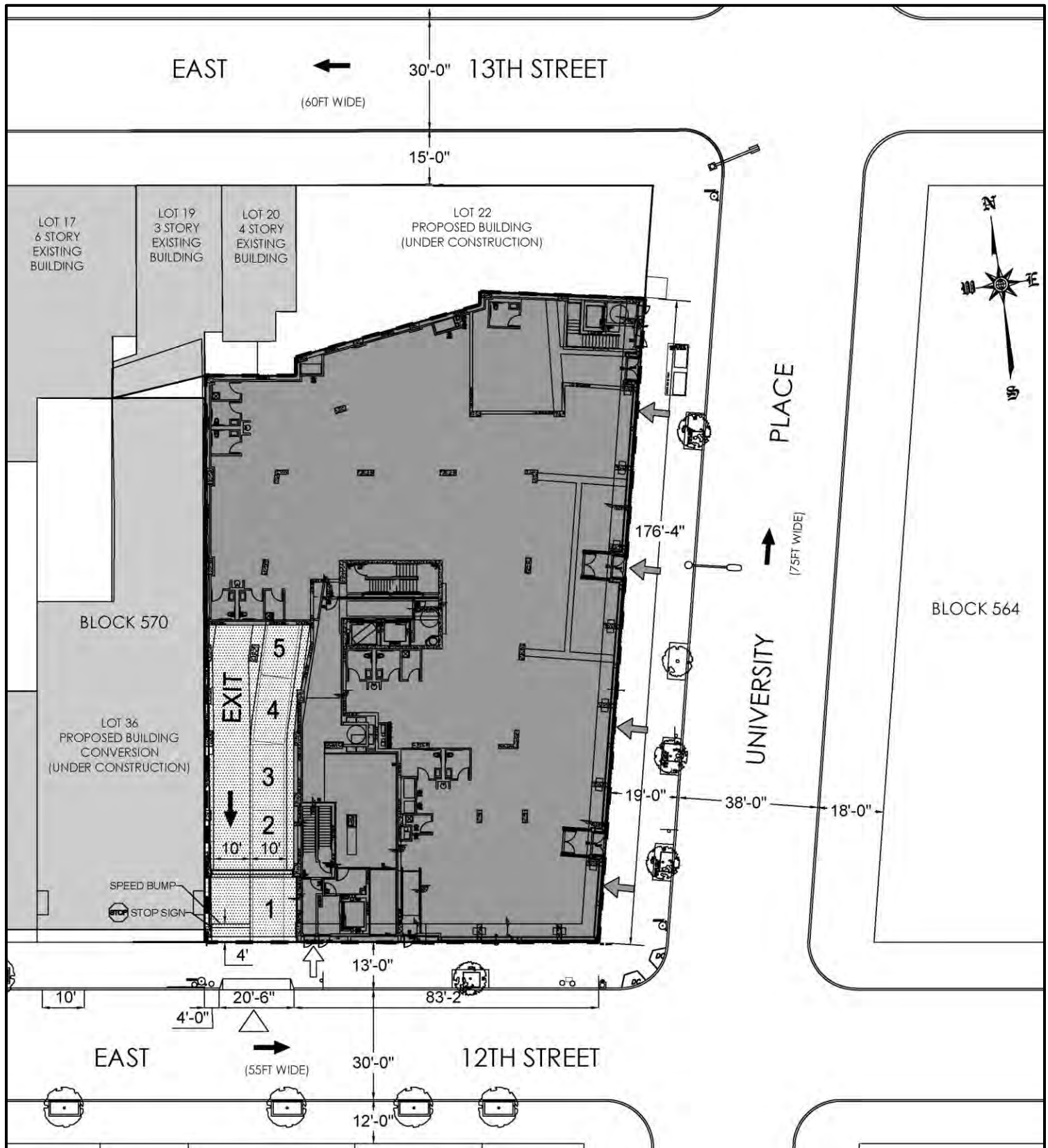
\*The as-of-right/No-Action development is currently under construction on the project site.

### Garage Operations

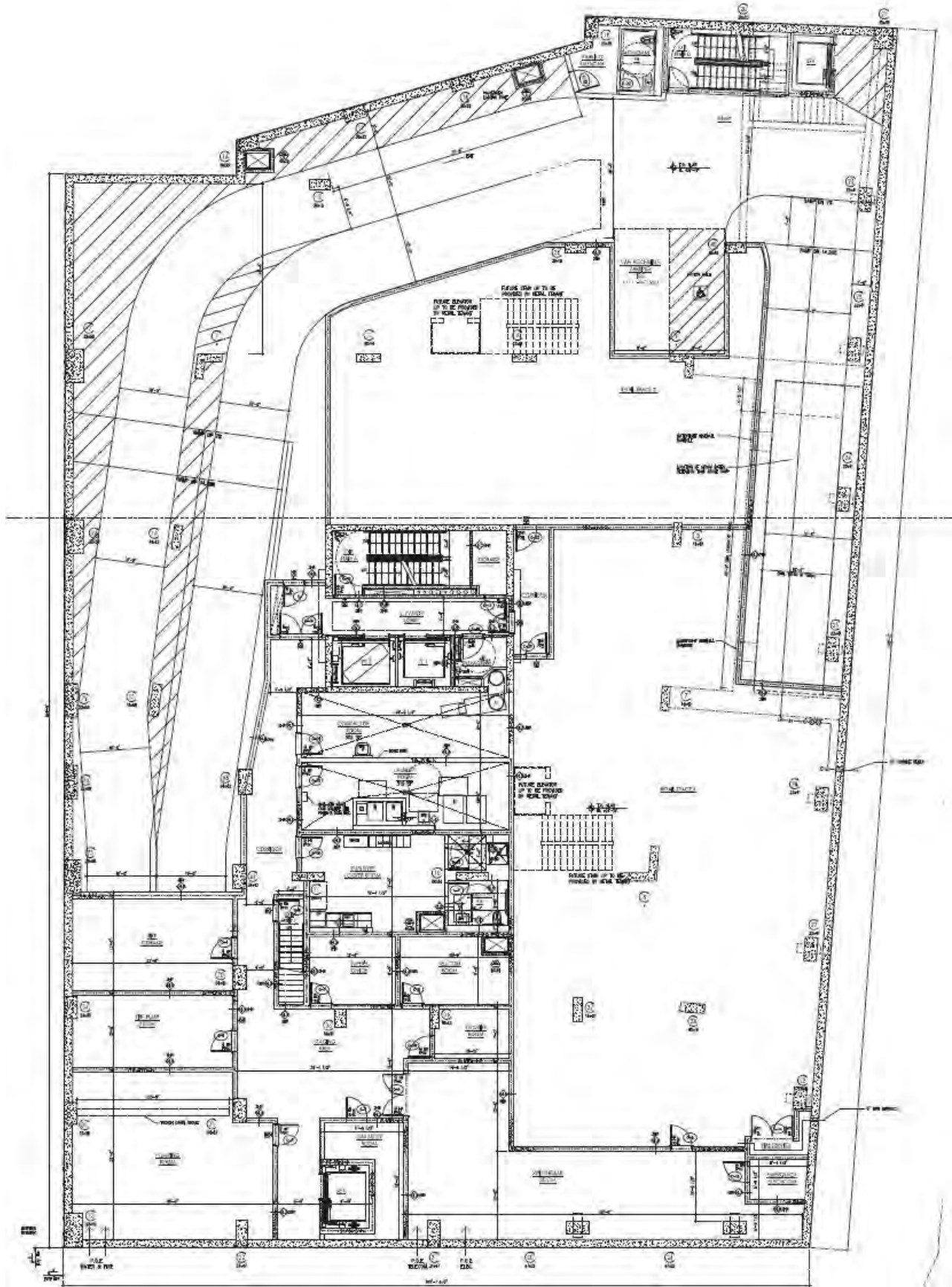
Under No-Action conditions the parking garage would operate as an accessory facility, only available to users who have a contractual relationship with the garage, i.e., this facility will not accommodate transient users. However, under With-Action conditions, the proposed parking garage would be a public parking facility. As indicated above, a ramp would provide access to the cellar levels under No-Action and With-Action conditions.

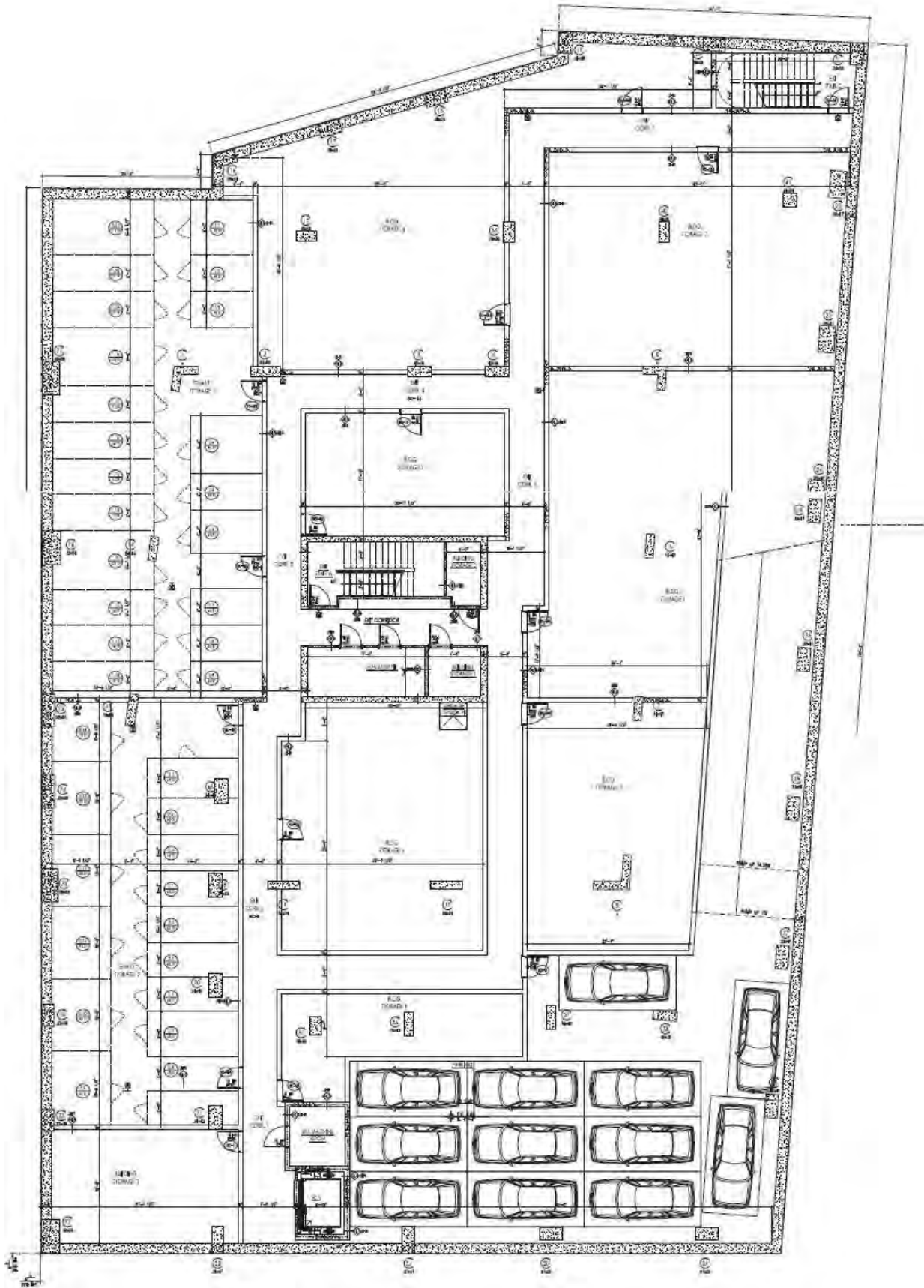
Upon arriving at the site, the motorist would enter the garage area via the 20’-6” wide curb cut located on East 12th Street, located approximately 83’-2” west of University Place. The motorist would leave the vehicle with the parking attendant under both scenarios and the attendant would park the vehicle. Motorists retrieving a parked vehicle would either call the parking attendant to arrange for a pickup time, or arrive in person to request that their vehicle be retrieved. There will be a vestibule area located in an adjoining room for individuals accessing and exiting their vehicles.











### **With-Action Conditions**

With the Proposed Action, the building on the project site would have 187 public parking spaces, in approximately 37,809 gsf (including a 2,050 gsf access zone located on the ground floor and 3,500 gsf access zone on the cellar level; 24,150 gsf of surface parking space on the cellar and sub-cellar levels; and 53 stackers which is approximately 8,109 sf of parking area on stacker trays). The proposed parking spaces would be provided in an attended parking garage, with the same operational characteristics as described under No-Action conditions. The proposed expanded parking facility would replace 6,412 gsf of local retail uses on the cellar level and would also occupy space on the cellar and sub-cellar that would be used as storage and residential amenities under No-Action conditions. The other elements of the building program would not change.

**Figure A-4** shows the proposed parking plan.

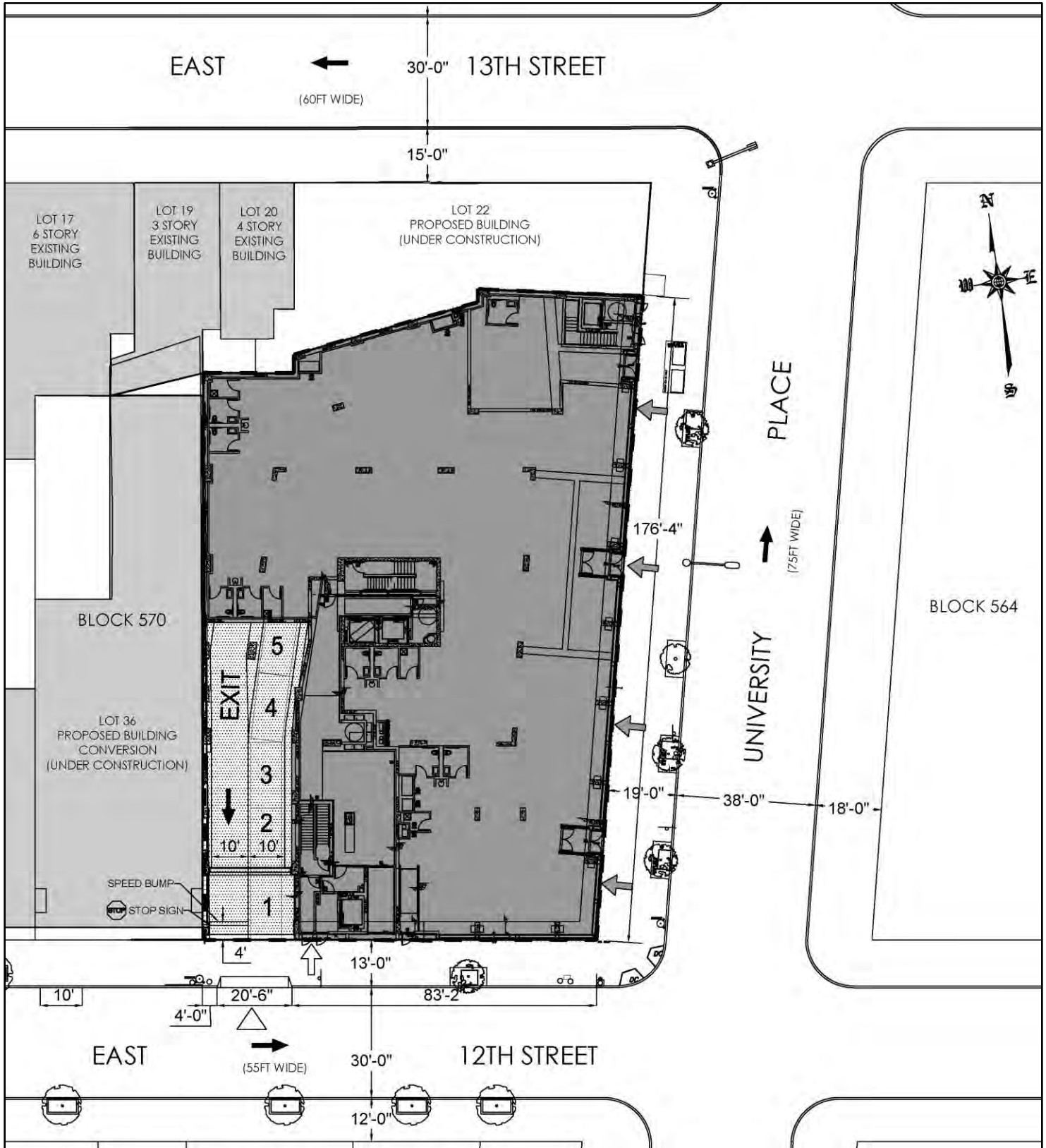
### **Net Increment**

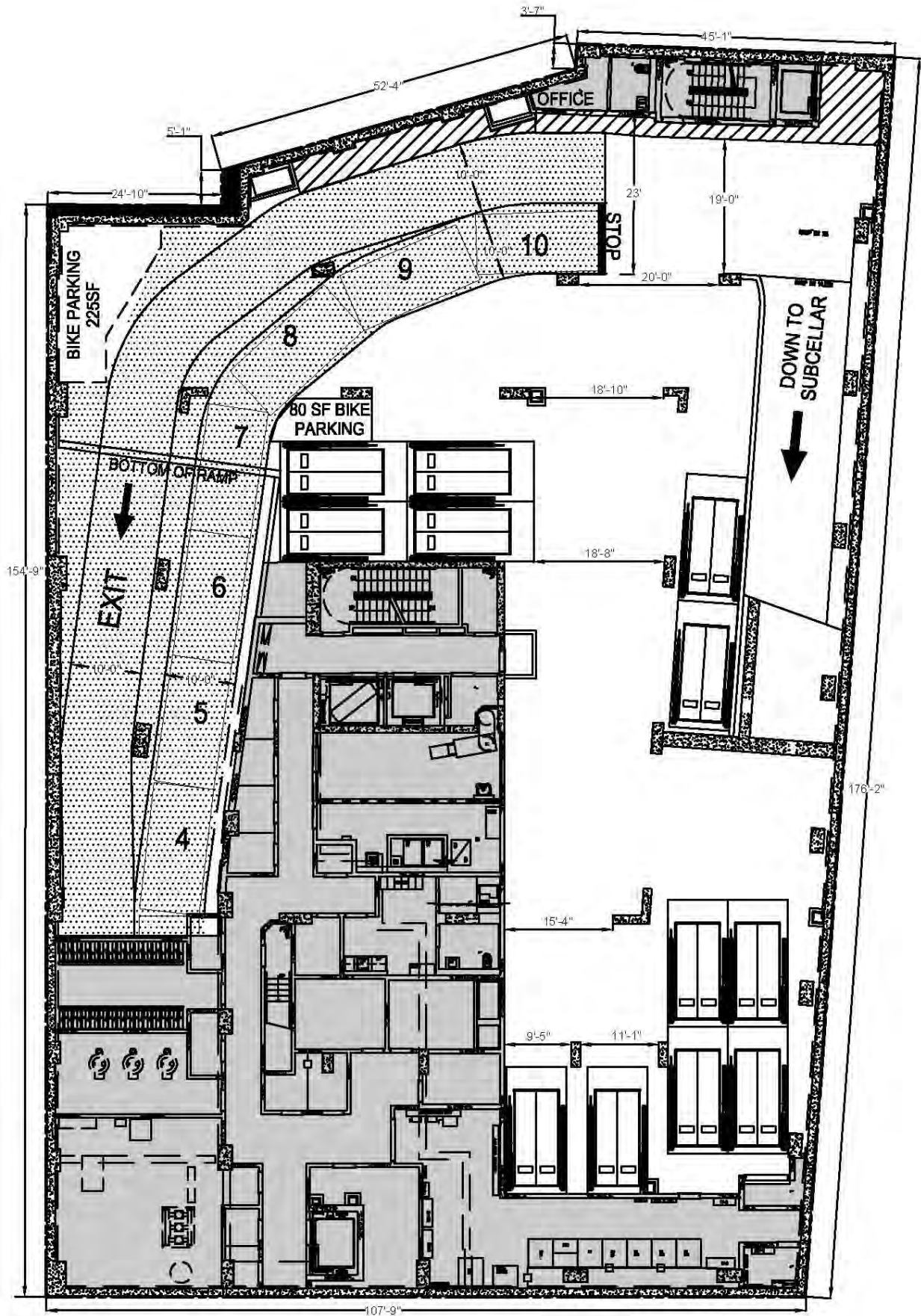
The program for the planned development will be the same under both RWCDs No-Action and RWCDs With-Action conditions, as the scope of the Proposed Action would only affect the number of parking spaces provided in the development. As such, the Proposed Action would result in an approximately 187-space increase in parking, including 53 stackers. The number of DUs, curb cut location, and building volume would not change. The proposed expanded parking facility would replace 6,412 gsf of local retail uses on the cellar level and would also occupy space on the cellar and sub-cellar that would be used as storage and residential amenities under No-Action conditions. The only physical change to the development would occur in the use of some of the space on the cellar and sub-cellar levels.

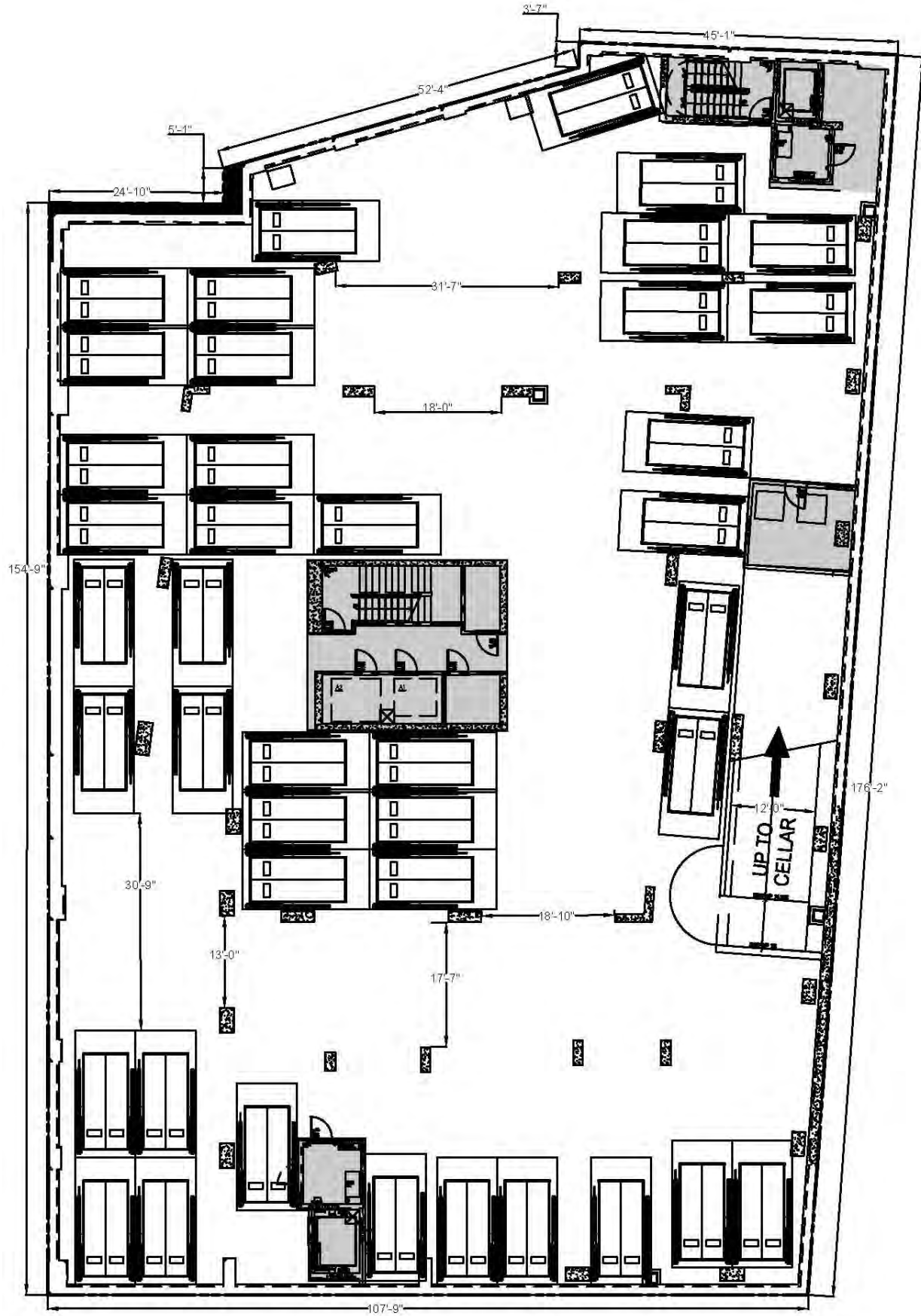
It should be noted that the cellar depth will be the same under both RWCDs No-Action and RWCDs With-Action conditions. The applicant is excavating the site to provide a cellar with two levels to provide sufficient depth for the planned as-of-right development.

## **E. PURPOSE AND NEED**

Without the Proposed Action, the planned as-of-right building would include the maximum number of spaces permitted, i.e., 13 spaces, which the applicant believes would not fully address the new building's anticipated site-generated parking demand. The parking Special Permit would enable the building to provide additional parking spaces and to make productive use of its cellar space. The applicant believes that the additional parking would serve its own on-site demand and benefit the surrounding mixed-use community, which has experienced substantial new residential development while the provision of residential parking has fallen below the level permitted as-of-right. Several of these new developments have replaced public parking facilities and some new residential developments in the vicinity have not provided permitted parking.







## **Attachment B**

# **Supplemental Screening Analyses**



**21 East 12th Street Parking Garage Special Permit EAS**  
**ATTACHMENT B: SUPPLEMENTAL SCREENING ANALYSIS**

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**A. INTRODUCTION**

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *City Environmental Quality Review* (“CEQR”) *Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the Proposed Action to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. 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; Noise; Public Health; and Neighborhood Character, supplemental screening assessments are provided in this attachment.

The remaining technical areas detailed in the 2014 *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial *CEQR* thresholds and/or are unlikely to result in significant adverse impacts. These areas screened out from any further assessment include: Land Use, Zoning and Public Policy; 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; and Greenhouse Gas Emissions.

The supplemental screening assessments contained herein identified that a preliminary assessment is required in the area of Air Quality (see **Attachment C**) because the project seeks a special permit. Per the screening assessments provided in this attachment, more detailed analyses of the following technical areas are not required: Land Use, Zoning, and Public Policy; Transportation; Noise; Public Health; and Neighborhood Character. **Table B-1** presents a summary of analysis screening information for the Proposed Action.

As described in **Attachment A, “Project Description”**, the applicant is seeking a zoning special permit to allow a 187-space public parking garage in the new building that is currently under construction on the project site on an as-of-right basis. The proposed parking garage would be constructed on a site that formerly included a 200-space public parking garage. Apart from an increase in the amount of parking above what is permitted as-of-right (13 spaces), there would be no change in the building program as a result of the Proposed Action. It is anticipated that the building, including the proposed garage, will be completed and occupied in 2018.

Given that the requested special permit would increase the number of parking spaces on the project site by more than 85 parking spaces, the Proposed Action is classified as an Unlisted Action under CEQR and therefore requires environmental review.



**Table B-1:  
Summary of CEQR Technical Areas Screening**

| <b>CEQR TECHNICAL AREA</b>  | <b>SCREENED OUT PER EAS FORM</b> | <b>SCREENED OUT PER SUPPLEMENTAL SCREENING</b> | <b>FURTHER ASSESSMENT REQUIRED</b> |
|---|----------------------------------|--|------------------------------------|
| Land Use, Zoning, & Public Policy                                   |                                  | X  |                                    |
| Socioeconomic Conditions  | X                                |  |                                    |
| Community Facilities and Services                                   | X                                |  |                                    |
| Open Space  | X                                |  |                                    |
| Shadows   | X                                |  |                                    |
| Historic & Cultural Resources                                       | X                                |  |                                    |
| Urban Design & Visual Resources                                     | X                                |  |                                    |
| Natural Resources   | X                                |  |                                    |
| Hazardous Materials   | X                                |  |                                    |
| Infrastructure  | X                                |  |                                    |
| Solid Waste & Sanitation Services                                   | X                                |  |                                    |
| Energy  | X                                |  |                                    |
| Transportation<br>- Traffic & Parking<br>- Transit<br>- Pedestrians |                                  | X<br>X<br>X                                    |                                    |
| Air Quality   |                                  |  | X                                  |
| Greenhouse Gas Emissions  | X                                |  |                                    |
| Noise   |                                  | X  |                                    |
| Public Health   |                                  | X  |                                    |
| Neighborhood Character  |                                  | X  |                                    |
| Construction  | X                                |  |                                    |

## **B. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES**

### **B1. Land Use, Zoning, & Public Policy**

Following 2014 *CEQR Technical Manual* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, including any future changes in zoning that could cause changes in land use, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. In addition, the preliminary assessment should include a basic description of the project facilitated by the Proposed Action in order to determine whether a more detailed assessment of land use would be appropriate. This information is essential for conducting the other environmental analyses and provides a baseline for determining whether detailed analysis is appropriate. A preliminary assessment of land use zoning is provided below for informational purposes and to demonstrate that more detailed analysis is not warranted for the Proposed Action. As described below, the Proposed Action would not result in any significant adverse impacts on land use, zoning, and public policy.

## Existing Conditions

### *Land Use*

#### Development Site

The project site, located at 21 East 12th Street (a.k.a. 110 University Place), is an irregularly-shaped corner lot, comprised of block 570, lot 32. The site is located on the block bounded by Fifth Avenue to the west, East 12th Street to the south, University Place to the east, and East 13th Street to the north. The project site consists of approximately 19,085 square feet (sf) with approximately 107 feet of frontage on East 12th Street, and approximately 176 feet of frontage on University Place.

While the site is currently under construction, it should be noted that a 75,328 sf building (including a 200-space public parking garage and a bowling alley) was previously located on the project site. The bowling alley operated at this location from 1938 to 2014. The proposed parking garage would ultimately serve to replace the public parking garage that was previously located on-site. The applicant is in the initial stage of as-of-right site construction for the planned 176,883 gsf mixed-use development on the site, including demolition, site clearance, excavation, and foundation work. Refer to **Table A-1 in Attachment A, “Project Description”** which summarizes existing condition information for the development site.

#### Study Area

The study area includes a variety of land uses, including: residential uses, mixed residential and commercial uses, commercial uses, and public facility and institutional uses (refer to **Figure 2 in the EAS Form**). The 14th Street corridor features a variety of commercial uses, including major retailers, local retail uses, and restaurants. Union Square Park is another large land use in the area, located two blocks north of the project site. Parsons New School for Design is also located in the area at 66 5th Avenue, to the west of the project site. The Greenwich Village Historic District is located a block and a half to the south of the project site, while the southern limit of the Ladies’ Mile Historic District is located a block and a half to the north of the project site. Buildings in the surrounding area are generally low-rise and mid-rise.

Land uses in this area have experienced a significant shift from commercial to residential in recent decades, resulting in new construction that has higher density than the older buildings. It is expected that the trend toward redevelopment of vacant and underutilized commercial and industrial properties into residential and mixed residential-commercial uses will continue. In fact, there are two ongoing construction projects on the project block, immediately adjacent to the project site on the north and west which are described below under the description of Future No-Action conditions.

Block configuration in the study area is atypical due to the orientation of Broadway, which intersects with the avenues on an angle in this area. Similarly, lot shapes and sizes vary throughout the study area. There are several lots located within the 400-foot radius that are through lots which connect to two cross streets. Building form in the surrounding area is mixed-height, with both low-rise and mid-rise building forms.

## **Zoning**

### Development Site

As shown in **Figure 3** of the EAS Form, the eastern portion of the site within 100 feet of University Place is located in a C1-7 zoning district, while a small western portion of the site is located within a C6-1 zoning district. In the C1-7 portion, which is equivalent to an R8 residential district, the maximum allowable floor area ratio (FAR) is 2.0 for commercial uses and 6.02 for residential uses (up to 7.2 FAR on wide streets outside the Manhattan Core under the Quality Housing Program regulations). New buildings in R8 districts may be developed under either height factor regulations or the optional Quality Housing regulations that often reflect the older, pre-1961 neighborhood streetscape. The FAR for height factor development in R8 districts ranges from 0.94 to 6.02; the open space ratio (OSR) ranges from 5.9 to 11.9. A taller building may be permitted by providing more open space. Thus, the maximum FAR is achievable only where the zoning lot is large enough to accommodate a practical building footprint as well as the required amount of open space. There are no absolute height limits; the building must be set within a sky exposure plane which, in R8 districts, begins at a height of 85 feet above the street line and then slopes inward over the zoning lot.

Off-street parking is required for only 40 percent of dwelling units since these districts are easily accessed by mass transit. However, parking can be waived if 15 or fewer parking spaces are required or if the zoning lot is 10,000 square feet or less.

C6 districts permit a wide range of high-bulk commercial uses. The C6-1 portion, which is equivalent to an R7 residential district, has a commercial FAR of 6.0 and 6.02 for residential uses (up to 7.2 FAR on wide streets outside the Manhattan Core under the Quality Housing Program regulations). Floor area may be increased by a bonus for a public plaza or Inclusionary Housing. Height factor regulations for R7 districts encourage low apartment buildings on smaller zoning lots and, on larger zoning lots, taller buildings with low lot coverage. Additionally, Quality Housing regulations may be used to construct lower buildings with higher lot coverage. Buildings in this district must be set within a sky exposure plane which begins at a height of 60 feet above the front lot line and then slopes inward over the zoning lot.

The “Manhattan Core” parking requirements outlined in Article I, Section 3 of the ZR are applicable to the development site. According to these parking requirements, any new development may provide residential accessory parking spaces equivalent to up to 20 percent of the number of new DUs and one space per every 4,000 sf of commercial or community facility floor area.

### Study Area

Other local zoning districts include C6-4, R7-2, and R-10. Additionally, the Special Union Square District (US) is mapped a block north of the project site (approximately 190 feet to the north of the project site). This special district includes the area immediately surrounding Union Square Park. The Special Union Square District was established to revitalize the area around Union Square by encouraging mixed use development. To enhance the compatibility of new development with existing buildings and Union Square Park, the district’s urban design provisions mandate ground floor retail uses, off-street relocation of subway stairs and continuity

of street walls. Special streetscape and signage controls enhance the physical appearance of the district.

### ***Public Policy***

According to the 2014 *CEQR Technical Manual*, a proposed project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the primary and secondary study areas. If the proposed project could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary. Besides zoning, there are no other public policies applicable to the development site and the Proposed Action.

### **No-Action Condition**

#### ***Land Use***

##### **Development Site**

The Applicant filed plans for the as-of-right development on March 8, 2015 with the NYC Department of Buildings under New Building Job Application No. 121-187-241. A 176,883-gsf building is currently under construction on the project site on an as-of-right basis pursuant to the existing C1-7 and C6-1 zoning designations. The building is expected to include approximately 53 DUs and approximately 19,182 gsf of local retail. The filed plans included 13-spaces of accessory residential parking, including one handicap-accessible parking stall on the cellar level and 12 parking spaces on the sub-cellar level. The development will be 304 feet tall (roof height).

As described below in the discussion of With-Action conditions, the only physical change to the development under the Proposed Action would be the allocation of uses within the cellar and sub-cellar levels. It should be noted that the sub-cellar depth will be the same under both RWCDs No-Action and RWCDs With-Action conditions, as reflected by building permit filings with the Department of Buildings. The applicant has excavated the site to construct a cellar and sub-cellar in order to provide sufficient depth for the accessory parking and other residential uses and amenities.

Areas of the cellar and sub-cellar that would be occupied by the incremental parking spaces permitted by the Proposed Action under RWCDs With-Action conditions would be used for local retail, added building storage space and/or additional amenity space under RWCDs No-Action conditions. Refer to **Figure A-3**, which shows the RWCDs No-Action (as-of-right) plans for the ground floor (which would remain unchanged under No-Action and With-Action conditions), cellar, and sub-cellar levels. As indicated above, the development is expected to be completed and occupied in 2018.

Study Area

As indicated above, the trend of new residential development replacing underbuilt properties is expected to continue in the study area. There are two ongoing construction projects on the project block, immediately adjacent to the project site on the north and west. The development to the west at 17-19 East 12th Street (block 570, lot 36) is a residential conversion that will include nine new condominiums. Immediately to the north of the project site at 116 University Place, a new mixed-use development is being constructed which is expected to contain six condominiums and approximately 3,200 gsf of local retail uses.

***Zoning***

According to the 2014 *CEQR Technical Manual*, a preliminary assessment of zoning should identify any changes in zoning that could result in new or different land uses. There are currently no pending zoning map or text amendments that would affect any site within the study area. Furthermore, there are no known possible applications. Accordingly, it is anticipated that the existing zoning for the development site, and the study area as a whole will remain in effect without any changes in the 2018 analysis year.

***Public Policy***

As noted above, there are no specific public policies that are applicable to the development site and the Proposed Action. Further, there are no expected changes in any other public policies under No-Action conditions that would affect the development site or study area.

**With-Action Conditions**

***Land Use***

As the Proposed Action would facilitate the expanded parking capacity in an as-of-right building, the Proposed Action would not introduce a new land use. It would result in an increase of 174 parking spaces on the cellar and sub-cellar level of the development site as compared to RWCDs No-Action conditions. It would also result in a decrease of 6,412 gsf of local retail space on the cellar level and a reduction of building storage and residential amenity space within the balance of the area that would be used for the proposed public parking garage. The other elements of the building's layout and design, including curb cut locations, building envelope, and amount of excavation, would be the same under RWCDs No-Action and RWCDs With-Action conditions. Accordingly, the Proposed Action would not have a significant adverse impact on land use.

***Zoning***

The parking special permit would allow the development to provide more parking spaces than allowed as-of-right pursuant to ZR Section 13-451, "Additional parking spaces for residential growth." This allows the CPC to increase permitted parking provided it makes certain findings, including: that either (a) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to: (1) the increase in the number of dwelling units; and (2) the

number of both public and accessory off-street parking spaces, or (b) the proposed ratio of parking spaces to dwelling units in the proposed development or enlargement does not exceed: (1) 20 percent of the total number of dwelling units, where such units are located within Community District 1, 2, 3, 4, 5 or 6; or (2) 35 percent of the total number of dwelling units, where such units are located within Community District 7 or 8.

In support of the application for this special permit, the applicant prepared a “residential growth” parking study for the area within a one-third mile radius of the development site. In order to identify the ratio of recent off-street residential parking spaces to recent residential units developed in the study area, the study focused on changes in conditions since 2006 through the anticipated 2018 Build year. The study found with the 187 spaces that would be provided as a result of the Proposed Action that this ratio would be well below 20 percent and as such the proposed larger garage would help to meet the need for residential parking in this area which has experienced substantial new residential development. Further, a number of new developments in this area have been in new buildings that replaced public parking lots. Based on the findings of the residential growth parking study, the proposed 187-space parking garage would not be excessive in relationship to recent trends in close proximity to the development site. As such, the project satisfies the required residential growth finding for the special permit.

Accordingly, the Proposed Action would not result in any significant adverse zoning impacts.

### ***Public Policy***

As discussed above, no specific public policies are applicable to the proposed project or the project site. Accordingly, the Proposed Action would not result in any significant adverse public policy impacts.

## **B2. Transportation**

The *2014 CEQR Technical Manual* identifies minimum development densities that have the potential to result in significant adverse impacts to transportation and therefore require a detailed transportation analysis. As shown in Table 16-1 of the *CEQR Technical Manual*, actions which may result in fewer than 50 peak hour vehicle trips are generally unlikely to cause significant adverse impacts. For projects in Zone 1 (which includes Manhattan from 110th Street and south and Downtown Brooklyn), the development thresholds requiring trip generation analysis are 240 DUs, 15,000 gsf of local retail space, and off-street parking facilities with 85 or more new parking spaces.

As described above, the as-of-right construction would result in the introduction of 53 DUs and approximately 19,182 gsf of local retail space. Additionally, the Proposed Action would facilitate the operation of a 187-space public parking garage. The introduction of a parking facility in excess of 85 spaces triggers a preliminary assessment of the Proposed Action’s effect on the City’s transportation system. Therefore, a screening assessment was completed per CEQR guidelines to determine if the Proposed Action warrants detailed analyses of traffic, parking, transit, or pedestrians. The screening assessment consisted of a Level 1 Project Trip Generation and a Level 2 Project-Generated Trip Assignment, presented below.

As discussed below, the Proposed Action does not warrant detailed analyses of traffic, parking, or transit. No intersections in the vicinity of the project site would exceed the 50-vehicle CEQR threshold for a detailed traffic analysis. As compared to the vehicle demand associated with the No-Action condition, the maximum net total of vehicle trips anticipated during one hour is anticipated to be up to approximately 69 vehicles during the evening 5 to 6 PM peak period. This includes 36 vehicles entering the parking facility and 33 vehicles exiting the parking facility. As all of the streets in the surrounding area are one way streets, it is anticipated that there would not be an incremental increase in 50 vehicles through any intersection as a result of the Proposed Action. Additionally, the anticipated development facilitated by the Proposed Action would provide sufficient parking capacity to accommodate demand on-site in addition to adequate existing off-site public parking capacity.

As the nature of the project is vehicle-oriented, it is also not anticipated that any subway or bus lines in the vicinity of the proposed rezoning area would experience an increase of more than 200 peak hour rail or 50 peak hour bus transit riders, the CEQR thresholds for a detailed transit analysis. As such, no significant adverse impacts to traffic, parking, or transit would be expected in the future with the Proposed Action.

According to the 2014 *CEQR Technical Manual* criteria, projected pedestrian volume increases of less than 200 pedestrians per hour at any pedestrian element would not typically be considered a significant impact, as the level of increase would not generally be noticeable and therefore would not require further analysis. The proposed parking facility would not result in new pedestrian traffic in excess of this threshold; therefore no significant adverse impacts to the pedestrian element are anticipated.

### **B3. Air Quality**

According to the guidelines provided in the 2014 *CEQR Technical Manual*, air quality analyses are conducted in order to assess the effect of an action on ambient air quality, or effects on the projected because of ambient air quality. Air quality can be affected by “mobile sources,” pollutants produced by motor vehicles, and “stationary sources,” pollutants produced by fixed facilities. **Attachment C, “Air Quality”** concludes that no significant adverse air quality impacts from the emissions of the vehicles using the proposed parking garage will occur.

### **B4. Noise**

The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating and air conditioning systems) and construction noise. The 2014 *CEQR Technical Manual* states that the initial impact screening for noise considers whether the project would: (1) generate any mobile or stationary sources of noise; and/or (2) be located in an area with existing high ambient noise levels. As discussed below, the Proposed Action will generate or divert vehicular traffic, but this would not represent a substantial new mobile source of noise.

Per the EAS Form, the Proposed Action would not result in the introduction of any sensitive noise receptor to the project site as the residential portion of the development is occurring on an as-of-right basis, and it would not create any substantial stationary noise source. Additionally, the vehicle parking facilitated by the Proposed Action would be located in enclosed areas, below the lowest residential floor in the new development.

As indicated on the EAS Form, the Proposed Action would generate or re-route vehicular traffic—specifically, vehicle trips to and from the garage that, under RWCDs No-Action Conditions, would be made to other area parking facilities or to on-street parking spaces. However, as the Proposed Action would not exceed any development density threshold for Transportation analysis identified in 2014 *CEQR Technical Manual* Table 16-1, it would not result in a substantial increase in traffic. Therefore, the Proposed Action would not result in a 100 percent or more increase in noise passenger car equivalents (PCE) on East 12th Street and the other streets surrounding the project site, which are public streets that carry significant vehicle traffic. According to the 2014 *CEQR Technical Manual*, if existing Noise PCE values are not increased by 100 percent or more, it is likely that the proposed development would not cause any significant adverse vehicular noise impact.

As the Proposed Action would not introduce a new noise receptor and would not create a substantial new stationary or mobile noise source, the Proposed Action would not have the potential to result in significant adverse noise impacts, and a detailed analysis is not warranted.

## **B5. Public Health**

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, water quality, hazardous materials, and noise.

According to the guidelines of the 2014 *CEQR Technical Manual*, a public health assessment may be warranted if a project results in (a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; (b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a source of drinking water; (c) solid waste management practices that could attract vermin and result in an increase in pest populations; (d) potential significant adverse impacts to sensitive receptors from noise and odors; (e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts; (f) exceedances of accepted federal, state, or local standards; or (g) other actions that might not exceed the preceding thresholds but might, nonetheless, result in significant health concerns.

As detailed in the analyses provided in this EAS, the Proposed Action would not result in significant adverse impacts in the areas of air quality, water quality, hazardous materials, or noise. Therefore, the Proposed Action does not have the potential to result in significant adverse public health impacts, and a further assessment is not warranted.



## B6. Neighborhood Character

As this EAS provides a detailed analysis of land use, zoning, and public policy a preliminary screening analysis is needed to determine if a detailed neighborhood character analysis is needed. Neighborhood character is an amalgam of various elements that give neighborhoods their distinct “personality.” According to the 2014 *CEQR Technical Manual*, a preliminary assessment may be appropriate if a project has the potential to result in significant adverse impacts on any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation or noise. Per the analyses provided in this EAS, although the Proposed Action required supplemental screening or detailed analyses of some of these technical areas, there would be no project-generated significant adverse impacts.

The *CEQR Technical Manual* also states that for projects not resulting in significant adverse impacts to any technical areas related to neighborhood character, additional analyses may be required to determine if the Proposed Action would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the *CEQR Technical Manual* indicates that neighborhood character impacts are rare and it would be unusual that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects in the neighborhood would result in any significant adverse impact to neighborhood character.

The Proposed Action would not adversely affect any component of the surrounding area’s neighborhood character. The Proposed Action would facilitate the development of a 187-space public parking facility by 2018 on the cellar levels of a planned, as-of-right mixed-use development. In addition, as noted above, the Proposed Action would not result in significant increases in traffic and noise levels in the area.

Overall, the Proposed Action would not result in any significant adverse impacts to neighborhood character and no further analysis is warranted.

As the proposed project would not be considered to have any significant effects on any of the technical areas relating to neighborhood character, a neighborhood character assessment can be screened out, and no significant adverse neighborhood character impacts would occur. Therefore, no additional analysis is warranted for neighborhood character.

# **Attachment C**

## **Air Quality**

**A. INTRODUCTION**

This attachment examines the potential for the Proposed Action to result in significant adverse impacts to air quality due to parking facilities. The analyses followed the procedures outlined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, as well as guidance from the New York City Department of City Planning (DCP), to determine the potential for the Proposed Action to cause exceedances of ambient air quality standards or *de minimis* values.

The applicant, 21 East 12th Street LLC, is seeking a zoning special permit pursuant to New York City Zoning Resolution Sections (“ZR §”) 13-45 and 13-451(a) in order to construct a 187-space public parking garage within a new 176,883 gross square-foot (gsf) mixed-use building. The building is currently under construction on an as-of-right basis on the development site at 21 East 12th Street (a.k.a. 110 University Place), located on Block 570, Lot 32 in Manhattan Community District 2. The garage would provide 24,200 gsf of parking space on portions of the first floor, cellar and sub-cellar levels (with an additional 8,262 of parking area provided through parking stackers). The anticipated completion of the building, including the proposed garage, is 2018.

The special permit would allow more parking than is permitted on an as-of right basis. The as-of-right development would be entitled to 13 accessory parking spaces. Therefore, the Proposed Action would permit a 174-space incremental increase in parking on the development site. This action is subject to environmental review under the State Environmental Quality Review Act (“SEQRA”) and the City Environmental Quality Review (“CEQR”). The CPC is serving as the lead agency for the project’s environmental review.

**B. PRINCIPAL CONCLUSIONS**

Air quality analyses for the proposed garage showed that emissions from parking facility would not cause a significant air quality impact to project site buildings or existing sensitive land uses.

**C. STANDARDS AND CRITERIA**

**National Ambient Air Quality Standards**

Ambient air is defined by the United States Environmental Protection Agency (EPA) as that portion of the atmosphere, external from buildings, to which the general public has access. National Ambient Air Quality Standards (NAAQS) were promulgated by the EPA to protect public health and welfare, allowing for an adequate margin of safety. The NAAQS include sulfur dioxide, carbon monoxide, ozone, nitrogen dioxide, fine particulates, and lead. They consist of primary standards established to protect public health with an adequate safety margin, and secondary standards established to protect “plants and animals and to prevent economic damage.” The six

pollutants are deemed criteria pollutants because threshold criteria can be established for determining adverse effects on human health. They are described below.

- Carbon Monoxide (CO) is a colorless, odorless gas produced from the incomplete combustion of gasoline and other fossil fuels. The primary source of CO in urban areas is from motor vehicles. Because this gas disperses quickly, CO concentrations can vary greatly over relatively short distances.
- Fine Particulates (PM<sub>10</sub>, PM<sub>2.5</sub>) also are known as Inhalable or Respirable Particulates. Particulate matter is a generic term for a broad range of discrete liquid droplets or solid particles of various sizes. The PM<sub>10</sub> standard covers particles with diameters of ten micrometers or less, which are the ones most likely to reach the lungs. The PM<sub>2.5</sub> standard covers particles with diameters of 2.5 micrometers or less.
- Lead (Pb) is a heavy metal. Emissions are principally associated with industrial sources and motor vehicles that use gasoline containing lead additives. Most U.S. vehicles produced since 1975, and all produced after 1980, are designed to use unleaded fuel. As a result, ambient concentrations of lead have declined significantly.
- Nitrogen dioxide (NO<sub>2</sub>) is a highly oxidizing, extremely corrosive toxic gas. It is formed by chemical conversion from nitric oxide (NO), which is emitted primarily by industrial furnaces, power plants, and motor vehicles.
- Ozone (O<sub>3</sub>) is a principal component of smog. It is not emitted directly into the air, but is formed through a series of chemical reactions between hydrocarbons and nitrogen oxides in the presence of sunlight.
- Sulfur dioxides (SO<sub>2</sub>) are heavy gases primarily associated with the combustion of sulfur-containing fuels such as coal and oil. No significant quantities are emitted from mobile sources.

In addition to NAAQS, New York State Ambient Air Quality Standards further regulate concentrations of the criteria pollutants discussed above. The New York State Department of Environmental Conservation (NYSDEC) Air Resources Division is responsible for air quality monitoring in the State. Monitoring is performed for each of the criteria pollutants to assess compliance. **Table C-1** shows the NAAQS.

### **New York City *de Minimis* Criteria**

For carbon monoxide from mobile sources, the City's *de minimis* criteria are used to determine the significance of the incremental increases in CO concentrations that would result from a Proposed Action. These set the minimum change in an eight-hour average carbon monoxide concentration that would constitute a significant environmental impact. According to these criteria, significant impacts are defined as follows:

- An increase of 0.5 parts per million (ppm) or more in the maximum eight-hour average carbon monoxide concentration at a location where the predicted No-Action eight-hour concentration is equal to or above eight ppm.

- An increase of more than half the difference between baseline (i.e., No-Action) concentrations and the eight-hour standard, when No-Action concentrations are below eight ppm.

**Table C-1:  
National and New York State Ambient Air Quality Standards**

| Pollutant                                   | Averaging Period                          | Standard                                 |
|---|---|--|
| Sulfur Dioxide                              | 3-hour average                            | 1,300 $\mu\text{g}/\text{m}^3$ (500 ppb) |
|   | 1-hour average <sup>e</sup>               | 197 $\mu\text{g}/\text{m}^3$ (75 ppb)    |
| Inhalable Particulates (PM <sub>10</sub> )  | 24-hour average                           | 150 $\mu\text{g}/\text{m}^3$             |
| Inhalable Particulates (PM <sub>2.5</sub> ) | 3-yr average annual mean                  | 12 $\mu\text{g}/\text{m}^3$              |
|   | Maximum 24-hr. 3-yr. average <sup>c</sup> | 35 $\mu\text{g}/\text{m}^3$              |
| Carbon Monoxide                             | 8-hour average <sup>a</sup>               | 9 ppm                                    |
|   | 1-hour average <sup>a</sup>               | 35 ppm                                   |
| Ozone                                       | Maximum daily 8-hr average <sup>b</sup>   | 0.075 ppm                                |
| Nitrogen Dioxide                            | 12-month arithmetic mean                  | 100 $\mu\text{g}/\text{m}^3$ (53 ppb)    |
|   | 1-hour average <sup>d</sup>               | 188 $\mu\text{g}/\text{m}^3$ (100 ppb)   |
| Lead  | Quarterly mean                            | 0.15 $\mu\text{g}/\text{m}^3$            |

**Notes:** ppm = parts per million;  $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter.

<sup>a</sup> Not to be exceeded more than once a year.

<sup>b</sup> Three-year average of the annual fourth highest maximum eight-hour average concentration effective May 27, 2008.

<sup>c</sup> Not to be exceeded by the 98<sup>th</sup> percentile of 24-hour PM<sub>2.5</sub> concentrations in a year (averaged over 3 years).

<sup>d</sup> Three-year average of the 98<sup>th</sup> percentile of the daily maximum one-hour average, effective January 22, 2010.

<sup>e</sup> Three-year average of the 99<sup>th</sup> percentile of the daily maximum one-hour average, final rule signed June 2, 2010.

**Sources:** NYSDEC; New York State Ambient Air Quality Development Report, 2015.

For PM<sub>2.5</sub> analyses at the microscale level, the City's *de minimis* criteria for determining significance are:

- Predicted increase of half the difference between the background concentration and the 24-hour standard;
- Predicted annual average PM<sub>2.5</sub> concentration increments greater than 0.1  $\mu\text{g}/\text{m}^3$  at ground level on a neighborhood scale (i.e., the annual increase in concentration representing the average over an area of approximately one square kilometer, centered on the location where the maximum ground-level impact is predicted for stationary sources; or at a distance from a roadway corridor similar to the minimum distance defined for locating neighborhood scale monitoring stations); or
- Predicted annual average PM<sub>2.5</sub> concentration increments greater than 0.3  $\mu\text{g}/\text{m}^3$  at a discrete or ground-level microscale receptor location for stationary sources.

Based on the three-year average 24-hour PM<sub>2.5</sub> background concentrations recorded at the nearest (IS52) monitoring station for 2014 through 2016 of 21.9  $\mu\text{g}/\text{m}^3$ , the *de minimis* criteria for the 24-hour PM<sub>2.5</sub> would be 6.5  $\mu\text{g}/\text{m}^3$ . If the project increment is greater than this value, an impact would occur.

## State Implementation Plan (SIP)

The Clean Air Act (CAA), as amended in 1990, (1) defines non-attainment areas (NAA) as geographic regions that have been designated as not meeting one or more of the NAAQS; and (2) requires states to submit to the EPA a State Implementation Plan (SIP) delineating how the state plans to achieve air quality that meets the NAAQS, followed by a plan for maintaining attainment status once the area is in attainment. New York County is part of the New York City CO maintenance area, a marginal NAA for ozone, and a moderate NAA for PM<sub>10</sub>. A SIP to address non-attainment of the 2008 ozone NAAQS was due in 2015. The State is also working with the EPA to formulate standard practices for regional haze and PM<sub>2.5</sub>.

Based on recent monitoring data from 2006-2009 and 2007-2011, annual and 24-hour average concentrations of PM<sub>2.5</sub> no longer exceed the standard in New York City. Therefore, on April 18, 2014, the EPA redesignated Bronx, Kings, New York, Queens, and Richmond Counties as PM<sub>2.5</sub> maintenance areas.

## D. EXISTING CONDITIONS

### Project Site

The project site, which consists of Block 570, Lot 32 is an irregularly-shaped approximately 19,085-square-foot (sf) midblock through lot with 107 feet of frontage on East 12th Street, and approximately 176 feet of frontage on University Place. The project site is a corner property located on the block bounded by Fifth Avenue on the west, East 12th Street on the south, University Place on the east, and East 13th Street on the north (see **Figure A-1, "Project Site Location Map"**). The entire project site is currently under construction.

East 12th Street is 30 feet wide, which includes a 12-foot travel lane and a 9-foot parking lane on each side of the street. It is one-way eastbound. The sidewalk adjacent to the development site on the northern side of the street is 13 feet wide. It is 12 feet wide on the other side of the street.

### Existing Air Quality

As stated previously, New York County is part of a CO maintenance area and is non-attainment (moderate) for the eight-hour ozone standard and non-attainment (moderate) for PM<sub>10</sub>. It is in compliance with all other NAAQS.

### Background Concentrations

For SO<sub>2</sub>, NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and CO the background concentrations were obtained from the NYSDEC (2015) air quality report using the station closest to the proposed site as follows:

- **37.8** ug/m<sup>3</sup> for the annual NO<sub>2</sub> from IS 52 station

- **120.9** ug/m<sup>3</sup> for the 1-hour NO<sub>2</sub> average from IS 52 station
- **26.2** ug/m<sup>3</sup> for the 24-hour PM<sub>2.5</sub> from PS 19 station
- **10.9** ug/m<sup>3</sup> for the annual PM<sub>2.5</sub> from PS 19 station
- **44** µg/m<sup>3</sup> for the 24-hour PM<sub>10</sub> from Division Street station
- **36.8** µg/m<sup>3</sup> for the 1-hour SO<sub>2</sub> concentrations from IS 52 station
- **2,622** µg/m<sup>3</sup> (**2.3 ppm**) for the 1-hour CO from CCNY station
- **1,710** µg/m<sup>3</sup> (**1.5 ppm**) for the 8-hour CO from CCNY station

## **E. METHODOLOGY**

### **Garage Screen**

The Applicant proposes to provide an increment of 174 spaces of underground parking within the proposed development. Based on Table 16-1 in the Transportation chapter of the *NYC CEQR Technical Manual*, the project is in Zone 1, and this number of off-street spaces would require analysis. The analysis would include CO and PM<sub>2.5</sub> concentrations from the garage and the contribution from traffic on East 12th Street as a line source.

**Table C-2:  
University Parking In-Out Total (Weekday and Saturday)**

| Time Period     | Weekday    |            |            | Saturday   |            |            |
|-----------------|------------|------------|------------|------------|------------|------------|
|                 | In         | Out        | Total      | In         | Out        | Total      |
| 12-6AM          | 10         | 10         | 20         | 14         | 14         | 28         |
| 6-7             | 1          | 2          | 3          | 1          | 2          | 3          |
| 7-8             | 5          | 16         | 21         | 3          | 8          | 11         |
| 8-9             | 26         | 41         | 67         | 10         | 20         | 30         |
| 9-10            | 18         | 25         | 43         | 18         | 24         | 42         |
| 10-11           | 18         | 15         | 33         | 19         | 25         | 44         |
| 11-12           | 14         | 13         | 27         | 23         | 21         | 44         |
| 12-1 PM         | 17         | 15         | 32         | 27         | 24         | 51         |
| 1-2             | 14         | 12         | 26         | 24         | 23         | 47         |
| 2-3             | 13         | 13         | 26         | 23         | 24         | 47         |
| 3-4             | 18         | 17         | 35         | 26         | 19         | 45         |
| 4-5             | 26         | 19         | 45         | 29         | 16         | 45         |
| 5-6             | <b>38</b>  | <b>34</b>  | <b>72</b>  | 21         | 19         | 40         |
| 6-7             | 34         | 25         | 59         | 21         | 23         | 44         |
| 7-8             | 19         | 20         | 39         | 22         | 17         | 39         |
| 8-9             | 18         | 15         | 33         | 12         | 13         | 25         |
| 9-10            | 5          | 8          | 13         | 9          | 11         | 20         |
| 10-11           | 7          | 3          | 10         | 10         | 9          | 19         |
| 11-12           | 6          | 4          | 10         | 8          | 8          | 16         |
| Total           | <b>307</b> | <b>307</b> | <b>614</b> | <b>320</b> | <b>320</b> | <b>640</b> |
| 24-Hour Average | <b>16</b>  | <b>16</b>  | <b>32</b>  | <b>17</b>  | <b>17</b>  | <b>34</b>  |

**Note:** Numbers in bold type represent the highest volumes  
(Source: Philip Habib & Associates, Inc.)

Emissions from vehicles using the proposed project's garage could potentially affect ambient levels of CO and PM<sub>2.5</sub> on the near and far sidewalks or at a nearby window. The peak hour arrivals and departures at the garage were used to provide a worst-case scenario for evaluating CO impacts on local air quality. The 24-hour average number of vehicles entering and leaving garage was used in estimating 24-hour PM<sub>2.5</sub> impacts on local air quality. **Table C-2** displays the hourly and average incoming and outgoing number of vehicles at the proposed project's garage.

#### **Line Source Modeling with MOVES2014a and CAL3QHCR**

The EPA's CAL3QHCR model was used to determine future CO and PM<sub>2.5</sub> concentrations from traffic on East 12th Street. CAL3QHCR is a Gaussian dispersion model that determines pollutant concentrations at specified receptor points. It accounts for pollutant emissions from both free-flowing vehicles and vehicles idling at signalized intersections. However, following EPA guidance, the queuing algorithm is not used with the CAL3QHCR model when modeling particulate matter. Therefore, average speeds that included intersection delay were calculated for the roadway links.



Inputs to the model included coordinates for receptors and free-flow approach and departure links, as well as traffic volumes, speeds, and vehicular emission factors for each link. MOVES2010b was used to obtain pollutant emission factors for free-flow links in grams per vehicle-mile. The vehicular mix and speeds used in MOVES2014a were based on field classification counts and speed runs carried out in the traffic study area. Inputs pertaining to inspection/maintenance, anti-tampering programs, age distribution, meteorology, etc., were obtained from NYSDEC. The pollutant processes included running exhaust and crankcase running exhaust for both pollutants, as well as brake and tire wear for PM<sub>2.5</sub>. MOVES2014a was run for January 1st for the 2018 Build Year for the future With-Action conditions. Post-processing was carried out to obtain emission factors for use in an analysis with CAL3QHCR.

For PM<sub>2.5</sub>, fugitive dust from re-entrainment of dust was calculated using the formulas from Section 13.2.1-3 of EPA's AP-42 Document. The formulas were based on an average fleet weight, which varied according to the vehicular mix for a given roadway link. Twelfth Avenue is classified by NYSDOT as a major collector. Therefore, a silt loading factor of 0.16 g/m<sup>2</sup> for collectors was used in the formulas, as recommended in the 2014 *CEQR Technical Manual*. The resulting fugitive dust emissions for 24-hour PM<sub>2.5</sub> were added to the emission factors calculated by MOVES2014a.

All links were set up as free-flowing traffic links in CAL3QHCR. They were modeled for a distance of 1,000 feet from the modeled intersection in each direction. The mixing zone for free-flow links was equal to the width of the traveled way plus an additional ten feet (three meters) on each side of the travel lanes. Receptor points were modeled along the roadways at 65 foot intervals for a distance of 1,000 feet from the garage. Receptors were placed at mid-sidewalk and outside the air quality mixing zone.

CAL3QHCR was run with five years of meteorological data (2011–2015) from LaGuardia Airport. Each computer run covered wind angles from 0 to 360 degrees and identified the worst-case wind angle for each receptor point. A surface roughness of 321 centimeters (cm) was used in the modeling.

CAL3QHCR's 1- and 8-hour concentrations for CO were added to background concentrations and compared with the NAAQS. For PM<sub>2.5</sub>, 24-hour and annual values were compared with the City's *de minimis* criteria.

### **Garage Analysis**

The proposed project would include a parking garage with 187 spaces in an attached building. Vehicles would enter and exit from East 12th Street. For analysis purposes, the facility was treated as one large garage at the subcellar level with 24,200 sf. With an approximate width of 107 feet, the average length would be 226.17 feet. Arriving vehicles would travel down a ramp for approximately 295.7 feet to the subcellar level. The average travel distance within the parking area, per the garage spreadsheet calculations referenced in the *CEQR Technical Manual*, would be 1/2 the width times 2/3 of the length plus the ramp distance. This is a total one-way travel distance

of 500 feet. Departing vehicles would return the way they arrived.

The garage vent was conservatively assumed to be twelve feet directly above ground level at the East 12th Street garage entrance. Receptor points included the near and far sidewalks as well as a theoretic window above the vent and across the street from the vent. As a conservative assumption, the window above the vent was assumed to be five feet higher, or 17 feet above ground level. The window above the vent was assumed to have zero (0) horizontal distance from the vent. Based on the adjacent street and sidewalk widths, the pedestrian on the near sidewalk would be 6.5 feet away from the garage vent while the pedestrian standing on the far sidewalk (across East 12th Street) would be 49 feet away, reflecting the 13-foot wide sidewalk, the 30-foot street, and half the sidewalk width across the street. A window across from the vent would be 12 feet high and 55 feet away from the garage vent. Line source CO concentrations from vehicles on the East 12th Street were modeled using MOVES2010b and CAL3QHCR and included in the calculations for the far sidewalk.

EPA's MOVES2014a emissions model was used to obtain emission factors for mobile (entering and exiting) vehicles as well as idling vehicles. All vehicles were assumed to be passenger vehicles. Exiting vehicles were assumed to idle for one minute before departing, and speeds within the facility were assumed to be five mph. Per guidance from DEP, a persistence factor of 0.7 was used to convert one-hour CO values to eight-hour CO values in the garage spreadsheet.

#### **F. FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION CONDITION)**

In the future without the Proposed Action, the project site would be developed with 13 spaces of off-street parking. This amount of parking would be as-of-right and would not require analysis.

#### **G. FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)**

##### **Description of the Proposed Action**

As described in **Attachment A, "Project Description,"** the Proposed Action would facilitate the development of an approximately 22,400 gsf parking garage (with an additional 8,262 sf of parking area via parking stackers) on the 176,883-sf project currently under construction on site.

##### **Garage Air Quality**

**Table C-3** shows the total CO concentrations for the near sidewalk, the far sidewalk, the window above the vent, and the window across from the vent. These values are within the NAAQS and the New York City *de minimis* criteria. Therefore, no significant adverse CO impacts are expected from this garage with the vent installed at this location above the entrance.

**Table C-3:**  
**CO Air Quality for Garage (ppm)**

| Vent Located above Ramp Entrance |               |            |              |            |                   |            |                      |            |
|----------------------------------|---------------|------------|--------------|------------|-------------------|------------|----------------------|------------|
|                                  | Near Sidewalk |            | Far Sidewalk |            | Window Above Vent |            | Window Across Street |            |
| Distance to Vent (ft.)           | 6.5           |            | 49.0         |            | 0                 |            | 55                   |            |
| Vent Height (ft.)                | 12.0          |            | 12.0         |            | 12.0              |            | 12                   |            |
| Receptor Height (ft.)            | 6.0           |            | 6.0          |            | 17.0              |            | 12                   |            |
| Averaging Period                 | 1-Hour        | 8-Hour     | 1-Hour       | 8-Hour     | 1-Hour            | 8-Hour     | 1-Hour               | 8-Hour     |
| Garage CO result                 | 0.3           | 0.2        | 0.2          | 0.2        | 0.4               | 0.3        | 0.2                  | 0.1        |
| Line Source                      | NA            | NA         | 0.1          | 0.1        | NA                | NA         | NA                   | NA         |
| Background Value                 | 2.3           | 1.5        | 2.3          | 1.5        | 2.3               | 1.5        | 2.3                  | 1.5        |
| <b>Total Concentration</b>       | <b>2.6</b>    | <b>1.7</b> | <b>2.6</b>   | <b>1.8</b> | <b>2.7</b>        | <b>1.8</b> | <b>2.5</b>           | <b>1.6</b> |
| NAAQS, CO                        | 35.0          | 9.0        | 35.0         | 9.0        | 35.0              | 9.0        | 35.0                 | 9.0        |
| Significant Impact?              | No            |            | No           |            | No                |            | No                   |            |

**Table C-4** shows PM<sub>2.5</sub> concentrations due to the garage for receptors located on the near sidewalk, the far sidewalk, a window above the vent, and a window across from the vent. These values are within the New York City *de minimis* criteria. Therefore, no significant adverse impacts from PM<sub>2.5</sub> are expected from this garage with the vent installed at this location above the entrance.

**Table C-4:**  
**PM<sub>2.5</sub> Air Quality for Garage (µg/m<sup>3</sup>)**

| Vent Located above Ramp Entrance |               |        |              |        |                   |        |                      |        |
|----------------------------------|---------------|--------|--------------|--------|-------------------|--------|----------------------|--------|
|                                  | Near Sidewalk |        | Far Sidewalk |        | Window Above Vent |        | Window Across Street |        |
| Distance to Vent (ft.)           | 6.5           |        | 49.0         |        | 0                 |        | 55                   |        |
| Vent Height (ft.)                | 12.0          |        | 12.0         |        | 12                |        | 12                   |        |
| Receptor Height (ft.)            | 6.0           |        | 6.0          |        | 17                |        | 12                   |        |
| Averaging Period                 | 24-Hour       | Annual | 24-Hour      | Annual | 24-Hour           | Annual | 24-Hour              | Annual |
| Garage PM <sub>2.5</sub> result  | 0.64          | 0.13   | 0.82         | 0.08   | 0.73              | 0.15   | 0.39                 | 0.08   |
| Line Source                      | NA            | NA     | 0.41         | 0.14   | NA                | NA     | NA                   | NA     |
| Background Value                 | NA            | NA     | NA           | NA     | NA                | NA     | NA                   | NA     |
| Total Concentration              | 0.64          | 0.13   | 1.23         | 0.22   | 0.73              | 0.15   | 0.39                 | 0.08   |
| De minimis                       | 6.5           | 0.3    | 6.5          | 0.3    | 6.5               | 0.3    | 6.5                  | 0.3    |
| Significant Impact?              | No            |        | No           |        | No                |        | No                   |        |