# City Environmental Quality Review
# ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

*Please fill out and submit to the appropriate agency* (see instructions)

## Part I: GENERAL INFORMATION

**PROJECT NAME** West Village Houses Parking Authorization

**1. *Reference Numbers***

| CEQR REFERENCE NUMBER (to be assigned by lead agency) | BSA REFERENCE NUMBER (if applicable) |
|---|---|
| 17DCP186M | NA |
| ULURP REFERENCE NUMBER (if applicable) | OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA) NA |
| N170441ZAM | |

| **2a. *Lead Agency Information*** | | | **2b. *Applicant Information*** | | |
|---|---|---|---|---|---|
| NAME OF LEAD AGENCY | | | NAME OF APPLICANT | | |
| New York City Department of City Planning (DCP) | | | WVH Housing Development Fund Corporation | | |
| NAME OF LEAD AGENCY CONTACT PERSON | | | NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON | | |
| Robert Dobruskin, Director, EARD | | | Jay Segal, Esq., Greenberg Traurig | | |
| ADDRESS 120 Broadway | | | ADDRESS 200 Park Avenue | | |
| CITY New York | STATE NY | ZIP 10271 | CITY New York | STATE NY | ZIP 10166 |
| TELEPHONE (212) 720-3423 | EMAIL rdobrus@planning.nyc.gov | | TELEPHONE 212-801-9265 | EMAIL segalj@gtlaw.com | |

**3. *Action Classification and Type***

***SEQRA Classification***

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(9)

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

☒ LOCALIZED ACTION, SITE SPECIFIC ☐ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

**4. *Project Description***

The applicant, West Village Houses Housing Development Fund Corporation, is seeking an authorization pursuant to Zoning Resolution (ZR) Section 13-443 to eliminate the parking requirement for the West Village Houses, a residential cooperative in the West Village Neighborhood of Manhattan. Currently, the 168 accessory residential spaces required for the West Village Houses are provided within an off-site 240-space garage located at 738-742 Greenwich Street (Block 633, Lot 24; the "project site") on the southeast corner of the block bounded by West 11th, Greenwich, Perry, and Washington Streets. The spaces in the garage that are not accessory spaces are public parking spaces. The proposed authorization would allow for the reuse or redevelopment of the garage. See Attachment A, "Project Description."

***Project Location***

| BOROUGH Manhattan | COMMUNITY DISTRICT(S) 2 | STREET ADDRESS 738-742 Greenwich Street |
|---|---|---|
| TAX BLOCK(S) AND LOT(S) Block 633, Lot 24 | | ZIP CODE 10014 |

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Southeast corner of the block bounded by West 11th, Greenwich, Perry and Washington Streets

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C1-6A | ZONING SECTIONAL MAP NUMBER 12a

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

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

| | | |
|---|---|---|
| ☐ CITY MAP AMENDMENT | ☐ ZONING CERTIFICATION | ☐ CONCESSION |
| ☐ ZONING MAP AMENDMENT | ☒ ZONING AUTHORIZATION | ☐ UDAAP |
| ☐ ZONING TEXT AMENDMENT | ☐ ACQUISITION—REAL PROPERTY | ☐ REVOCABLE CONSENT |
| ☐ SITE SELECTION—PUBLIC FACILITY | ☐ DISPOSITION—REAL PROPERTY | ☐ FRANCHISE |
| ☐ HOUSING PLAN & PROJECT | ☐ OTHER, explain: | |

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION ZR Sec. 13-443 (Reduction in the number of required existing parking spaces)

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

☐ VARIANCE (use)

☐ VARIANCE (bulk)

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

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

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

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

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

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

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

**6. *Site Description:*** *The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.*

***Graphics*:** *The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.*

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

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

Total directly affected area (sq. ft.): 10,000
Waterbody area (sq. ft.) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 10,000
Other, describe (sq. ft.): 0

**7. *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): 44,000 gsf
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 44,000 gsf
HEIGHT OF EACH BUILDING (ft.): 80 ft
NUMBER OF STORIES OF EACH BUILDING: 6

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

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 10,000 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 80,000 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 10,000 sq. ft. (width x length)

**8. *Analysis Year*** CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2020
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 24
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: NA

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

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

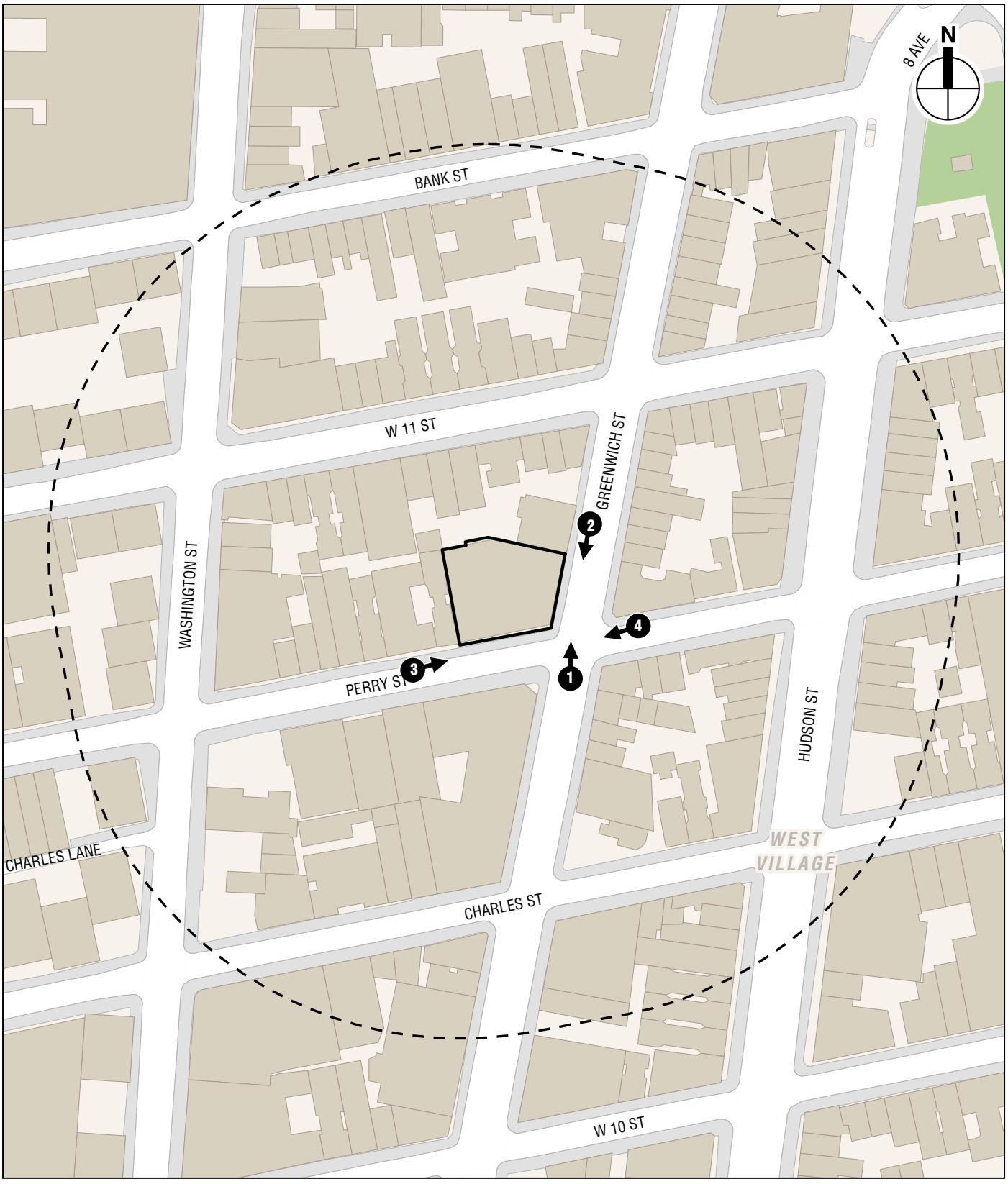
**DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS**

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

| | EXISTING CONDITION | NO-ACTION CONDITION | WITH-ACTION CONDITION | INCREMENT |
|---|---|---|---|---|
| **LAND USE** | | | | |
| ***Residential*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☒ YES ☐ NO | |
| If "yes," specify the following: | | | | |
| Describe type of residential structures | | | Multi-family apartment building | |
| No. of dwelling units | | | 39 | +39 |
| No. of low- to moderate-income units | | | 0 | |
| Gross floor area (sq. ft.) | | | 33,000 | +33,000 |
| ***Commercial*** | ☒ YES ☐ NO | ☒ YES ☐ NO | ☒ YES ☐ NO | |
| If "yes," specify the following: | | | | |
| Describe type (retail, office, other) | | | Local retail | |
| Gross floor area (sq. ft.) | | | 11,000 | +11,000 |
| ***Manufacturing/Industrial*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," specify the following: | | | | |
| Type of use | | | | |
| Gross floor area (sq. ft.) | | | | |
| Open storage area (sq. ft.) | | | | |
| If any unenclosed activities, specify: | | | | |
| ***Community Facility*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," specify the following: | | | | |
| Type | | | | |
| Gross floor area (sq. ft.) | | | | |
| ***Vacant Land*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," describe: | | | | |
| ***Publicly Accessible Open Space*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other): | | | | |
| ***Other Land Uses*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," describe: | | | | |
| **PARKING** | | | | |
| ***Garages*** | ☒ YES ☐ NO | ☒ YES ☐ NO | ☐ YES ☐ NO | |
| If "yes," specify the following: | | | | |
| No. of public spaces | 72 | 72 | 0 | -72 |
| No. of accessory spaces | 168 | 168 | 0 | -168 |
| Operating hours | 24 hours | 24 hours | N.A. | |
| Attended or non-attended | Attended | Attended | N.A. | |
| ***Lots*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," specify the following: | | | | |
| No. of public spaces | | | N.A. | |
| No. of accessory spaces | | | N.A. | |
| Operating hours | | | N.A. | |
| ***Other*** (includes street parking) | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If "yes," describe: | | | | |
| **POPULATION** | | | | |
| ***Residents*** | ☐ YES ☒ NO | ☐ YES ☒ NO | ☒ YES ☐ NO | |
| If "yes," specify number: | | | 65 | +65 |
| Briefly explain how the number of residents | Number of With Action units (39) was multiplied by the Average Persons Per Household (1.67) for… | | | |

| | EXISTING CONDITION | NO-ACTION CONDITION | WITH-ACTION CONDITION | INCREMENT |
|---|---|---|---|---|
| was calculated: | …Community District 2 (Manhattan). | | | |
| ***Businesses*** | ☒ YES ☐ NO | ☒ YES ☐ NO | ☒ YES ☐ NO | |
| If "yes," specify the following: | | | | |
| No. and type | 1 Parking Garage | 1 Parking Garage | 11,000 gsf | +11,000 gsf |
| No. and type of workers by business | Approx 10 | Approx 10 | 28 | +18 |
| No. and type of non-residents who are not workers | 0 | 0 | 0 | 0 |
| Briefly explain how the number of businesses was calculated: | Number of workers was calculated assuming 1 worker per 400 square feet retail use | | | |
| ***Other*** (students, visitors, concert-goers, *etc.*) | ☐ YES ☒ NO | ☐ YES ☒ NO | ☐ YES ☒ NO | |
| If any, specify type and number: | | | | |
| Briefly explain how the number was calculated: | | | | |
| **ZONING** | | | | |
| Zoning classification | C1-6A | C1-6A | C1-6A | No Change |
| Maximum amount of floor area that can be developed | 2.0 FAR x 10,000 sf lot area = 20,000 sf commercial; 4.0 FAR x 10,000 sf lot area = 40,000 sf residential | 2.0 FAR x 10,000 sf lot area = 20,000 sf commercial; 4.0 FAR x 10,000 sf lot area = 40,000 sf residential | 2.0 FAR x 10,000 sf lot area = 20,000 sf commercial; 4.0 FAR x 10,000 sf lot area = 40,000 sf residential | No Change |
| Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project | Commercial (C1-6), Residential (R6) | Commercial (C1-6), Residential (R6) | Commercial (C1-6), Residential (R6) | |
| Attach any additional information that may be needed to describe the project.<br><br>If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site. | | | | |

12/29/2016




*Project Site*

*Study Area (400-foot boundary)*

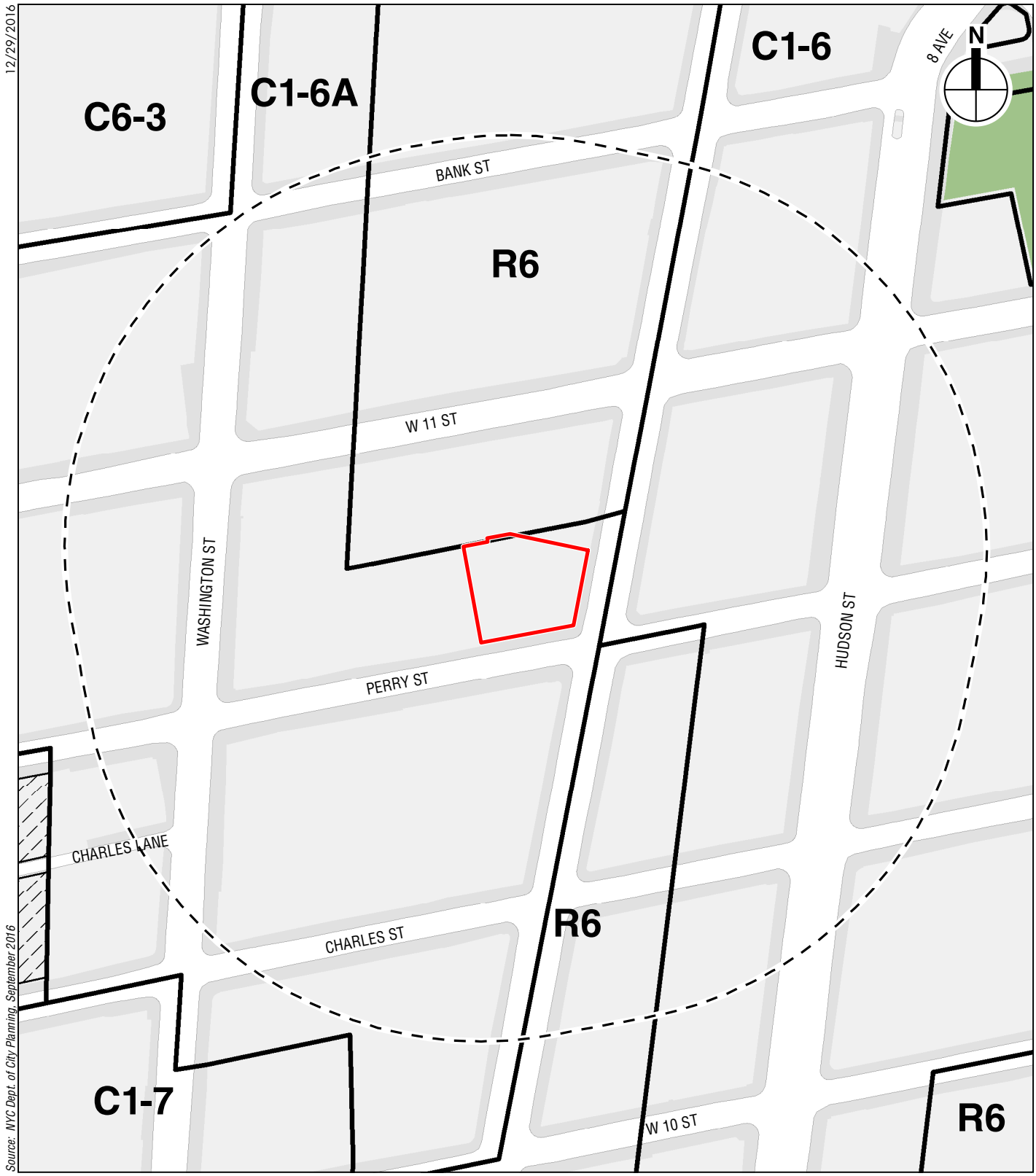
*Photograph View Direction and Reference Number*

0 200 FEET

Project Location and Key to Photographs

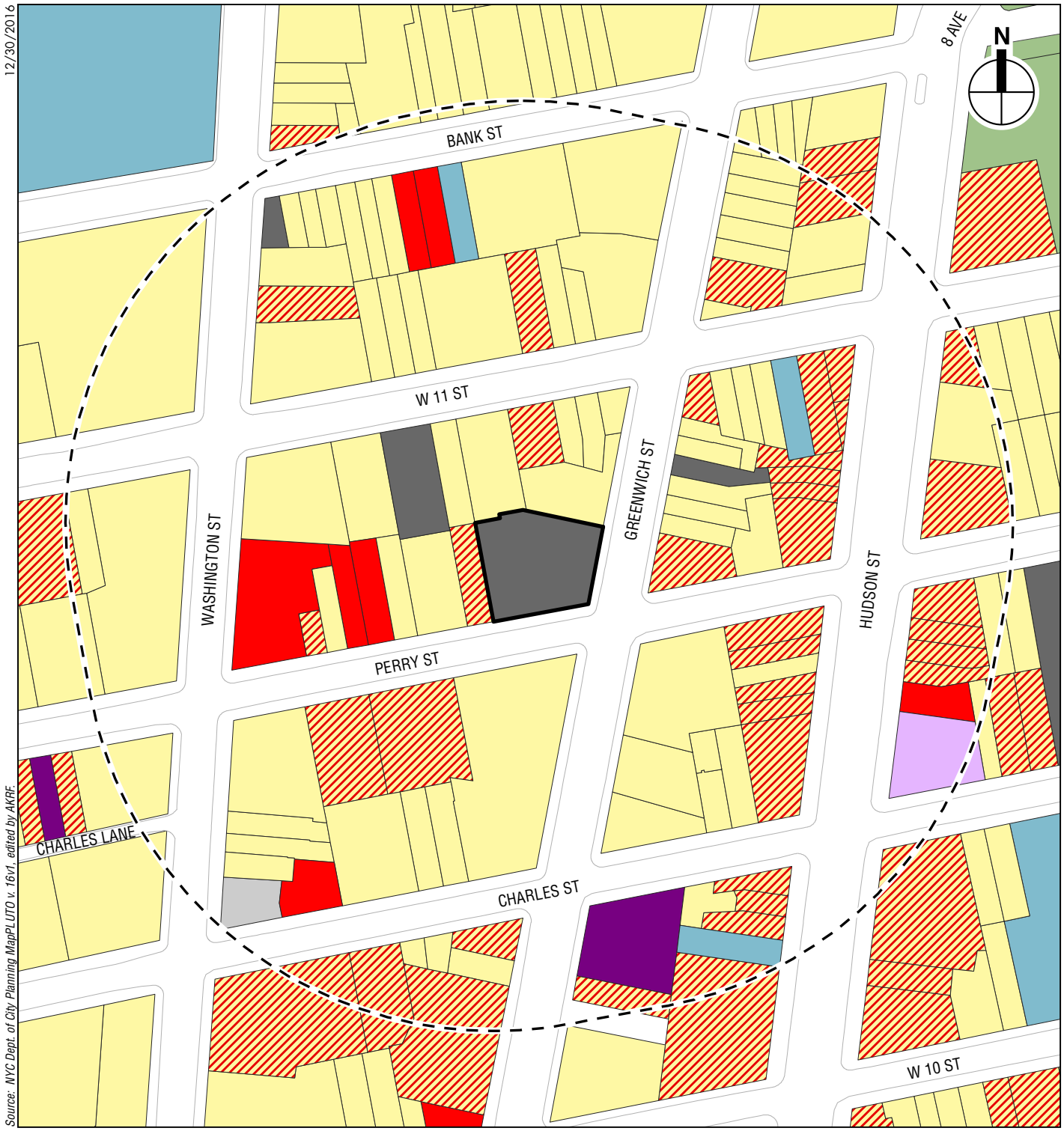
**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

**Figure 1**



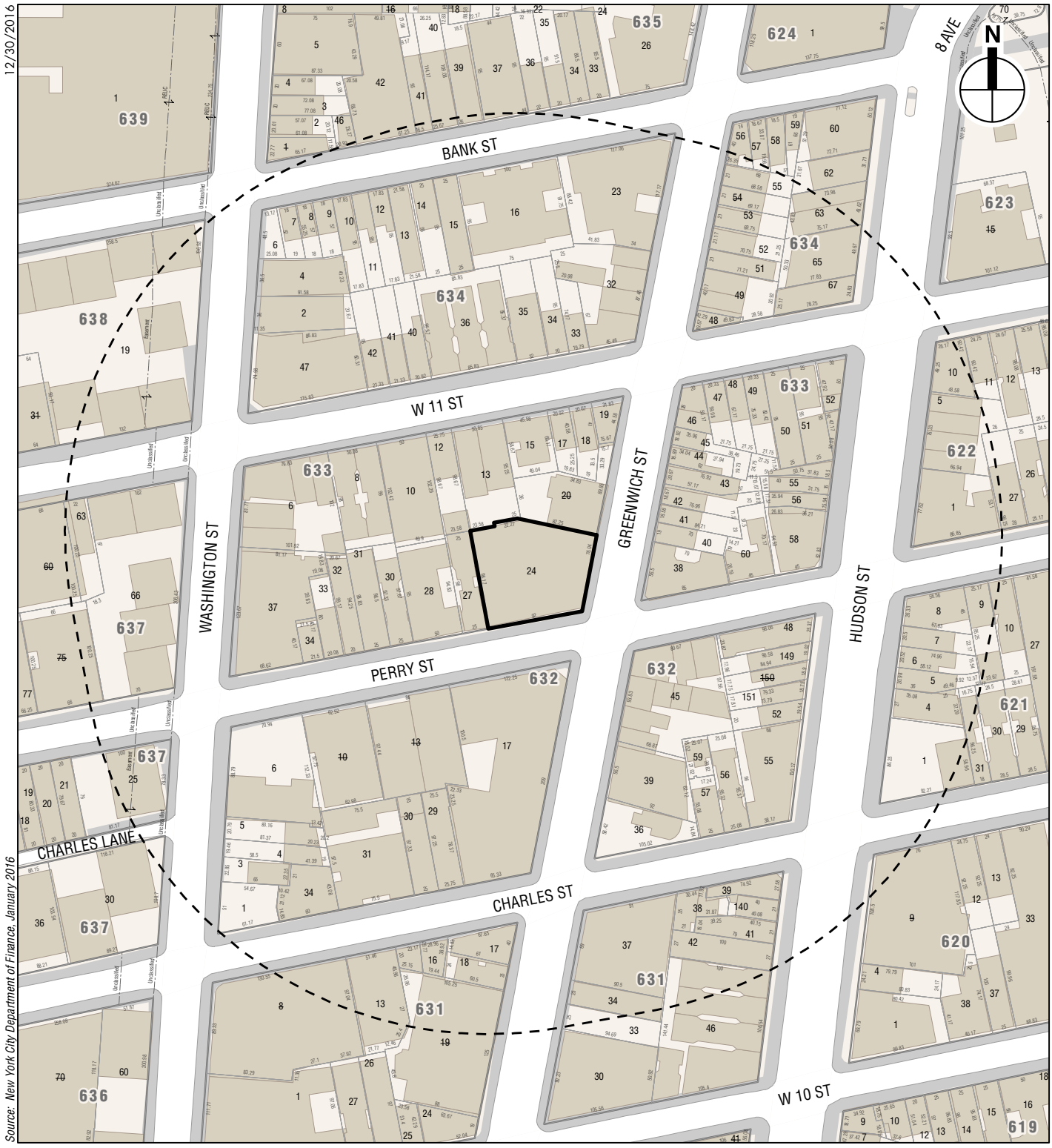

**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

Zoning
**Figure 2**




**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

Existing Land Use
**Figure 3**




**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

Tax Map
**Figure 4**


1


2

Photographs

**Figure 5**

3

4



Photographs
**Figure 6**

## Part II: TECHNICAL ANALYSIS

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

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

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

| | YES | NO |
|---|---|---|
| enhance, or otherwise protect it? | | |
| **iv. Indirect Business Displacement** | | |
| o Would the project potentially introduce trends that make it difficult for businesses to remain in the area? | ☐ | ☐ |
| o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets? | ☐ | ☐ |
| **v. Effects on Industry** | | |
| o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area? | ☐ | ☐ |
| o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? | ☐ | ☐ |
| **3. *COMMUNITY FACILITIES***: CEQR Technical Manual Chapter 6 | | |
| **(a) Direct Effects** | | |
| o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations? | ☐ | ☒ |
| **(b) Indirect Effects** | | |
| **i. Child Care Centers** | | |
| o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6) | ☐ | ☒ |
| o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent? | ☐ | ☐ |
| o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario? | ☐ | ☐ |
| **ii. Libraries** | | |
| o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6) | ☐ | ☒ |
| o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels? | ☐ | ☐ |
| o If "yes," would the additional population impair the delivery of library services in the study area? | ☐ | ☐ |
| **iii. Public Schools** | | |
| o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6) | ☐ | ☒ |
| o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent? | ☐ | ☐ |
| o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario? | ☐ | ☐ |
| **iv. Health Care Facilities** | | |
| o Would the project result in the introduction of a sizeable new neighborhood? | ☐ | ☒ |
| o If "yes," would the project affect the operation of health care facilities in the area? | ☐ | ☐ |
| **v. Fire and Police Protection** | | |
| o Would the project result in the introduction of a sizeable new neighborhood? | ☐ | ☒ |
| o If "yes," would the project affect the operation of fire or police protection in the area? | ☐ | ☐ |
| **4. *OPEN SPACE***: CEQR Technical Manual Chapter 7 | | |
| **(a)** Would the project change or eliminate existing open space? | ☐ | ☒ |
| **(b)** Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? | ☐ | ☒ |
| **(c)** If "yes," would the project generate more than 50 additional residents or 125 additional employees? | ☐ | ☐ |
| **(d)** Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island? | ☐ | ☒ |
| **(e)** If "yes," would the project generate more than 350 additional residents or 750 additional employees? | ☐ | ☐ |
| **(f)** 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? | ☐ | ☒ |
| **(g)** If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following: | | |
| o If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent? | ☐ | ☐ |
| o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 | ☐ | ☐ |

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

| | YES | NO |
|---|---|---|
| **(c)** If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13? | ☐ | ☐ |
| **(d)** Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase? | ☐ | ☒ |
| **(e)** If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase? | ☐ | ☒ |
| **(f)** Would the proposed project be located in an area that is partially sewered or currently unsewered? | ☐ | ☒ |
| **(g)** Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system? | ☐ | ☒ |
| **(h)** Would the project involve construction of a new stormwater outfall that requires federal and/or state permits? | ☐ | ☒ |
| **(i)** If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. | | |
| **11. *SOLID WASTE AND SANITATION SERVICES***: CEQR Technical Manual Chapter 14 | | |
| **(a)** Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 4,200 | | |
| o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week? | ☐ | ☒ |
| **(b)** Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City? | ☐ | ☒ |
| o If "yes," would the proposed project comply with the City's Solid Waste Management Plan? | ☐ | ☐ |
| **12. *ENERGY***: CEQR Technical Manual Chapter 15 | | |
| **(a)** Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 6,560 MBtu | | |
| **(b)** Would the proposed project affect the transmission or generation of energy? | ☐ | ☒ |
| **13. *TRANSPORTATION***: CEQR Technical Manual Chapter 16 | | |
| **(a)** Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16? | ☐ | ☒ |
| **(b)** If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions: | | |
| o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? | ☐ | ☐ |
| If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.* | ☐ | ☐ |
| o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? | ☐ | ☐ |
| If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line? | ☐ | ☐ |
| o Would the proposed project result in more than 200 pedestrian trips per project peak hour? | ☐ | ☐ |
| If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop? | ☐ | ☐ |
| **14. *AIR QUALITY***: CEQR Technical Manual Chapter 17 | | |
| **(a)** *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17? | ☐ | ☒ |
| **(b)** *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17? | ☒ | ☐ |
| o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) | ☒ | ☐ |
| **(c)** Does the proposed project involve multiple buildings on the project site? | ☐ | ☒ |
| **(d)** Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements? | ☐ | ☒ |
| **(e)** Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts? | ☐ | ☒ |
| **(f)** If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment F. | | |
| **15. *GREENHOUSE GAS EMISSIONS***: CEQR Technical Manual Chapter 18 | | |
| **(a)** Is the proposed project a city capital project or a power generation plant? | ☐ | ☒ |
| **(b)** Would the proposed project fundamentally change the City's solid waste management system? | ☐ | ☒ |
| **(c)** Would the proposed project result in the development of 350,000 square feet or more? | ☐ | ☒ |
| **(d)** If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18? | ☐ | ☒ |
| o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24- | ☐ | ☐ |

| | YES | NO |
|---|---|---|
| 803 of the Administrative Code of the City of New York). Please attach supporting documentation. | | |
| **16. *NOISE***: CEQR Technical Manual Chapter 19 | | |
| **(a)** Would the proposed project generate or reroute vehicular traffic? | ☒ | ☐ |
| **(b)** Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line? | ☒ | ☐ |
| **(c)** Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise? | ☒ | ☐ |
| **(d)** Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts? | ☐ | ☒ |
| **(e)** If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment G. | | |
| **17. *PUBLIC HEALTH***: CEQR Technical Manual Chapter 20 | | |
| **(a)** Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise? | ☐ | ☒ |
| **(b)** If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. | | |
| **18. *NEIGHBORHOOD CHARACTER***: CEQR Technical Manual Chapter 21 | | |
| **(a)** Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise? | ☐ | ☒ |
| **(b)** If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. | | |
| **19. *CONSTRUCTION***: CEQR Technical Manual Chapter 22 | | |
| **(a)** Would the project's construction activities involve: | | |
| o Construction activities lasting longer than two years? | ☐ | ☒ |
| o Construction activities within a Central Business District or along an arterial highway or major thoroughfare? | ☒ | ☐ |
| o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)? | ☒ | ☐ |
| o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out? | ☐ | ☒ |
| o The operation of several pieces of diesel equipment in a single location at peak construction? | ☒ | ☐ |
| o Closure of a community facility or disruption in its services? | ☐ | ☒ |
| o Activities within 400 feet of a historic or cultural resource? | ☒ | ☐ |
| o Disturbance of a site containing or adjacent to a site containing natural resources? | ☐ | ☒ |
| 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? | ☐ | ☒ |
| **(b)** If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Part II, Screening Analyses | | |

## 20. *APPLICANT'S CERTIFICATION*

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

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

| APPLICANT/REPRESENTATIVE NAME | SIGNATURE | DATE |
|---|---|---|
| Lisa M. Lau, AICP—AKRF, Inc. |  | June 2, 2017 |

***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 II SCREENING ANALYSES

Following the guidelines of the 2014 *CEQR Technical Manual*, analyses of socioeconomic conditions, community facilities and services, open space, shadows, natural resources, water and sewer infrastructure, solid waste and sanitation services, energy, greenhouse gas emissions, public health, and neighborhood character are not warranted, and no significant adverse impacts would occur with the proposed project. Screening level analyses of urban design and visual resources and construction are presented below, and detailed analyses of land use, zoning and public policy, historic and cultural resources, hazardous materials, transportation, and noise are attached.

**URBAN DESIGN AND VISUAL RESOURCES**

As defined in the 2014 *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space, and a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. As described in Attachment A, "Project Description," the proposed authorization would allow for the repurposing or redevelopment of the existing garage; although there is currently no "proposed project" for the project site, the garage may be demolished and the project site may be redeveloped with a new building in accordance with existing zoning regulations. Under the C1-6A zoning regulations applicable to the project site, a complying building could be 44,000 gross square feet and 6 stories tall, with a setback of 15 feet along the street frontages above the 5th floor. This design would be in keeping with the height and bulk of the surrounding buildings; the building immediately to the west of the project site at 129 Perry Street is an older 6-story brick apartment building, and the building contiguous to the north of the project site at 744 Greenwich Street is a 5-story modern, brick apartment building. As a new building constructed on the project site pursuant to the proposed authorization would be subject to existing bulk, height, and setback regulations, it would not result in a physical alternation observable to the pedestrian beyond that allowed by existing zoning and no further analysis of urban design and visual resources is warranted.

**CONSTRUCTION**

The construction activities associated with the proposed project (the repurposing or redevelopment of the existing garage on the project site) would be expected to result in conditions typical of construction sites in Manhattan. Construction on the project site would occur over a period of up to approximately 24 months and would be carried out in accordance with New York City laws and regulations, which allow construction activities between 7:00 AM and 6:00 PM on weekdays. If work is required outside of normal construction hours, necessary approvals would be obtained from the appropriate agencies (i.e., the New York City Department of Buildings and New York City Department of Environmental Protection). During construction, all necessary measures would be implemented to ensure adherence to the New York City Air Pollution Control Code regulating construction-related dust emissions and the New York City Noise Control Code regulating construction noise. In addition, Maintenance and Protection of Traffic plans would be developed for any curb-lane and/or sidewalk closures. Approval of these plans and implementation of all temporary closures during construction would be coordinated with the New York City Department of Transportation's Office of Construction Mitigation and Coordination.

As described in Attachment C "Historic and Cultural Resources," demolition of the existing garage and construction of a new building on the project site could potentially result in physical impacts on architectural resources within 90 feet of proposed construction activities. Adjacent historic district buildings that could be affected by ground-borne construction-period vibrations or other accidental construction damage include 21 buildings within the Greenwich Village Historic District and Extension. These buildings are: 316, 318, 320, 322, 328, 330, 332, and 336 West 11th Street; 726, 729, 731, 733, 737, 739, 741, 743, and 744 Greenwich Street; and 129, 131, 132, and 135 Perry Street. (The buildings at 328 West 11th Street, 744 Greenwich Street, and 132 Perry Street are modern structures.) Therefore, the development and implementation of a Construction Protection Plan (CPP) for the 21 historic district buildings will be required, as written in the LPC letter dated April 28, 2017 (see Appendix A). The CPP will be provided to LPC for review and comment. The CPP would be consistent with Building Code Chapter 3309.4.4 and the Department of Buildings *Technical Policy and Procedure Notice (TPPN) #10/88*. Building Code Chapter 3309.4.4 requires that

"historic structures that are contiguous to or within a lateral distance of 90 feet from the edge of the lot where an excavation is occurring" be monitored during the course of excavation work. In addition, *TPPN #10/88* requires a monitoring program to reduce the likelihood of construction damage to adjacent New York City Landmarks and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

Overall, through implementation of the measures described above, adverse effects associated with construction activities on the project site would be minimized. Accordingly, the proposed project would not result in significant adverse impacts during construction, and no further analysis is required.

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

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

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

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

**2.** Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

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

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

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

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

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

| TITLE | LEAD AGENCY |
|---|---|
| Deputy Director, Environmental Assessment & Review Division | New York City Department of City Planning |
| Olga Abinader | DATE: June 2, 2017 |

SIGNATURE

## A. INTRODUCTION

The Applicant, West Village Houses Housing Development Fund Corporation (the "applicant"), is seeking an authorization to eliminate the accessory parking requirement for the West Village Houses, a residential cooperative in the West Village neighborhood of Manhattan. Currently, the accessory parking spaces required for the West Village Houses are provided within an off-site 240-space parking garage located at 738-742 Greenwich Street (Block 633; Lot 24; the "project site") on the southeast corner of the block bounded by West 11th, Greenwich, Perry and Washington Streets (see Figure 1 of the EAS). The spaces in the garage that are not accessory spaces are public parking spaces. The proposed authorization would allow for the potential reuse, repurposing, or redevelopment of the garage. While no development is currently proposed for the project site, for the purposes of environmental review, it is assumed that in the With Action condition the garage would be demolished and the project site would be redeveloped with a new building that conforms to the applicable zoning regulations for this C1-6A district.

The existing C1-6A zoning district would permit a six-story, 44,000-gross-square-foot (gsf) mixed-use building with a setback of 15 feet along the street frontages above the fifth floor. The building would include 11,000 gsf of retail space, and 33,000 gsf of residential space. Assuming 850 gsf per residential unit, the building would contain 39 residential units.

## B. BACKGROUND

The West Village Houses are a cooperative of 42 buildings with 428 apartments spread across six blocks west of Washington Street between Bank Street and Morton Street. The cooperative was built under the Mitchell Lama program, opening in 1974. At that time, 168 accessory residential parking spaces were required for the cooperative, all of which were provided in the four-story standalone garage at 738-742 Greenwich Street, built in 1931. The garage was approved for use by the West Village Houses by a Board of Standards and Appeals (BSA) variance in 1972, which permitted more than 150 off-street parking spaces in a single group parking facility, and also permitted the accessory group parking facility to be over a 1,000-foot maximum distance from some of the residential zoning lots. The West Village Houses leases the operation of the garage to a private operator, who sets the price of parking.

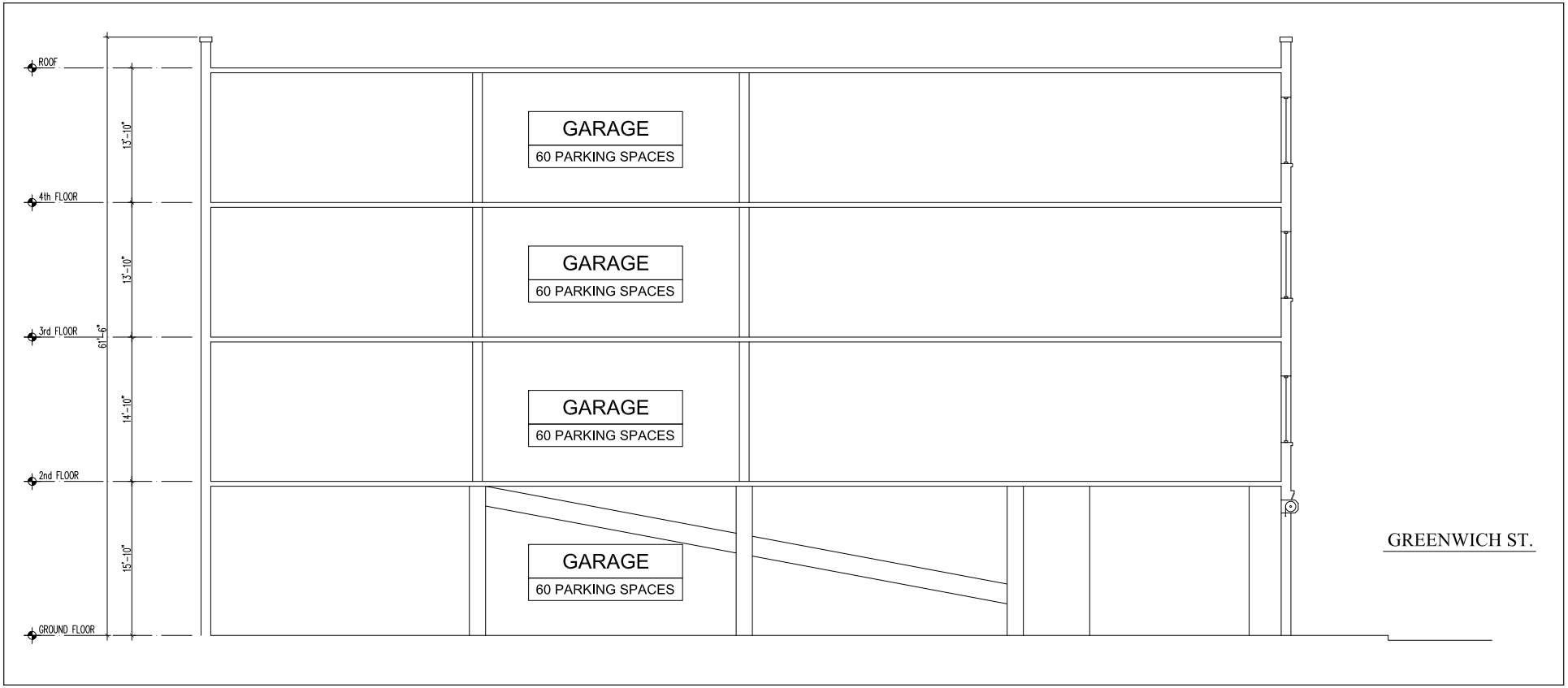
## C. PROJECT SITE

The project site is an approximately 10,000 square foot (sf) lot located on the southeast corner of the block bounded by West 11th, Greenwich, Perry, and Washington Streets. As noted above, the project site currently contains a four-story garage completed in 1931 containing 240 spaces (see **Figures A-1 and A-2**), which was acquired for the West Village Houses project in the 1970s to provide the required accessory parking spaces. While the number of West Village Houses residents using the garage is far lower than the 168 spaces identified as accessory spaces,


Existing Conditions—Site Plan

**Figure A-1**

**WEST VILLAGE HOUSES PARKING AUTHORIZATION**




Existing Conditions—Building Section

the overall parking garage has a rate of utilization sufficient to sustain the operation of the garage, as the remaining accessory parking spaces are currently being operated as excess capacity for the public parking component of the building. This is allowed within the Manhattan Core pursuant to ZR 13-07, paragraph (a)(4)1.

The project site is located in a contextual commercial zoning district (C1-6A). This district permits retail uses that serve a residential area up to a maximum Floor Area Ratio (FAR) of 2.0. In addition, the C1-6A district permits residential uses by applying the regulations of an equivalent residential district (R7A), which permits residential uses up to a maximum FAR of 4.0. Where both residential and commercial uses are included in a building, commercial use is limited to locating on the ground floor of the building which effectively limits the buildable commercial floor area to 1.0 FAR. While residential portions of buildings within the C1-6A district are generally limited by maximum lot coverage regulations, the maximum lot coverage for the project site is 100 percent because it is within 100 feet of a corner. Contextual height and setback regulations ensure that new development matches the scale of the surrounding buildings. Furthermore, the project site is located within the Greenwich Village Historic District (the existing garage is a non-contributing building within the District); therefore, any new development or exterior alteration to the existing building on the project site is subject to the review and approval of the Landmarks Preservation Commission (LPC).

## D. PROPOSED ACTIONS

The applicant is seeking an authorization pursuant to ZR Sec. 13-443 (Reduction in the number of required existing parking spaces) to reduce the required accessory parking for the West Village Houses, thereby allowing for the spaces in the garage on the project site to be eliminated. Under ZR Sec. 13-443, "the City Planning Commission may authorize a reduction in the number of required #accessory# off-street parking spaces where the Commission finds that such reduction will not have undue adverse effects on residents, businesses, or community facilities in the surrounding area, as applicable."

## E. PURPOSE AND NEED

Although the garage on the project site was approved to provide the required accessory parking (168 spaces) for the West Village Houses, there is currently less need for accessory parking than was required at the time of the West Village Houses' construction. Under current zoning regulations, accessory parking is no longer required within this portion of the city (the Manhattan Core area). According to the most recent survey, only 9 West Village Houses residents currently park in the required 168 accessory parking spaces. Consequently, the garage predominantly serves transient parking. Because this long-held asset no longer serves its intended purpose of providing accessory parking for residents, the cooperative intends to monetize this asset. The proposed authorization would provide greater flexibility for the repurposing or redevelopment of the site. Most likely, the building would not be demolished, and would be repurposed for retail, residential or mixed use. Regardless whether the building would be repurposed, demolished, or redeveloped, such changes would result in the non-conforming public parking use to be replaced with a conforming use.

## F. PROPOSED PROJECT

Although the proposed authorization would allow for the repurposing or redevelopment of the garage, there is currently no development proposed for the project site. However, for the purposes of environmental review, the potential development of a new mixed building will be considered, described below under "With Action Scenario."

## G. ANALYSIS FRAMEWORK

### NO ACTION SCENARIO

Absent the proposed authorization, no changes are anticipated to the garage on the project site. The garage would continue to contain the required 168 underutilized accessory parking spaces for the West Village Houses pursuant to the previous approvals in addition to the 72 spaces operated as public parking. The provisions of ZR 13-07, paragraph (a)(4), provide flexibility for accessory spaces to be operated as public parking spaces where a DCA license was obtained prior to 2012. It is likely that absent the proposed authorization, the garage facility would continue to operate and remain a viable parking facility.

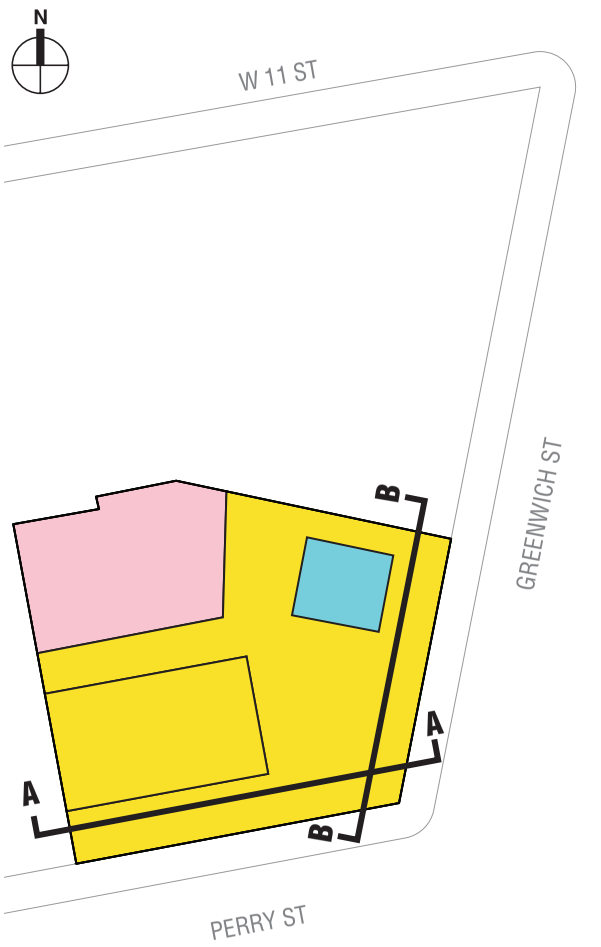
### WITH ACTION SCENARIO

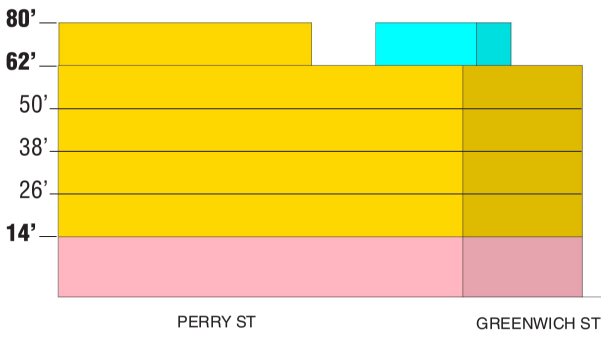
As described above, the proposed authorization would allow for the repurposing or redevelopment of the garage, but there is currently no "proposed project" for the project site. However, because the proposed authorization would allow for the repurposing or redevelopment of the garage, for the purposes of environmental review it is assumed that, in the With Action condition, the garage would be demolished and the project site would be redeveloped with a new building that conforms to the applicable zoning regulations for this C1-6A district. By analyzing a new development, rather than a change of use, the With Action scenario can represent the maximum development potential for the site.

The C1-6A district permits local retail up to a maximum effective FAR of 1.0 in a mixed building scenario and residential uses up to a maximum FAR of 4.0. In a mixed building, the overall floor area is limited to the highest permitted FAR, i.e., 4.0. Therefore, with a lot area of approximately 10,000 sf, the With Action development would contain a total of up to 40,000 zoning square feet (zsf) of space, equal to 44,000 gross square feet (gsf) assuming a 10 percent deduction for mechanical space. This would include 11,000 gsf of retail space and 33,000 gsf of residential space; assuming 850 gsf per residential unit, the With Action development would include approximately 39 units. The With Action development would comply with the contextual height and setback regulations of the C1-6A district, which limits the total building height to 80 feet. The building would be 6 stories tall, with a setback of 15 feet along the street frontages above the 5th floor. A conceptual massing diagram of the With Action development is shown in **Figure A-3.**

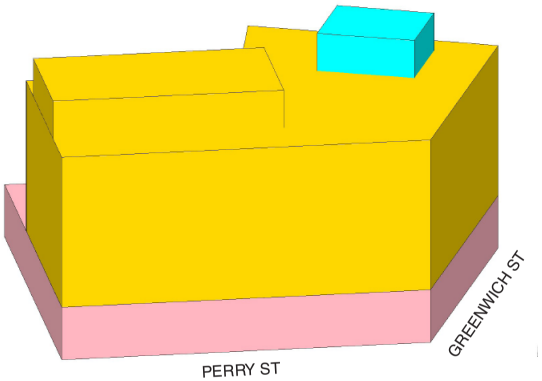
In March 2016, the New York City Council adopted a city-wide zoning text amendment, Zoning for Quality and Affordability (ZQA), which remedied several ways in which the Zoning Resolution did not permit the full utilization of a site's development rights, with particular emphasis on facilitating the construction of new affordable housing. Several elements of the ZQA text amendment affect the potential height of buildings located within contextual zoning districts by allowing an increase in height if a taller ground-floor is provided (this would encourage better ground-floor retail spaces); however such height increases are only applicable

5.30.17



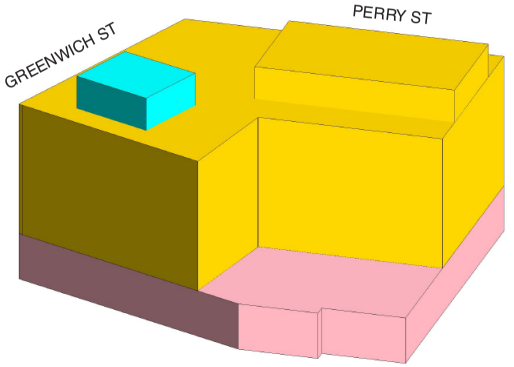




PERRY STREET ELEVATION
A-A




AXONOMETRIC DIAGRAM


GREENWICH STREET ELEVATION
B-B




AXONOMETRIC DIAGRAM

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

RWCDS With Action Zoning Diagram
**Figure A-3**

to areas outside of the Manhattan Core (defined as Manhattan Community Districts 1 through 8). The ZQA text amendment also allowed increases in base heights and maximum building heights for buildings that provide affordable housing, resulting in a maximum base height of 75 feet and maximum building height of 90 feet in R7A districts. These ZQA modifications providing additional height where affordable housing is provided are not applicable to the proposed project because the With Action scenario does not incorporate affordable housing. Accordingly, the With Action development would comply with the standard contextual height and setback regulations of the C1-6A district, which limits the total building height to 80 feet. The building would be 6 stories tall, with a setback of 15 feet along the street frontages above the 5th floor.

Simultaneous with the 2016 enactment of the ZQA text amendment, the New York City Council adopted a zoning text amendment to introduce provisions for Mandatory Inclusionary Housing (MIH). The new MIH program provides that affordable housing is mandatory and permanent wherever new housing capacity is approved through land use actions. Because no portion of Manhattan Community Board 2 has been designated as a Mandatory Inclusionary Housing Area, as shown in ZR Appendix F, and because the project site has not been the subject of any recent land use approval that would provide new housing capacity, no MIH requirements are considered within the With Action scenario.

For the purposes of analysis, it is assumed that any redevelopment of the project site would occur within three years of approval of the proposed authorization. Therefore, assuming that the proposed authorization is approved in 2017, the potential development on the project site would be completed by 2020. ✷

# A. INTRODUCTION

Under 2014 *City Environmental Quality Review (CEQR) Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed project and determines whether that proposed project is compatible with those conditions or may affect them. The analysis also considers the project's consistency with, and effect on the area's zoning and other applicable public policies.

In order to facilitate the proposed project, the applicant is seeking an authorization pursuant to ZR Sec. 13-443—reduction in the number of required existing parking spaces—to reduce the required accessory parking for the West Village Houses thereby allowing for the spaces in the existing parking garage on the project site to be eliminated. As noted in Attachment A, "Project Description," no development is currently proposed for the project site. However, for the purposes of environmental review, because the proposed authorization would allow for the repurposing or redevelopment of the garage it is assumed that the garage would be demolished and the project site would be redeveloped with a new building that conforms to the applicable zoning regulations for this C1-6A district. As described below, this analysis concludes that the proposed action would not result in significant adverse impacts on land use, zoning, or public policy.

# B. METHODOLOGY

The study area for this analysis of land use, zoning, and public policy encompasses the area within 400 feet of the project site, because this is the area in which the proposed project could reasonably be expected to have the greatest effect. As shown in Figure 1 of the EAS, the 400-foot study area roughly extends south from Bank Street, north from Charles Street, and between Hudson Street and Washington Street. The project site and the study area are located in the West Village neighborhood of Manhattan and are within the boundaries of Manhattan Community District 2 (CD2). Sources for this analysis include online resources of the New York City Department of City Planning (DCP) and the New York City Department of Buildings (DOB).

# C. EXISTING CONDITIONS

## LAND USE

### *PROJECT SITE*

The project site is located on the south west side of Greenwich Street between West 11th and Perry Streets on the block bounded by West 11th, Greenwich, Perry, and Washington Streets (Block 633, Lot 24; the "project site"). The project site contains frontages on Greenwich Street and Perry Street. The project site is currently occupied by a four-story parking garage facility

located on the corner of Greenwich Street and Perry Street (Lot 24) which was built in 1930 and was acquired for the West Village Houses accessory parking in the 1970s.[1]

*STUDY AREA*

As shown on Figure 3 of the EAS, the study area contains a mix of residential buildings, residential buildings with commercial uses below, commercial and office building uses, industrial and manufacturing uses, transportation and utility uses, and public facility and institutional uses. Greenwich Village and the West Village have undergone periods of development and change but their uses and architecture have remained generally unchanged and Greenwich Village remains one of the oldest predominately residential neighborhoods in the city today.

The portion of the study area adjacent to the project site along Greenwich Street and Perry Street on the eastern end of the block primarily contains four- to six-story apartment buildings dating back to the late 19th and early 20th centuries. Several of the West Village Houses buildings (five-story walkup apartment buildings) are located on the western side of Washington Street, one block away from the project site. Several larger residential buildings are located south of Perry Street, including two condominium buildings (132 Perry Street and 677 Washington Street) built in the late 1980s and early 1990s. The area east of Washington Street is located within historic districts: The Greenwich Village Historic District (designated in 1969) and the Greenwich Village Historic District extension (designated in 2005).

The portion of the study area adjacent to the project site along Washington Street on the western end of the block primarily contains two- to five-story residential buildings with ground floor local retail. The midblock areas along Perry Street and West 11th Street to the west of the project site primarily contain three- to six- story residential apartment buildings also containing ground floor local retail such as shops and galleries. The eastern portion of the block along Greenwich Street contains a five-story residential building (744 Greenwich Street) and a four-story residential building with ground floor retail space (750 Greenwich Street). The street frontages of the surrounding blocks in the 400-foot study area contain a similar mix of multifamily low-rise and mid-rise residential buildings containing ground-floor commercial uses, including several art galleries, as well as public facility and institutional uses.

## ZONING

*PROJECT SITE*

The project site is located within a C1-6A zoning district. The area was rezoned in 2010 as a part of the Washington and Greenwich Streets Rezoning which was an initiative to encourage new development to reflect existing residential uses and scales by mapping a contextual zoning

[1] The garage was designed by George G. Miller and built in 1930 for the Greenwich Street Corporation, this four-story garage also serves the neighborhood. Broad steel casement windows are used throughout. The treatment of the base, differentiating it from the rest of the building by painting it white, and the rather carefully organized block and serif lettered signs, express the desire on the part of the owner to achieve a dignified appearance for this utilitarian structure. (*Greenwich Village Historic District Designation Report*, p. 390, 1969)

district.[2] The C1-6A district is a contextual commercial zoning district which permits both residential and local retail uses (i.e., retail uses that serve a nearby residential area). The C1-6A district permits residential uses by applying the regulations of an equivalent residential district (R7A), which permits residential uses up to a maximum (Floor Area Ratio) FAR of 4.0. Local retail uses are permitted up to a maximum FAR of 2.0. Where both residential and commercial uses are included in a building, commercial use is limited to the ground floor of the building. The C1-6A district applies contextual height and setback regulations to ensure that new development matches the scale of the surrounding buildings.

*STUDY AREA*

In addition to the C1-6A district described above, the 400 foot study area contains a C1-6 commercial district to the east of Greenwich Street north of Perry Street and to the east of the midblock below Perry Street. The study area also contains an R6 residential district west of Greenwich Street to the midblock east of Washington Street, directly north of the project site and northward. Another R6 district in the study area is located directly east of Greenwich Street south of Perry Street extending to the midblock where the previously discussed C1-6 District begins. C1-6 districts are similar to the C1-6A contextual commercial zoning districts as described above, but have a smaller residential Floor Area Ratio. The C1-6 district permits residential uses by applying the regulations of an equivalent residential district (R7), which permits residential uses up to a maximum FAR of 0.87 to 3.44. The R6 districts in the study area provide for a diverse mix of building types and heights including small multi-family buildings on small project sites and, on larger lots, tall buildings that are set back from the street.

**Table B-1**, below, summarizes the zoning districts located within the study area, and Figure 2 of the EAS shows their locations.

*ZONING FOR QUALITY AND AFFORDABILITY*

In March 2016, the New York City Council adopted a city-wide zoning text amendment: Zoning for Quality and Affordability (ZQA). This zoning text amendment is intended to remedy several ways in which the zoning resolution does not permit the full utilization of a site's development rights, with particular emphasis on facilitating the construction of new affordable housing. The goal of ZQA is to help increase the construction of inclusionary affordable housing and senior housing by allowing for greater flexibility in certain building design elements, as well as by better aligning zoning regulations with financial incentive programs that fund affordable housing development. ZQA also includes a provision to eliminate parking requirements for new affordable housing developments in areas that are zoned for multifamily housing and are proximate to public transportation and where car ownership rates are low (designated "transit zones").

[2] This action was intended to help preserve the character of the neighborhood within the rezoning area in response to concerns raised by the community relating to recently constructed and potential future out-of-scale and out-of-character development.

**Table B-1**
**Zoning Districts in the Study Area**

| Zoning District | Maximum FAR | Uses/Zone Type |
|---|---|---|
| **Residential Districts** | | |
| R6 | 0.78-2.43 | General medium-density residential neighborhoods with a diverse mix of building types and heights project site. |
| **Commercial Districts** | | |
| C1-6 | 2.0 commercial<br>0.87-3.44 residential[1] | Commercial districts that are predominantly residential in character in medium- and higher-density areas. Typical retail uses include grocery stores, small dry cleaners, restaurants, and local clothing stores that cater to the daily needs of the immediate neighborhood. |
| C1-6A | 2.0 commercial<br>4.0 residential[2] | Contextual districts with similar building types as C1-6, but where residential development is encouraged by limiting allowable commercial floor area and by establishing minimum and maximum streetwall heights and an overall building height limit of 80 feet. |

**Notes:**
FAR is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 sf with a FAR of 1 has an allowable building area of 10,000 sf. The same lot with an FAR of 10 has an allowable building area of 100,000 sf.
[1] Increases to 4.0 FAR for wide streets under Quality Housing Programs are not applicable to this site.
[2] Increases to 7.2 FAR for wide streets under Quality Housing Programs are not applicable to this site.
**Source:** New York City Zoning Resolution.

Several elements of the ZQA text amendment affect the potential height of buildings located within contextual zoning districts by allowing an increase in height if a taller ground-floor is provided (this would encourage better ground-floor retail spaces). In addition, the ZQA text amendment allows increases in base heights and maximum building heights for buildings that provide affordable housing, resulting in a maximum base height of 75 feet and maximum building height of 90 feet in R7A districts. These ZQA modifications providing additional height are not applicable to the proposed project due to the project site location within the Manhattan Core, and because the proposed project does not incorporate affordable housing.

Simultaneous with the 2016 enactment of the ZQA text amendment, the New York City Council adopted a zoning text amendment to introduce provisions for Mandatory Inclusionary Housing (MIH). The new MIH program provides that affordable housing is mandatory and permanent wherever new housing capacity is approved through land use actions. Because no portion of Manhattan Community Board 2 has been designated as a Mandatory Inclusionary Housing Area, as shown in ZR Appendix F, and because the project site has not been the subject of any recent land use approval that would provide new housing capacity, MIH requirements are not applicable to the proposed project.

## PUBLIC POLICY

### *NEW YORK CITY LANDMARKS*

The project site and study area are located within the Greenwich Village Historic District which was designated in 1969. All development projects within the boundaries of the historic district

are subject to the review and approval of the Landmarks Preservation Commission (LPC) for consistency with the architectural and historic character of the district. In addition, there are two buildings within the study area that are individually designated New York City Landmarks (NYCLs): the 131 Charles Street House and the 354 West 11th Street House. See also Attachment C, "Historic and Cultural Resources."

## D. THE FUTURE WITHOUT THE PROPOSED PROJECT

### LAND USE

*PROJECT SITE*

Absent the proposed authorization, there would be no changes to the garage on the project site. Currently there is less need for accessory parking on the project site than was required at the time of the West Village Houses' construction. Only nine West Village Houses residents currently park in the garage, and in the future without the proposed project, the garage would continue to contain the required 168 accessory parking spaces for the West Village Houses pursuant to the previous approvals in addition to the 72 spaces operated as public parking.

*STUDY AREA*

There is one other project that has been proposed within the 400 foot study area at 703 Washington Street (145 Perry Street) which would add 28,691 square feet of residential space containing 6 units.

### ZONING

No alterations to the zoning regulations on the project site or within the study area are expected to be enacted by 2020. In the future without the proposed project, the existing parking garage would remain.

### PUBLIC POLICY

No other changes affecting public policies applicable to the project site in the study area are anticipated by 2020.

## E. THE FUTURE WITH THE PROPOSED PROJECT

### LAND USE

*PROJECT SITE*

As described in Attachment A, "Project Description," with the proposed authorization, the applicant could repurpose or redevelop the existing garage and a RWCDS has been established for an environmental review analysis. With the proposed project as described in the RWCDS, the applicant could redevelop the project site with a 44,000 gsf mixed-use building with ground floor retail and residential space (the "With Action development"). The proposed project, summarized in **Table B-2** and illustrated in Figure A-1, would be 6 stories tall, with a setback of 15 feet along the street frontages above the 5th floor.

**Table B-2**
**With Action Scenario**

| Lot Number | Total GSF | Retail GSF | Office GSF | Community Facility GSF | Residential GSF | # Residential Units | # Public Parking Spaces |
|---|---|---|---|---|---|---|---|
| 24 | 44,000 | 11,000 | - | - | 33,000 | 39 | - |
| **TOTAL** | **44,000** | **11,000** | **-** | **-** | **33,000** | **39** | **-** |
| **Source:** RWCDS Memo, August 4th, 2016. | | | | | | | |

*STUDY AREA*

As described further below, the proposed authorization would only apply to the project site and would not result in new or different development on any other site within the study area. The development would conform to existing zoning regulations and would be similar to other mixed use buildings in the study area. The proposed project would be consistent with the traditional residential and retail uses in the study area and would not result in any significant adverse land use impacts in the study area.

## ZONING

The proposed project would comply with the regulations of the C1-6A district and would not affect any of the regulations of the C1-6A district. As noted above, the provisions of the ZQA text amendment that provide additional height are not applicable to the proposed project; accordingly, the proposed project would comply with the standard contextual height and setback regulations of the C1-6A district, which limits the total building height to 80 feet. Overall, the proposed authorization would result in the potential for redevelopment of the project site or the repurposing of the existing building on the project site, and would not affect zoning regulations applicable to other sites within the study area. With the proposed authorization, the project site could be redeveloped into a building which would match the scale of other buildings and planned buildings of the area. Therefore, the proposed project would not result in any significant adverse zoning impacts.

## PUBLIC POLICY

The project site is within the Greenwich Village Historic District, where actions are subject to review and approval by the LPC. While the proposed project would conform to zoning regulations regarding height, bulk, and use, under the provisions of the Landmarks Law, the LPC would review any potential development on the project site to evaluate the effect of the proposed development and its consistency with the architectural and historic character of the historic district (see Attachment C, "Historic and Cultural Resources"). The proposed project would not affect any other public policy applicable to the project site or study area.

Overall, the proposed action would not result in any significant adverse impacts to land use, zoning, or public policy. ✷

## A. INTRODUCTION

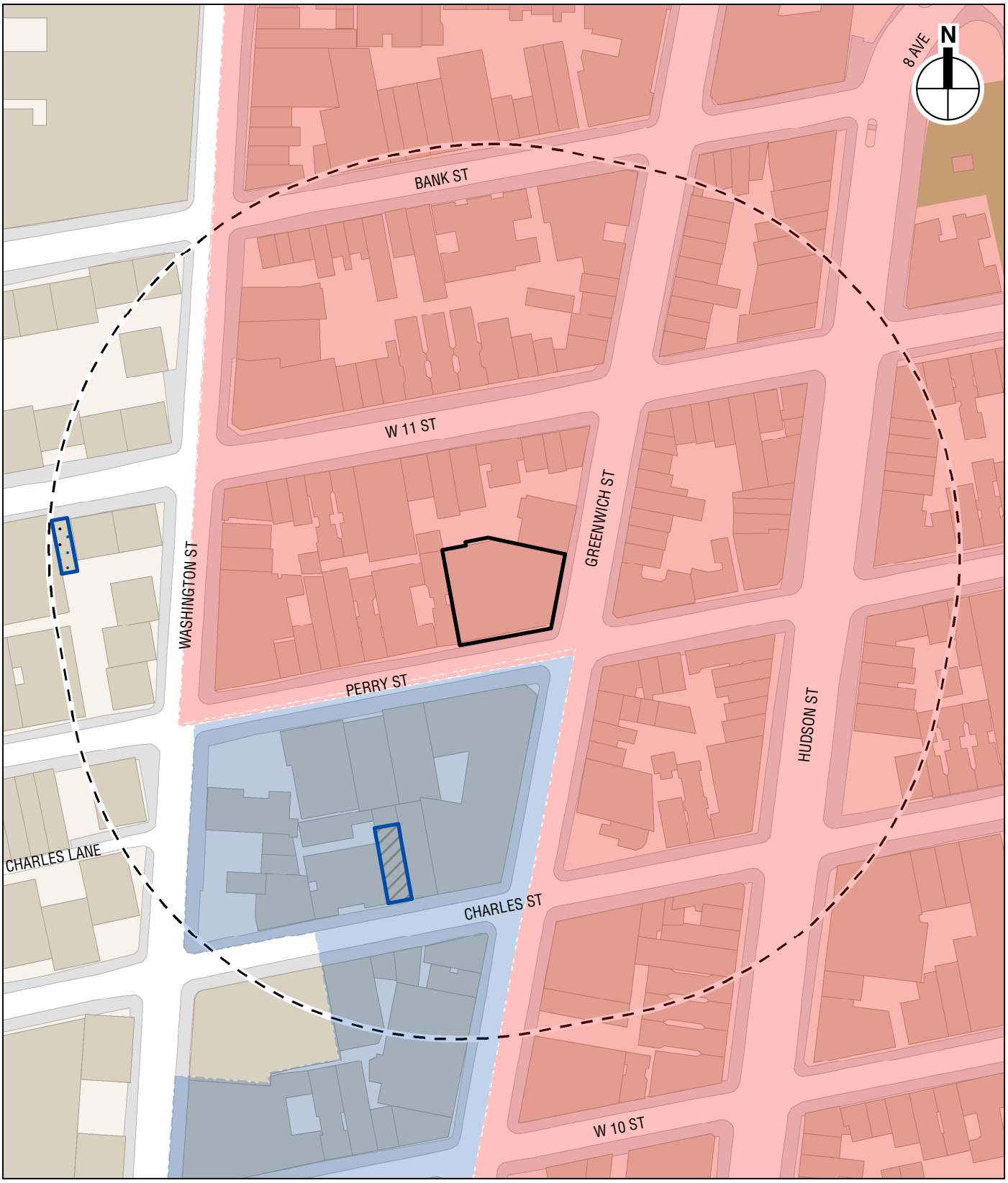
This assessment considers the potential of the proposed project at 738-742 Greenwich Street (Block 633; Lot 24; the "project site" on the southeast corner of the block bounded by West 11th, Greenwich, Perry and Washington Streets—see Figure 1 of the EAS) to affect historic and cultural resources. It has been prepared in accordance with City Environmental Quality Review (CEQR) guidelines. The 2014 *CEQR Technical Manual* recommends that a historic resources assessment be performed if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby. Although no development is currently proposed for the project site, for the purposes of environmental review, it is assumed that the existing garage would be demolished and the project site would be redeveloped with a new building that conforms to the applicable zoning regulations, subject to review and approval by the New York City Landmarks Preservation Commission (LPC), as the project site is located in the Greenwich Village Historic District, a New York City Landmark (NYCL) Historic District that is also listed on the State and National Register of Historic Places (S/NR). Therefore, a full analysis under CEQR was undertaken.

Historic and cultural resources include both archaeological and architectural resources. The study area for archaeological resources would be the area disturbed for project construction, the project site itself. In a letter dated April 28, 2017, LPC determined that the project site has no archaeological sensitivity (see **Appendix A** for LPC correspondence). Therefore, no further consideration of archaeological resources is warranted.

Study areas for architectural resources are determined based on the area of potential effect for construction-period impacts, such as ground-borne vibrations, and on the area of potential effect for visual or contextual effects, which is usually a larger area. Following the guidelines of the *CEQR Technical Manual*, the architectural resources study area for this project is defined as being within an approximately 400-foot radius of the project site (see **Figure C-1**). Architectural resources analyzed include S/NR-listed properties or properties determined eligible for S/NR listing, National Historic Landmarks, NYCLs and Historic Districts, and properties determined eligible for landmarks status. As most of the 400-foot study area is located within the Greenwich Village Historic District (NYCL, S/NR) and the Greenwich Village Historic District Extension (NYCL), a field survey to identify potential architectural resources (i.e., properties that appear to meet the eligibility criteria for NYCL designation and/or S/NR listing) was not undertaken.

It is not expected that the proposed project would have adverse contextual, visual, or physical impacts on architectural resources. Since the project site is located within the Greenwich Village Historic District, the project requires LPC approval and issuance of an LPC permit. There are 21 historic district buildings located within 90 feet of the project site, close enough to potentially

12/30/2016




*Project Site*
*Study Area (400-foot boundary)*
*Greenwich Village Historic District (NYCL, S/NR)*
*Greenwich Village Historic District Extension (NYCL)*
*354 West 11th Street (NYCL)*
*131 Charles Street House (NYCL, S/NR)*

0 200 FEET

**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

Historic Resources
**Figure C-1**

experience inadvertent construction damage. Those 21 historic district buildings would be protected by a Construction Protection Plan (CPP) to be developed and implemented in consultation with LPC. (See **Appendix A** for LPC correspondence.)

# B. EXISTING CONDITIONS

## PROJECT SITE

As mentioned above, the project site is located within the Greenwich Village Historic District (NYCL, S/NR). The corner site contains a 4-story garage constructed in 1930. George G. Miller was the architect. The garage is faced in brick with casement windows. Decorative brick courses are used above the ground floor, at the corner, and to create window lintels and sills. There are three vehicular entrances on the Greenwich Street frontage and one on the Perry Street frontage.

## STUDY AREA

As shown on **Figure C-1**, the 400-foot study area contains two historic districts and two individual architectural resources. These resources are described below.

### *GREENWICH VILLAGE HISTORIC DISTRICT (NYCL, S/NR)*

The Greenwich Village Historic District is a large district that encompasses approximately 90 blocks and is roughly bounded by Horatio, West 13th, and East 12th Streets on the north, University Place on the east, Washington Square South (West 4th Street), Barrow Street, Seventh Avenue, and St. Luke's Place on the south, and Washington, Greenwich, and Hudson Streets on the west. Only a small portion of the western edge of the large historic district is located within the 400-foot project study area (see **Figure C-1**).

As written in LPC's *Greenwich Village Historic District Designation Report*, "Greenwich Village is one of the oldest sections of Manhattan which was laid out for development in the years following the American Revolution. Today, it contains the greatest concentration of early New York residential architecture to be found anywhere within the five Boroughs of the City… Greenwich Village is the only surviving section of Manhattan where one can see the major architectural styles of the early City displayed, side by side… Nowhere in Greater New York is a larger concentration of buildings to be found, covering every decade from 1800 to the Civil War… The principal architectural styles of Greenwich Village represented by the largest number of buildings in the District, are the Federal, Greek Revival, Italianate, French Second Empire, Neo-Grec and Queen Anne (Volume I, 1969, pp. 11, 15)." Further, "the distinctive quality of this Historic District, in addition to the significance of its architecture and of its cultural life, may be attributed to several factors, including the fact that it retains much of its original, irregular street pattern, laid out on a diagonal to the axis of the Commissioners' grid plan of 1807-11 which was adopted for the rest of the City (Volume I, 1969, p. 11)."

Historic district buildings within 400 feet of the project site are representative of those that compose the larger district, and they include row houses, apartment buildings, garages, and warehouses. These buildings are generally clad in brick, of three to six stories, and designed in the principal architectural styles found throughout the historic district. Cornices and stoops are characteristic elements of buildings in the area. The building immediately to the west of the project site at 129 Perry Street is a six-story brick apartment building constructed in 1902 to the designs of George F. Pelham. Clad in brick and stone, it has a rusticated base, brick pilasters,

and projecting stone ornament. The cornice has been removed. Contiguous to the north of the project site at 744 Greenwich Street is a five-story modern apartment building. It is clad in brick, capped by a simplified cornice, and proportioned to reflect the fenestration patterns of surrounding buildings. A landscaped garden enclosed by a brick wall is located on the north side of the building. A second modern building is adjacent to the north of the project site at 328 West 11th Street. That three-story residential building is clad in brick with concrete balconies.

*GREENWICH VILLAGE HISTORIC DISTRICT EXTENSION (NYCL)*

The Greenwich Village Historic District Extension includes 45 buildings on three blocks located between Perry Street on the north, Greenwich Street on the east, Christopher Street on the south, and Washington Street on the west. The Greenwich Village Historic District Extension "illustrates the area's long history as a place of dwelling, industry, and commerce" (*Greenwich Village Historic District Extension Designation Report*, 2006, p. 8). Buildings include row houses, tenements and apartment buildings, warehouses, and factories. The building immediately across Perry Street from the project site at 726 Greenwich Street is a seven-story brick warehouse constructed in 1897. Gilbert A. Schellenger designed the warehouse in the Romanesque Revival style. It has a chamfered corner, double-height arched openings at the base, and a corbelled cornice at the roofline. A modern, brick-clad apartment building is contiguous to the west of the warehouse at 132 Perry Street. That building is massed with an 11-story tower set back above a 3-story base.

*131 CHARLES STREET HOUSE (NYCL, S/NR)*

Located within the Greenwich Village Historic District Extension, the Federal row house at 131 Charles Street is a 2-story with English basement dwelling built in 1834. Raised above the street, the main entrance is deeply recessed, framed with Ionic columns, and surmounted by a bracketed wood cornice with a transom light. The windows have projecting lintels, and there is a modest cornice and two dormers.

*354 WEST 11TH STREET HOUSE (NYCL)*

The brick row house at 354 West 11th Street is a Greek Revival dwelling built in 1841. The three-story with English basement row house has a rusticated brownstone base, a stoop, a brownstone entrance surround with pilasters and a denticulated entablature, and brownstone window lintels and sills. The recessed entrance has sidelights, pilasters, and a transom light. A modillioned metal cornice from the 1870s marks the roofline.

## C. THE FUTURE WITHOUT THE PROPOSED PROJECT

### PROJECT SITE

Absent the proposed authorization, there would be no changes to the existing garage building on the project site.

### ADDITIONAL DEVELOPMENT PROJECTS IN THE STUDY AREA

There is one project that has been proposed within the 400-foot study area. A 28,691-square-foot residential building is planned at 703 Washington Street (145 Perry Street). This site is located within the Greenwich Village Historic District and contains a two-story brick building

constructed in 1938. Demolition of the existing building and construction of the new building will require a Certificate of Appropriateness from LPC.

## D. THE FUTURE WITH THE PROPOSED PROJECT

### PROJECT SITE

As described in Attachment A, "Project Description," with the proposed authorization the applicant could repurpose or redevelop the existing garage, and a reasonable worst-case development scenario (RWCDS) has been established for an environmental review analysis. Under this RWCDS, the applicant could redevelop the project site with a 44,000-gross-square-foot building with ground floor retail and residential space. In accordance with existing zoning regulations, this building could be 6 stories tall, with a setback of 15 feet along the street frontages above the 5th floor. Since the project site is located within the Greenwich Village Historic District, demolition of the existing garage will be subject to review and approval by LPC. Further, all aspects of the exterior design of a new building constructed on the project site will be subject to the review and approval of LPC. Exterior design aspects subject to review and approval include size, height, massing, cladding and detailing, fenestration, and ground-floor storefront treatments. Demolition of the existing building and construction of a new building will require a Certificate of Appropriateness. In its approvals, LPC would have to find that the proposed building is compatible with the Greenwich Village Historic District. Therefore, with review LPC review and issuance of an LPC permit, it is not expected that demolition of the existing garage and construction of a new building on the site would result in significant adverse impacts on the Greenwich Village Historic District.

### STUDY AREA

It is not expected that the proposed project would have adverse direct physical impacts or indirect contextual or visual impacts on architectural resources located in the study area.

Demolition of the existing garage and construction of a new building on the project site could potentially result in physical impacts on architectural resources within 90 feet of proposed construction activities. Adjacent historic district buildings that could be affected by ground-borne construction-period vibrations or other accidental construction damage include 21 buildings within the Greenwich Village Historic District and Extension. These buildings are: 316, 318, 320, 322, 328, 330, 332, and 336 West 11th Street; 726, 729, 731, 733, 737, 739, 741, 743, and 744 Greenwich Street; and 129, 131, 132, and 135 Perry Street. (The buildings at 328 West 11th Street, 744 Greenwich Street, and 132 Perry Street are modern structures.) Therefore, the development and implementation of a CPP for the 21 historic district buildings will be required, as written in the LPC letter dated April 28, 2017. The CPP will be provided to LPC for review and comment. The construction protection plan would be consistent with Building Code Chapter 3309.4.4 and the Department of Buildings *Technical Policy and Procedure Notice (TPPN) #10/88*. Building Code Chapter 3309.4.4 requires that "historic structures that are contiguous to or within a lateral distance of 90 feet from the edge of the lot where an excavation is occurring" be monitored during the course of excavation work. In addition, *TPPN #10/88* requires a monitoring program to reduce the likelihood of construction damage to adjacent New York City Landmarks and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

As written in the *CEQR Technical Manual*, visual and contextual impacts on historic resources can include: isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; screening or elimination of publicly accessible views of a resource; or introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. The proposed project would not result in any of those types of visual and contextual impacts to architectural resources.

Since an LPC-approved building would have to be found compatible with the Greenwich Village Historic District, it is expected that the proposed building would also be compatible in terms of design to the Greenwich Village Historic District Extension and the individual NYCL houses at 131 Charles Street and 354 West 11th Street and that the proposed project would not have adverse contextual or visual impacts on those architectural resources. An LPC-approved building would be compatible with the built character of the area, which includes a mix of modern and older buildings of heights generally ranging from 1 to 11 stories. The proposed project would not substantially alter the setting of any resources or their visual relationship to the streetscape, nor would the proposed project eliminate views of any architectural resources in the study area. Overall, it is not expected that the proposed project would have any significant adverse impacts on historic and cultural resources. ✷

## Attachment D: Hazardous Materials

The potential for hazardous materials in the subsurface of the project site was evaluated based on a review of historical Sanborn fire insurance maps and a standard set of federal and state regulatory databases. This review identified the following uses that could have affected the project site subsurface that:

- The project site contained a parking garage per the 1930 Certificate of Occupancy and subsequently a warehouse building with a printer (1950 map) converted back to a parking garage with gasoline tanks (1969 through 2005 maps);
- there were numerous nearby automotive facilities including a north-adjacent auto repair shop (1950 through 1994 maps) and additional facilities on the project site block, including garages with gasoline tanks and a motor freight station (1950 through 2005 maps);
- additional automotive/industrial uses were shown on the surrounding blocks including garages, metal works, auto/truck repair shops, a power plant and a drycleaner on the north-adjacent block, and auto repair shops and garages on the south- and east-adjacent blocks; and
- database listings indicating two historical auto repair facilities and two historical drycleaners were located within 300 feet of the project site

It is assumed that in the With Action condition the garage would be demolished. Demolition would be conducted in compliance with applicable regulatory requirements, e.g., for asbestos-containing materials, lead-based paint, etc. The project site would then be redeveloped with a new building, requiring excavation for foundations and likely for a basement. Excavation work, given the identified potential for subsurface contamination, if not conducted in accordance with proper controls, could result in adverse effects related to hazardous materials for construction workers and/or the community. To avoid the potential for such effects, an (E) Designation for hazardous materials would be placed on the Zoning Map as part of the Action for the project site.

The (E) Designation (E-431) text related to hazardous materials is as follows:

> *BLOCK 633, LOT 24*
>
> *Task 1*
>
> The applicant submits to OER, for review and approval, a Phase 1 of the site along with a soil and groundwater testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented.
>
> If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be

complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

*Task 2*

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during evacuation and construction and activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This plan would be submitted to OER for review and approval prior to implementation.

All demolition or rehabilitation would be conducted in accordance with applicable requirements for disturbance, handling and disposal of suspect lead-paint and asbestos-containing materials. For all projected and potential development sites where no E-designation is recommended, in addition to the requirements for lead-based paint and asbestos, requirements (including those of NYSDEC) should petroleum tanks and/or spills be identified and for off-site disposal of soil/fill would need to be followed.

With placement of the (E) Designation for hazardous materials, there would be no significant potential for adverse effects related to hazardous materials either during or following construction on the project site. ✷

# A. INTRODUCTION

This attachment examines the potential effects of the proposed project on the study area's transportation systems. Specifically, it compares conditions in the future with the proposed project against conditions in the future without the proposed project in order to determine the potential for significant adverse transportation-related impacts. The analyses consider the 2020 project completion year to identify potential impacts, and if warranted, determine project improvement measures that would be appropriate to address those impacts. The travel demand projections, trip assignments, and capacity analysis presented in this attachment were conducted pursuant to the methodologies outlined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*.

## BACKGROUND

For the purposes of this analysis, trip estimates are based on the program shown in **Table E-1**. In the future with the proposed actions (the "With Action" condition), the project site would be redeveloped with a mixed-use residential building that would contain approximately 39 dwelling units and 11,000 gross square feet (gsf) of local retail use. The development of the proposed project would include the elimination of the accessory parking requirement for the West Village Houses, a residential cooperative in the West Village neighborhood of Manhattan. Currently, the accessory parking spaces required for the West Village Houses are provided within an off-site 240-space parking garage located at 738-742 Greenwich Street on the southeast corner of the block bounded by West 11th, Greenwich, Perry, and Washington Streets. The proposed authorization would allow for the potential reuse, repurposing, or redevelopment of this garage. Absent the proposed actions, in the future without the proposed actions (the "No Action" condition), no development is anticipated to occur on the project site.

**Table E-1**
**Future With Action Development Program Assumptions**

| Components | Future No Action | Future With Action | Increment |
|---|---|---|---|
| Residential (dwelling units) | 0 | 39 | 39 |
| Local Retail (gsf) | 0 | 11,000 | 11,000 |

## PRINCIPAL CONCLUSIONS

The proposed program is below the *CEQR Technical Manual* minimum development threshold to warrant any additional analyses of transportation-related impacts. Therefore, detailed traffic, bus line haul, subway, and pedestrian analyses are not warranted and the proposed project is not expected to result in any significant adverse traffic, transit, or pedestrian impacts.

However, the *CEQR Technical Manual* states that an assessment of study area parking may be required if "the project would eliminate a significant amount of available public parking." Because the proposed project includes the displacement of 240 parking spaces, a detailed parking analysis was prepared to determine if the displaced demand and new demand from the proposed project could be adequately accommodated by the parking supply in the study area. Based on this analysis, the elimination of this parking garage is expected to result in an off-street parking shortfall within ¼-mile of the project site. However, there are additional parking resources at a slightly longer walking distance (within ½-mile) from the project site to accommodate this shortfall. As further described below, a parking shortfall within this part of New York City would not constitute a significant adverse impact, due to the magnitude of available alternative modes of transportation.

## B. TRANSPORTATION ANALYSIS METHODOLOGIES

### PARKING CONDITIONS ASSESSMENT

The parking analysis identifies the extent to which off-street parking is available and utilized under existing and future conditions. It provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to or additional demand generated by a proposed project. Typically, this analysis encompasses a study area within a ¼-mile of the project site. If the analysis concludes a shortfall in parking within the ¼-mile study area, the study area could sometimes be extended to a ½-mile to identify additional parking supply.

For proposed projects located in Manhattan or other Central Business District (CBD) areas, the inability of the proposed project or the surrounding area to accommodate the project's future parking demand is considered a parking shortfall, but is generally not considered significant due to the magnitude of available alternative modes of transportation.

## C. PARKING ASSESSMENT

### 2016 EXISTING CONDITIONS

An inventory of off-street parking within a ¼-mile of the development site was conducted in May 2016. The off-street survey provided an inventory of the area's public parking facilities and their legal capacities and daytime utilization.

*OFF-STREET PARKING*

Off-street publicly accessible parking lots and garages (see **Figure E-1**) within ¼-mile of the development site were surveyed in May 2016. Each facility's operating license and legal capacity were noted. Based on responses given by parking attendants and visual inspections, where possible, estimates were made on the parking occupancy or utilization at each facility for the weekday morning, midday, evening and overnight time periods. During the parking survey, attendants at the project site garage chose not to provide utilization information. Therefore, for a conservative analysis, the project site garage was assumed to be at capacity at all times. A summary of the recorded information and the area's overall off-street public parking supply and utilization is presented in **Table E-2**.


*Project Site*

*Study Area (Quarter-mile boundary)*

*Off-Street Parking*

**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

Off-Street Parking Facilities
**Figure E-1**

**Table E-2**
**2016 Existing Off-Street Parking Utilization - 1/4 Mile Study Area**

| Map # | Name/Address | License Number | Licensed Capacity | Utilization Rate | | | | Utilized Spaces | | | | Available Spaces | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | AM | MD | PM | ON | AM | MD | PM | ON | AM | MD | PM | ON |
| 1 | Barrow Street Garage LLC / 3 Sheridan Square | 1185592 | 51 | 50% | 75% | 75% | 50% | 26 | 38 | 38 | 26 | 25 | 13 | 13 | 25 |
| 2 | Archives Garage Corp. / 643 Washington Street | 921582 | 97 | 70% | 70% | 70% | 70% | 68 | 68 | 68 | 68 | 29 | 29 | 29 | 29 |
| 3 | Quik Park Bleecker Street / 350 Bleecker Street | 1426287 | 42 | 75% | 90% | 80% | 50% | 32 | 38 | 34 | 21 | 10 | 4 | 8 | 21 |
| 4 | Ribar Parking LLC / 160-168 West 10th Street | 1262404 | 200 | 60% | 80% | 60% | 50% | 120 | 160 | 120 | 100 | 80 | 40 | 80 | 100 |
| 5 | Quik Park / 100-102 Perry Street | 1463796 | 206 | 60% | 80% | 60% | 40% | 124 | 165 | 124 | 82 | 82 | 41 | 82 | 124 |
| 6 | BRG Charles LLC / 140 Charles Street | 1308946 | 20 | 80% | 90% | 70% | 70% | 16 | 18 | 14 | 14 | 4 | 2 | 6 | 6 |
| 7 | Quik Park 150 Charles Street / 150 Charles Street | 2034507 | 92 | 80% | 80% | 60% | 60% | 74 | 74 | 55 | 55 | 18 | 18 | 37 | 37 |
| 8 | Park Right Corp. / 125-127 Perry Street | 2035583 | 240 | 100% | 100% | 100% | 100% | 240 | 240 | 240 | 240 | 0 | 0 | 0 | 0 |
| 9 | Apple West 11th Street Garage / 332 West 11th Street | 429352 | 150 | 85% | 85% | 85% | 66% | 128 | 128 | 128 | 99 | 22 | 22 | 22 | 51 |
| 10 | MP West 12 LLC / 400 West 12th Street | 1356689 | 60 | 75% | 75% | 80% | 80% | 45 | 45 | 48 | 48 | 15 | 15 | 12 | 12 |
| 11 | 99 Jane Street Parking LLC / 99 Jane Street | 1012409 | 100 | 75% | 75% | 80% | 80% | 75 | 75 | 80 | 80 | 25 | 25 | 20 | 20 |
| 12 | 61 Jane Parking LLC / 61 Jane Street | 984236 | 110 | 70% | 80% | 75% | 75% | 77 | 88 | 83 | 83 | 33 | 22 | 27 | 27 |
| | **Total:** | | **1,368** | **75%** | **83%** | **75%** | **73%** | **1,025** | **1,137** | **1,032** | **916** | **343** | **231** | **336** | **452** |

**Notes:** MD = Midday; ON = Overnight.
**Source:** Survey conducted by AKRF Inc. May 2016

Within the ¼-mile parking study area, 12 public parking facilities were inventoried. The combined capacity of these facilities totals 1,368 parking spaces. Overall, they were 75, 83, 75, and 73-percent utilized, with 343, 231, 336, and 452 parking spaces available during the weekday morning, midday, evening, and overnight time periods, respectively.

## THE FUTURE WITHOUT THE PROPOSED PROJECT

The No Action condition was developed by increasing existing (2016) parking utilization by the expected growth in overall parking needs within the study area. As per *CEQR Technical Manual* guidelines, an annual background growth rate of 0.25 percent was assumed for the years 2016 to 2020, resulting in an overall growth rate of approximately 1 percent by 2020, resulting in a nominal increase in overall parking utilization and reduction in available supply within the ¼-mile radius.

## THE FUTURE WITH THE PROPOSED PROJECT

Based on the development program depicted in **Table E-1**, the weekday parking demand generated by the proposed project was estimated, as presented in **Table E-3**. In addition to this added demand, the proposed project would displace 240 parking spaces that currently operate on the project site. As shown in **Table E-4**, accounting for this parking displacement, background parking growth, new parking demand generated by the proposed project, the With Action public parking utilization is expected to increase to 93, 103, 93, and 83 percent during the weekday morning, midday, evening, and overnight time periods, respectively.

**Table E-3**
**Proposed Project Parking Demand—Weekday**

| Hour | Residential | Local Retail | Total |
|---|---|---|---|
| 12 AM - 01 AM | 15 | 0 | 15 |
| 01 AM - 02 AM | 15 | 0 | 15 |
| 02 AM - 03 AM | 15 | 0 | 15 |
| 03 AM - 04 AM | 15 | 0 | 15 |
| 04 AM - 05 AM | 15 | 0 | 15 |
| 05 AM - 06 AM | 15 | 0 | 15 |
| 06 AM - 07 AM | 15 | 0 | 15 |
| 07 AM - 08 AM | 15 | 0 | 15 |
| 08 AM - 09 AM | 14 | 0 | 14 |
| 09 AM - 10 AM | 13 | 0 | 13 |
| 10 AM - 11 AM | 12 | 0 | 12 |
| 11 AM - 12 PM | 12 | 0 | 12 |
| 12 PM - 01 PM | 12 | 0 | 12 |
| 01 PM - 02 PM | 12 | 0 | 12 |
| 02 PM - 03 PM | 12 | 0 | 12 |
| 03 PM - 04 PM | 12 | 0 | 12 |
| 04 PM - 05 PM | 13 | 0 | 13 |
| 05 PM - 06 PM | 13 | 0 | 13 |
| 06 PM - 07 PM | 14 | 0 | 14 |
| 07 PM - 08 PM | 15 | 0 | 15 |
| 08 PM - 09 PM | 15 | 0 | 15 |
| 09 PM - 10 PM | 15 | 0 | 15 |
| 10 PM - 11 PM | 15 | 0 | 15 |
| 11 PM - 12 AM | 15 | 0 | 15 |

**Table E-4**
**2016 Existing and 2020 With Action Parking Supply and Utilization**
**Proposed Project**

| | Weekday AM | Weekday Midday | Weekday PM | Weekday Overnight |
|---|---|---|---|---|
| 2016 Existing Public Parking Supply | 1,368 | 1,368 | 1,368 | 1,368 |
| 2016 Existing Public Parking Demand | 1,025 | 1,137 | 1,032 | 916 |
| 2016 Existing Public Parking Utilization | 75% | 83% | 75% | 73% |
| 2020 No Action Background Incremental Parking Demand | 9 | 11 | 9 | 9 |
| Proposed Project Parking Supply | 0 | 0 | 0 | 0 |
| Proposed Project Parking Demand | 14 | 12 | 13 | 15 |
| Displaced Public Parking Supply Total | -240 | -240 | -240 | -240 |
| 2020 With Action Parking Supply Total | 1,128 | 1,128 | 1,128 | 1,128 |
| 2020 With Action Parking Demand Total | 1,048 | 1,160 | 1,054 | 940 |
| 2020 With Action Parking Utilization | 93% | 103% | 93% | 83% |
| 2020 With Action Available Spaces (Shortfall) | 80 | (32) | 74 | 188 |

**Sample Calculation:**
2020 With Action Parking Demand Total = 2016 Existing Public Parking Demand + 2020 No Action Background Incremental Parking Demand Proposed Project Parking Demand
Example: 2020 With Action Weekday AM Public Parking Demand Total = 1,025 + 9 + 0 + 14 = 1,048.

As shown above, the parking utilization levels for the proposed project are within the area's parking capacity except during the weekday midday peak hour. In reviewing the parking analysis presented in the *550 Washington Street/Special Hudson River Park District FEIS* (CEQR No. 16DCP031M), there are three parking facilities located within ½-mile of the project site that were identified to have combined over 200 parking spaces available during the weekday midday peak period. These parking facilities are denoted as #5, #8, and #11 in Table 14-52 in that FEIS and represent only those within ½-mile walking distance to the south of the project site. Accounting also for those to the east and north of the project site, there are expected to be

substantially more available parking spaces within the ½-mile radius. Therefore, while the proposed project is expected to result in the potential for a parking shortfall within ¼-mile of the project site, there would be additional resources within a slightly longer walking distance (within ½-mile) to accommodate this shortfall. Additionally, since there are other alternative modes of transportation available in this part of New York City, the identified parking shortfall would not constitute a significant adverse parking impact. ✷

# A. INTRODUCTION

The proposed project involves the potential redevelopment of an existing parking garage site to a new six-story residential building containing approximately 39 residential units. As noted in Attachment A, "Project Description," no development is currently proposed for the project site. However, for the purposes of environmental review, because the proposed authorization would allow for the repurposing or redevelopment of the existing garage on the project site, it is assumed that the garage would be demolished and the project site would be redeveloped with a new building. The potential for air quality impacts associated with the proposed project was analyzed. Direct impacts stem from emissions generated by stationary sources at a project site, such as emissions from on-site fuel combustion for heating and hot water systems. Indirect impacts include emissions from nearby existing stationary sources (impacts on the proposed project) or emissions from motor vehicle trips ("mobile sources") generated by the project or other changes to future traffic conditions due to a project.

The proposed project is not expected to significantly alter traffic conditions. The maximum hourly incremental traffic from the proposed project would not exceed the 2014 *City Environmental Quality Review (CEQR) Technical Manual* carbon monoxide screening threshold of 170 auto trips for peak hour trips at nearby intersections in the study area, nor would it exceed the particulate matter (PM) emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, a mobile source analysis is not required.

Since the potential building would include fossil-fired heating and hot water systems, a stationary source analysis was conducted to evaluate potential future pollutant concentrations from these sources on air quality. As presented below, to avoid the potential for significant adverse air quality impacts related to the heating and hot water systems of the proposed project, an (E) Designation for air quality related to stack height and location would be incorporated into the proposed project. With the restrictions in place, there would be no potential significant adverse air quality impacts from emissions of nitrogen dioxide ($NO_2$) and PM from the proposed project's heating and hot water systems.

# B. METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

### HEATING AND HOT WATER SYSTEMS ANALYSIS

A screening analysis was performed using the U.S. Environmental Protection Agency (EPA) approved AERSCREEN model to assess air quality impacts associated with emissions from the proposed project's fossil-fired heating and hot water systems. Potential impacts from 1-hour and annual average $NO_2$ and 24-hour and annual average particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) were evaluated for the analysis. Predicted 1-hour and annual average $NO_2$

concentration, added to representative background concentration in the area, was compared to the National Ambient Air Quality Standard (NAAQS) for $NO_2$. Potential 24-hour and annual average increases in concentrations of $PM_{2.5}$ were compared to $PM_{2.5}$ *de minimis* criteria thresholds defined in the *CEQR Technical Manual*.

*AERSCREEN ANALYSIS*

Potential 1-hour and annual average $NO_2$ and 24-hour and annual average $PM_{2.5}$ impacts from the proposed project's heating and hot water systems' emissions were evaluated using the EPA's AERSCREEN model (version 15181 EPA, 2015). The AERSCREEN model predicts worst-case 1-hour average concentrations downwind from a point, area, or volume source. AERSCREEN generates application-specific worst-case meteorology using representative minimum and maximum ambient air temperatures, and site-specific surface characteristics such as albedo, Bowen ratio, and surface roughness length.[1] The AERSCREEN model was used to calculate worst-case ambient concentrations of $NO_2$ and $PM_{2.5}$ from the proposed project downwind of the stack.

The model incorporates the Plume Rise Model Enhancements (PRIME) downwash algorithm, which is designed to predict impacts in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). AERSCREEN utilizes the PRIME plume rise model enhancements to the Building Profile Input Program (BPIPPRM) to provide a detailed analysis of downwash influences on a direction-specific basis. AERSCREEN also incorporates complex terrain algorithms and utilizes a terrain processor to account for the actual terrain in the vicinity of the source on a direction-specific basis.

The AERSCREEN model was run both with and without the influence of building downwash, using urban diffusion coefficients that were based on a review of land-use maps of the area. Other model options were selected based on EPA guidance.

Oxides of Nitrogen ($NO_x$) are emitted mostly as nitrogen oxide (NO) and are transformed to $NO_2$ as part of the chemical reactions in the atmosphere. Maximum 1-hour average $NO_2$ concentrations were estimated from modeled $NO_x$ concentrations using an $NO_2$ to $NO_x$ ratio of 0.8. The 0.8 ratio used for the maximum 1-hour concentration is the recommended default ratio per EPA's guidance memo providing additional clarification regarding application of *Appendix W Modeling Guidance* for the 1-hour average $NO_2$ modeling.[2]

*EMISSION ESTIMATES AND STACK PARAMETERS*

The stack exhaust parameters and emission rates used in the AERSCREEN analysis are presented in **Table F-1**. Annual emissions rates for heating and hot water systems were calculated based on fuel consumption estimates, using energy use estimates based on type of development and size of the building (44,000 gross square feet [gsf]) as recommended in the

[1] The albedo is the fraction of the total incident solar radiation reflected by the ground surface. The Bowen ratio is the ratio of the sensible heat flux to the latent (evaporative) heat flux. The surface roughness length is related to the height of obstacles to the wind flow and represents the height at which the mean horizontal wind speed is zero based on a logarithmic profile.

[2] EPA. Memorandum: Clarification on the use of AERMOD Dispersion Modeling for Demonstrating Compliance with the $NO_2$ National Ambient Air Quality Standard. September 30, 2014.

*CEQR Technical Manual*, and applying the *EPA's Compilations of Air Pollutant Emission Factors (AP-42)* emission factors for No.2 fuel oil-fired boilers.[3] The short-term emission rates were calculated by scaling the annual emissions to account for a 100-day heating season. The exhaust from the heating and hot water systems was assumed to be vented through a single stack located on the roof of the building at a height of approximately 90 feet above grade.

**Table F-1**
**Heating and Hot Water System Stack Parameters and Emission Rates**

| Stack Parameter | Value |
|---|---|
| Stack Height (feet) | 90 |
| Stack Diameter (feet) | 1.0 |
| Exhaust Velocity (meters per second) | 1.8 |
| Exhaust Temperature (degrees Fahrenheit) | 300 |
| *Emission Rate (grams/second)* | |
| $NO_x$ (1-hour average) | 0.014 |
| $NO_x$ (Annual average) | 0.004 |
| $PM_{2.5}$ (24-hour average) | 0.001 |
| $PM_{2.5}$ (Annual average) | 0.0003 |

*RECEPTOR LOCATIONS*

Receptors (locations in the model at which concentrations are projected) are generally placed at windows in residential or other sensitive buildings, air intakes, and publically accessible open space locations, as applicable. The nearest building of similar or greater height was determined to be a residential building (at 720 Greenwich Street) 53 feet from the project site. Discrete receptors were modeled at multiple heights along the façade of the receptor building to represent operable window locations and potential intake vents. Receptors were also modeled for other buildings of similar or greater height within 400 feet of the project site.

*BACKGROUND CONCENTRATIONS*

To estimate the maximum expected total $NO_2$ concentration at a given receptor, the maximum predicted modeled concentration was added to the corresponding background concentration (See **Table F-2**). This background level represents the 98th percentile annually of the daily-highest 1-hour average $NO_2$ concentration (these are the statistical form of the respective standards) that was monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) background monitoring station. The measured background concentration was added to the highest predicted contribution from the modeled source to determine the maximum predicted total pollutant concentration. It was conservatively assumed that the maximum background concentration occurs on all days.

The background concentration for annual average $PM_{2.5}$ is not used since the criterion is based on incremental concentrations only. However, the *de minimis* criteria take into account background concentrations for the 24-hour $PM_{2.5}$ standard.

[3] EPA. *Compilations of Air Pollutant Emission Factors AP-42*. Fifth Edition, Volume I, Chapter 1, Section 3. http://www.epa.gov/ttn/chief/ap42. September, 1998

**Table F-2**
**Maximum Background Pollutant Concentrations**
**For Heating and Hot Water System Analysis**

| Pollutant | Average Period | Location | Background Concentration (µg/m$^3$) | Standard (µg/m$^3$) |
|---|---|---|---|---|
| $NO_2$ | 1-hour | IS 52, Bronx | 121 | 188 (1) |
| $NO_2$ | Annual | IS 52, Bronx | 39.1 | 100 (1) |
| $PM_{2.5}$ | 24-hour | PS 19, Manhattan | 26.2 | 4.7 (2) |
| $PM_{2.5}$ | Annual | N/A | N/A | 0.3 (3) |

**Notes:**
N/A – Not Applicable.
1. NAAQS.
2. $PM_{2.5}$ *de minimis* criteria — 24-hour average, not to exceed more than half the difference between the background concentration and the 24-hour standard of 35 µg/m$^3$.
3. $PM_{2.5}$ *de minimis* criteria—annual (discrete receptor), 0.3 µg/m$^3$.

## C. PROBABLE IMPACTS OF THE PROPOSED PROJECT

### HEATING AND HOT WATER SYSTEMS

The results of the AERSCREEN analysis for 1-hour and annual average $NO_2$ and 24-hour and annual average $PM_{2.5}$ concentrations are presented in **Table F-3**. The maximum predicted impacts from the proposed project's heating and hot water systems would be less than their respective thresholds (NAAQS and *de minimis* criteria). Therefore, there would be no significant adverse air quality impacts.

**Table F-3**
**Maximum Modeled Pollutant Concentrations (µg/m$^3$)**

| Pollutant | Averaging Period | Maximum Modeled Concentration | Background Concentration | Total / Incremental Concentration | Impact Criterion |
|---|---|---|---|---|---|
| $NO_2$ | 1-hour | 66.8 | 121 | 187.8 | 188(1) |
| | Annual | 2.3 | 39.1 | 41.4 | 100 |
| $PM_{2.5}$ | 24-hour | 3.8 | N/A | 3.8 | 4.4(2) |
| | Annual | 0.17 | N/A | 0.17 | 0.3(3) |

**Notes:**
N/A—Not Applicable.
1 1-hour average NAAQS in µg/m$^3$ defined as the 98th percentile of 1-hour daily maximum concentrations, averaged over 3 years.
2 $PM_{2.5}$ 24-hour average *de minimis* criteria —not to exceed more than half the difference between the background concentration of 26.2 µg/m$^3$ and the 24-hour standard of 35 µg/m$^3$.
3 $PM_{2.5}$ annual average *de minimis* criteria—discrete receptor, 0.3 µg/m$^3$.

To avoid the potential for significant adverse air quality impacts related to the heating and hot water systems of the proposed project, an (E) Designation for air quality would be incorporated into the proposed project.

The (E) Designation (E-431) text related to air quality is as follows:

*BLOCK 633, LOT 24*

Any new residential and/or commercial development must exclusively use natural gas as the type of fuel for HVAC systems, and ensure that the heating, ventilating and air conditioning stack is located at the highest tier or at least 90 feet above grade and is at least 45 feet away from the southern lot line facing Perry Street and at least 73 feet away from the western lot line facing Washington Street, to avoid any potential significant air quality impacts.

Overall, with these commitments in place, there would be no significant adverse air quality impact from the proposed project's heating and hot water systems. ✷

## A. INTRODUCTION

The number of vehicle trips generated by the proposed project at 738-742 Greenwich Street would be lower than the threshold that would require any detailed analysis. Consequently, it is not expected that the proposed project would generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of Noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels). However, ambient noise levels adjacent to the project site were considered in order to address CEQR noise abatement requirements for the building. This potential is assessed below.

## B. ACOUSTICS FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called "decibels" ("dB"). The particular character of the sound that we hear (a whistle compared with a French horn, for example) is determined by the speed, or "frequency," at which the air pressure fluctuates, or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz ("Hz"). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernable and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

### "A"-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in **Table G-1**, the threshold of human hearing is defined as 0 dBA; quiet conditions (as in a library, for example) are approximately 40 dBA; levels between 50 dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

**Table G-1**
**Common Noise Levels**

| Sound Source | (dBA) |
|---|---|
| Military jet, air raid siren | 130 |
| Amplified rock music | 110 |
| Jet takeoff at 500 meters | 100 |
| Freight train at 30 meters | 95 |
| Train horn at 30 meters | 90 |
| Heavy truck at 15 meters | 80–90 |
| Busy city street, loud shout | 80 |
| Busy traffic intersection | 70–80 |
| Highway traffic at 15 meters, train | 70 |
| Predominantly industrial area | 60 |
| Light car traffic at 15 meters, city or commercial areas, or residential areas close to industry | 50–60 |
| Background noise in an office | 50 |
| Suburban areas with medium-density transportation | 40–50 |
| Public library | 40 |
| Soft whisper at 5 meters | 30 |
| Threshold of hearing | 0 |

**Note:** A 10 dBA increase in level appears to double the loudness, and a 10 dBA decrease halves the apparent loudness.
**Sources:** Cowan, James P. *Handbook of Environmental Acoustics,* Van Nostrand Reinhold, New York, 1994. Egan, M. David, *Architectural Acoustics*. McGraw-Hill Book Company, 1988.

## SOUND LEVEL DESCRIPTORS

Because the sound pressure level unit of dBA describes a noise level at just one moment and few noises are constant, other ways of describing noise that fluctuates over extended periods have been developed. One way is to describe the fluctuating sound heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," $L_{eq}$, can be computed. $L_{eq}$ is the constant sound level that, in a given situation and time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted by $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as $L_1$, $L_{10}$, $L_{50}$, $L_{90}$, and $L_x$, are used to indicate noise levels that are exceeded 1, 10, 50, 90, and x percent of the time, respectively.

The relationship between $L_{eq}$ and levels of exceedance is worth noting. Because $L_{eq}$ is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates little, $L_{eq}$ will approximate $L_{50}$ or the median level. If the noise fluctuates broadly, the $L_{eq}$ will be approximately equal to the $L_{10}$ value. If extreme fluctuations are present, the $L_{eq}$ will exceed $L_{90}$ or the background level by 10 or more decibels. Thus the relationship between $L_{eq}$ and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the $L_{eq}$ is generally between $L_{10}$ and $L_{50}$.

For purposes of the proposed project, the $L_{10}$ descriptor has been selected as the noise descriptor to be used in this noise impact evaluation. The 1-hour $L_{10}$ is the noise descriptor used in the *CEQR Technical Manual* noise exposure guidelines for City environmental impact review classification.

# C. NOISE STANDARDS AND CRITERIA

## NEW YORK CEQR NOISE CRITERIA

The *CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise level (see **Table G-2**). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower for residential uses and interior noise levels of 50 dBA or lower for commercial uses and are determined based on exterior $L_{10(1)}$ noise levels.

**Table G-2**
**Required Attenuation Values to Achieve Acceptable Interior Noise Levels**

| | Marginally Unacceptable | | | | Clearly Unacceptable |
|---|---|---|---|---|---|
| Noise Level with Proposed Action | $70 < L_{10} \leq 73$ | $73 < L_{10} \leq 76$ | $76 < L_{10} \leq 78$ | $78 < L_{10} \leq 80$ | $80 < L_{10}$ |
| Attenuation[A] | (I) 28 dB(A) | (II) 31 dB(A) | (III) 33 dB(A) | (IV) 35 dB(A) | $36 + (L_{10} - 80)$[B] dB(A) |

**Notes:**
[A] The above composite window-wall attenuation values are for residential development. Retail uses would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.
[B] Required attenuation values increase by 1 dB(A) increments for $L_{10}$ values greater than 80 dBA.
**Source:** New York City Department of Environmental Protection.

# D. EXISTING NOISE LEVELS

Existing noise levels at the proposed project site were measured at two locations (see **Figure G-1**). Site 1 was located along the project development site on Greenwich Street between Perry Street and West 11th Street. Site 2 was located along the project site on Perry Street between Greenwich Street and Washington Street.

At the receptor sites, the existing noise levels were measured for 20-minute periods during the three weekday peak periods—AM (7:30 AM to 8:30 AM), midday (MD) (12:30 PM to 1:30 PM), and PM (5:00 PM to 6:00 PM). Measurements were conducted on October 19, 2016.

## EQUIPMENT USED DURING NOISE MONITORING

Measurements were performed using a Brüel & Kjær Type 2250 Sound Level Meter (SLM), a Brüel & Kjær Type 4189 ½-inch microphone, and a Brüel & Kjær Sound Level Type 4231 Calibrator. The SLM has a valid laboratory calibration within 1 year, as is standard practice. The Brüel & Kjær SLM is a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The microphone was mounted on a tripod at a height of approximately 5 feet above the ground and was mounted at least approximately 5 feet away from any large reflecting surfaces. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measurements were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included $L_{eq}$, $L_1$, $L_{10}$, $L_{50}$, $L_{90}$, and 1/3 octave band levels. A windscreen was used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

The results of the existing noise level measurements are summarized in **Table G-3**.


Noise Receptor Locations

**Figure G-1**

**WEST VILLAGE HOUSES PARKING AUTHORIZATION**

**Table G-3**
**Existing Noise Levels (in dBA)**

| Receptor Site | Measurement Location | Time | $L_{eq}$ | $L_1$ | $L_{10}$ | $L_{50}$ | $L_{90}$ |
|---|---|---|---|---|---|---|---|
| 1 | Adjacent to project site on Greenwich Street between Perry and West 11th Streets | AM | 64.7 | 76.5 | 65.3 | 60.5 | 56.2 |
| | | MD | 66.6 | 78.1 | 69.1 | 59.4 | 55.2 |
| | | PM | 66.2 | 78.4 | 66.8 | 60.3 | 55.6 |
| 2 | Adjacent to project site on Perry Street between Greenwich and Washington Streets | AM | 66.1 | 74.4 | 67.6 | 61.6 | 56.4 |
| | | MD | 63.9 | 76.0 | 64.7 | 59.6 | 55.6 |
| | | PM | 62.8 | 75.3 | 64.3 | 58.8 | 58.8 |
| **Note:** Measurements were conducted on October 19, 2016. | | | | | | | |

At the receptor site, vehicular traffic was the dominant noise source. Measured levels are moderate and reflect the level of vehicular activity on the adjacent roadways. In terms of the CEQR criteria, the existing noise levels at Site 1 are in the "marginally acceptable" category.

## E. NOISE ATTENUATION MEASURES

Potential future development on the project site would be expected to include standard façade construction methods including acoustically rated windows as well as air conditioning as an alternate means of ventilation. A building façade, including these elements, would be expected to provide a composite Outdoor-Indoor Transmission Class[1] (OITC) such that interior noise levels would be 45 dBA or lower for residential uses or 50 dBA or lower for commercial uses. Furthermore, because the exterior $L_{10(1h)}$ noise levels at the project site would be less than 70 dBA, the *CEQR Technical Manual* does not provide a specific requirement for the level of window/wall attenuation.

In addition, any building mechanical system (i.e., heating, ventilation, and air conditioning systems) to be constructed at the project site would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. ✷

[1] The attenuation of a composite structure is a function of the attenuation provided by each of its component parts, and how much of the area is made up of each part. A building façade generally consists of wall, glazing, and any vents or louvers associated with building mechanical systems. The OITC classification is defined by the American Society of Testing and Materials (ASTM) E1332-10 and is used in the acoustical design of building façades.

# APPENDIX A

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

# ENVIRONMENTAL REVIEW

**Project number:** DEPARTMENT OF CITY PLANNING / 77DCP443M
**Project:** WEST VILLAGE HOUSES
**Address:** 738 GREENWICH STREET, **BBL:** 1006330024
**Date Received:** 4/27/2017

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**[ ] No architectural significance**

**[X] No archaeological significance**

**[X] Designated New York City Landmark or Within Designated Historic District**

**[X] Listed on National Register of Historic Places**

**[ ] Appears to be eligible for National Register Listing and/or New York City Landmark Designation**

**[ ] May be archaeologically significant; requesting additional materials**

**Comments:**

The LPC is in receipt of the EAS of 4/12/17. The text is acceptable. The project requires LPC approval and issuance of an LPC permit. A construction protection plan is also required, and shall be submitted to the LPC for review and comment.

Gina Santucci 4/28/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

**File Name:** 32360_FSO_GS_04282017.doc