

220 Central Park South Garage

Environmental Assessment Statement

ULURP #: 170249ZSM, N170250ZCM

CEQR #: 16DCP034M

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

**Prepared on Behalf of:
VNO 225 West 58th Street LLC**

**Prepared by:
Philip Habib & Associates**

June 16, 2017

220 CENTRAL PARK SOUTH GARAGE

ENVIRONMENTAL ASSESSMENT STATEMENT

TABLE OF CONTENTS

EAS Form.....	Form
Attachment A.....	Project Description
Attachment B.....	Supplemental Screening Analyses
Appendix I.....	Residential Growth Parking Study
Appendix II.....	LPC Environmental Review Letter

EAS Form



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 220 Central Park South Parking Garage EAS

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
16DCP034M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
170249ZSM, N170250ZCM

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

2a. Lead Agency Information

NAME OF LEAD AGENCY

New York City Department of City Planning

NAME OF LEAD AGENCY CONTACT PERSON

Robert Dobruskin, AICP, Director, EARD

ADDRESS

22 Reade Street, 4E

CITY

New York

STATE

NY

ZIP

10007

TELEPHONE

212-720-3423

EMAIL

rdobrus@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT

VNO 225 West 58th Street LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Barry Langer

ADDRESS

888 Seventh Avenue

CITY

New York

STATE

NY

ZIP

10019

TELEPHONE

EMAIL

BLanger@vno.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):

6NYCRR Part 617.4(b)(9): Any Unlisted Action occurring wholly or partially within, or substantially contiguous to any historic building, structure, site or district. Project Site is located adjacent to LPC-designated architectural resources and is also located within close proximity to Central Park, a designated scenic landmark.

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

LOCALIZED ACTION, SITE SPECIFIC

LOCALIZED ACTION, SMALL AREA

GENERIC ACTION

4. Project Description

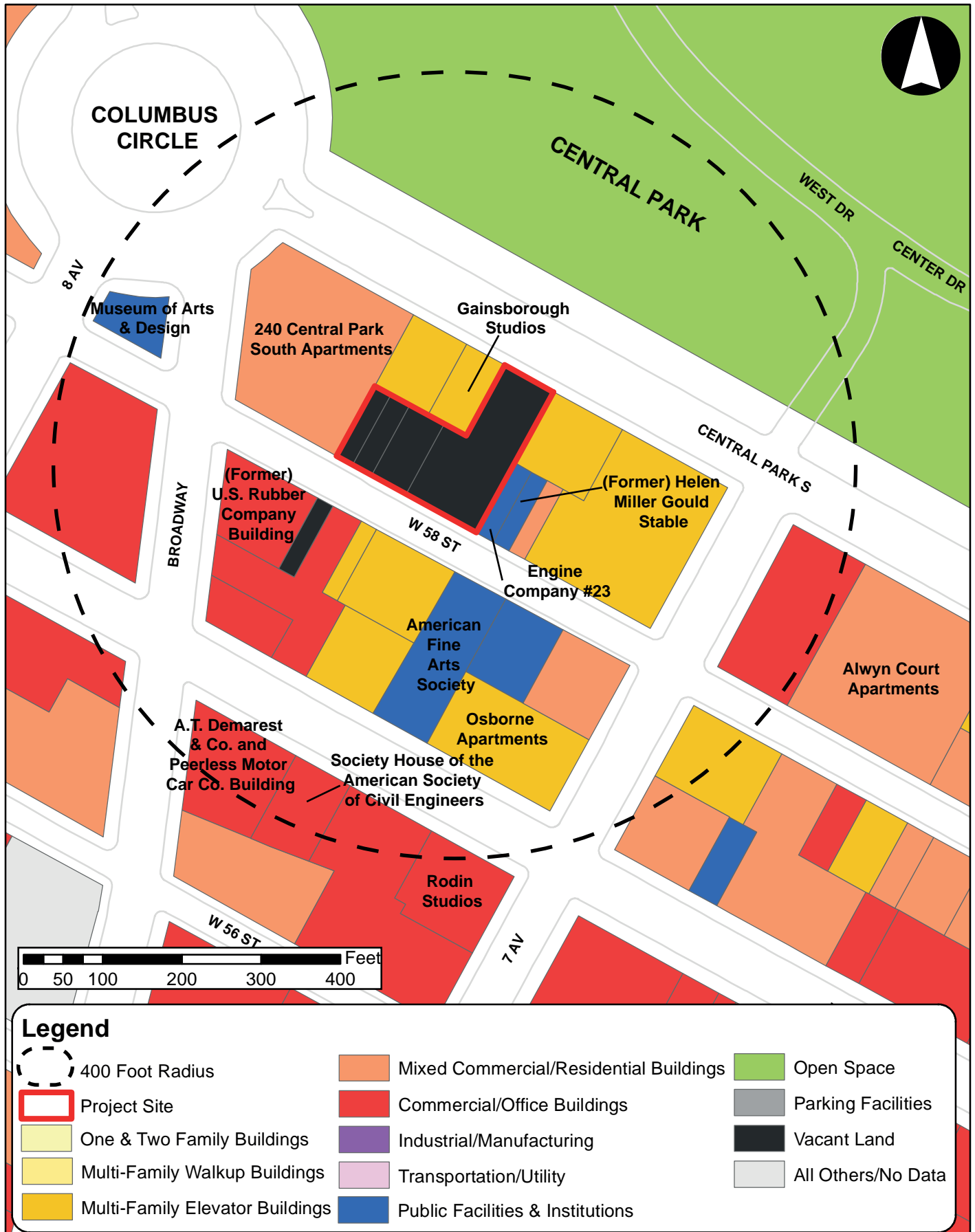
This Environmental Assessment Statement ("EAS") has been prepared in support of a Land Use Review Application filed with the New York City Department of City Planning (DCP). The applicant, VNO 225 West 58th Street LLC (the "Applicant"), is seeking a zoning special permit pursuant to Sections 13-45 and 13-451 of the New York City Zoning Resolution ("ZR"), "Special Permits for Additional Parking Spaces" and "Additional Parking Spaces for Residential Growth," respectively, (the "Proposed Actions"). The Proposed Actions would allow for the increase in capacity of the below-grade, attended, accessory parking garage from 24 spaces to 64 spaces (an increment of 40 parking spaces) (the "Proposed Garage") to be provided in a planned building that is otherwise being constructed on an as-of-right basis on the development site at 220 Central Park South. The requested 64-space capacity is based on the calculation of one parking space per 200 square feet (a calculation that provides the minimum capacity). As indicated in the ULURP application, the maximum parking that could fit in the parking facility, based on a calculation of one parking space per 180 square feet, would be 70 parking spaces. However, the Applicant is seeking 64 parking spaces.

The Applicant is also seeking a certification pursuant to ZR Section 26-15 (curb cuts) to allow for the construction of two curb cuts on West 58th Street. The certification is a ministerial action.

The Project Site is located at 220 Central Park South on Tax Lots 15, 16, 17, and 19 of Block 1030 in Manhattan Community District 5. The Proposed Garage would consist of approximately 15,255 sf on the ground floor and sub-cellar level (all of which has been previously excavated and is currently being built-out) of a proposed ~625,000 gsf mixed-use development which would include 118 dwelling units ~545,000 gsf and retail ~460 gsf. Refer to Attachment A, "Project Description" for details.

Project Location		
BOROUGH Manhattan	COMMUNITY DISTRICT(S) 5	STREET ADDRESS 220 Central Park South
TAX BLOCK(S) AND LOT(S) Block 1030, Lot 15, 16, 17, and 19		ZIP CODE 10019
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The block containing the Project Site is bounded by W.58th Street to the south, 7th Avenue to the east, Central Park South to the north and Broadway to the west.		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R10H, C5-1		ZONING SECTIONAL MAP NUMBER 8C
5. Required Actions or Approvals (check all that apply)		
City Planning Commission: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNIFORM LAND USE REVIEW PROCEDURE (ULURP) <input type="checkbox"/> CITY MAP AMENDMENT <input checked="" type="checkbox"/> ZONING CERTIFICATION <input type="checkbox"/> CONCESSION <input type="checkbox"/> ZONING MAP AMENDMENT <input type="checkbox"/> ZONING AUTHORIZATION <input type="checkbox"/> UDAAP <input type="checkbox"/> ZONING TEXT AMENDMENT <input type="checkbox"/> ACQUISITION—REAL PROPERTY <input type="checkbox"/> REVOCABLE CONSENT <input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY <input type="checkbox"/> DISPOSITION—REAL PROPERTY <input type="checkbox"/> FRANCHISE <input type="checkbox"/> HOUSING PLAN & PROJECT <input type="checkbox"/> OTHER, explain: <input checked="" type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 13-45 ("Special Permits for Additional Parking Spaces") and 13-451 ("Additional Parking Spaces for Residential Growth"); 26-15 curb cut certification from CPC and DOT		
Board of Standards and Appeals: <input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> VARIANCE (use) <input type="checkbox"/> VARIANCE (bulk) <input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION		
Department of Environmental Protection: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:		
Other City Approvals Subject to CEQR (check all that apply) <input type="checkbox"/> LEGISLATION <input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: <input type="checkbox"/> RULEMAKING <input type="checkbox"/> POLICY OR PLAN, specify: <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES <input type="checkbox"/> FUNDING OF PROGRAMS, specify: <input type="checkbox"/> 384(b)(4) APPROVAL <input type="checkbox"/> PERMITS, specify: <input type="checkbox"/> OTHER, explain:		
Other City Approvals Not Subject to CEQR (check all that apply) <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL <input type="checkbox"/> OTHER, explain:		
State or Federal Actions/Approvals/Funding: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify:		
6. Site Description: <i>The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.</i> Graphics: <i>The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.</i> <input checked="" type="checkbox"/> SITE LOCATION MAP <input checked="" type="checkbox"/> ZONING MAP <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP <input checked="" type="checkbox"/> TAX MAP <input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) <input checked="" type="checkbox"/> 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.): 27,608 sf (Lot Area) Waterbody area (sq. ft.) and type: N/A Roads, buildings, and other paved surfaces (sq. ft.): 27,608 sf Other, describe (sq. ft.): N/A		
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): 15,255 sf (total parking area) NUMBER OF BUILDINGS: Part of one building GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Approximately 15,255 sf in an approximately 625,000 gsf building HEIGHT OF EACH BUILDING (ft.): N/A - Part of the sub-cellar and part of the first floor. NUMBER OF STORIES OF EACH BUILDING: Part of the sub-cellar level and part of the first floor		

Does the proposed project involve changes in zoning on one or more sites? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify: The total square feet owned or controlled by the applicant: The total square feet not owned or controlled by the applicant:	
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):	
AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length)	VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)	
8. Analysis Year CEQR Technical Manual Chapter 2	
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2018	
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: Currently underway - 36 months total (same as No-Action condition)	
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF MULTIPLE PHASES, HOW MANY? N/A	
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:	
9. Predominant Land Use in the Vicinity of the Project (check all that apply)	
<input checked="" type="checkbox"/> RESIDENTIAL	<input type="checkbox"/> MANUFACTURING
<input checked="" type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE
<input checked="" type="checkbox"/> OTHER, specify: Mixed-Use; Institutional	





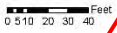
NYC Digital Tax Map

Effective Date : 04-16-2014 09:27:54
End Date : Current
Manhattan Block: 1030



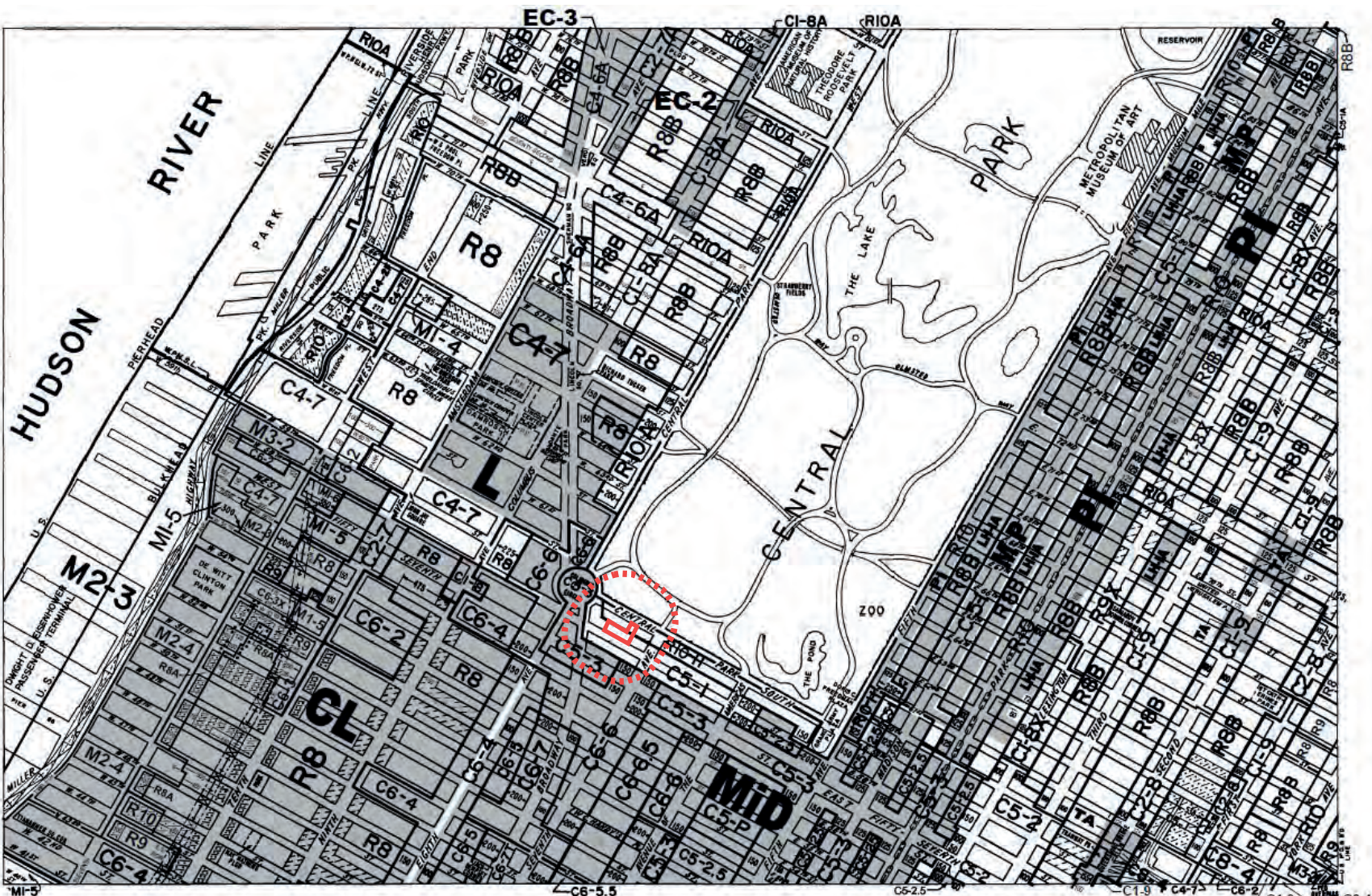
Legend

- Streets
- Miscellaneous Text
- ↓ Possession Hooks
- - - Boundary Lines
- ↓ Lot Face Possession Hooks
- Regular
- Underwater
- Yellow Tax Lot Polygon
- Blue Condo Number
- Blue Tax Block Polygon
- Development Site
- Project Area
- - - - - Approximate 400' Radius



220 Central Park South Parking Garage EAS

Figure 2
Tax Map



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

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

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

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

AREA(S) REZONED

Effective Date(s) of Rezoning:
 06-26-2014 C 140181 ZMM

Special Requirements:
 For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
 For a list of lots subject to "d" restrictive declarations, see APPENDIX D.
 For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

	5d	6b
8a	8c	9a
8b	8d	9b

© Copyrighted by the City of New York

0 600 1200 1800 FEET

— Project Site - - - - - 400-Foot Radius

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C1-9 C2-4 C2-5 C8-4

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 5 (Location of District Boundaries) of the Zoning Resolution.

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning, or contact the Zoning Information Desk at (212) 720-3251.

220 Central Park South Parking Garage EAS

Figure 3
Zoning Map



1. View southeast of the project site from Central Park South/W.59th Street.



3. View northwest of the project site from W.58th Street.



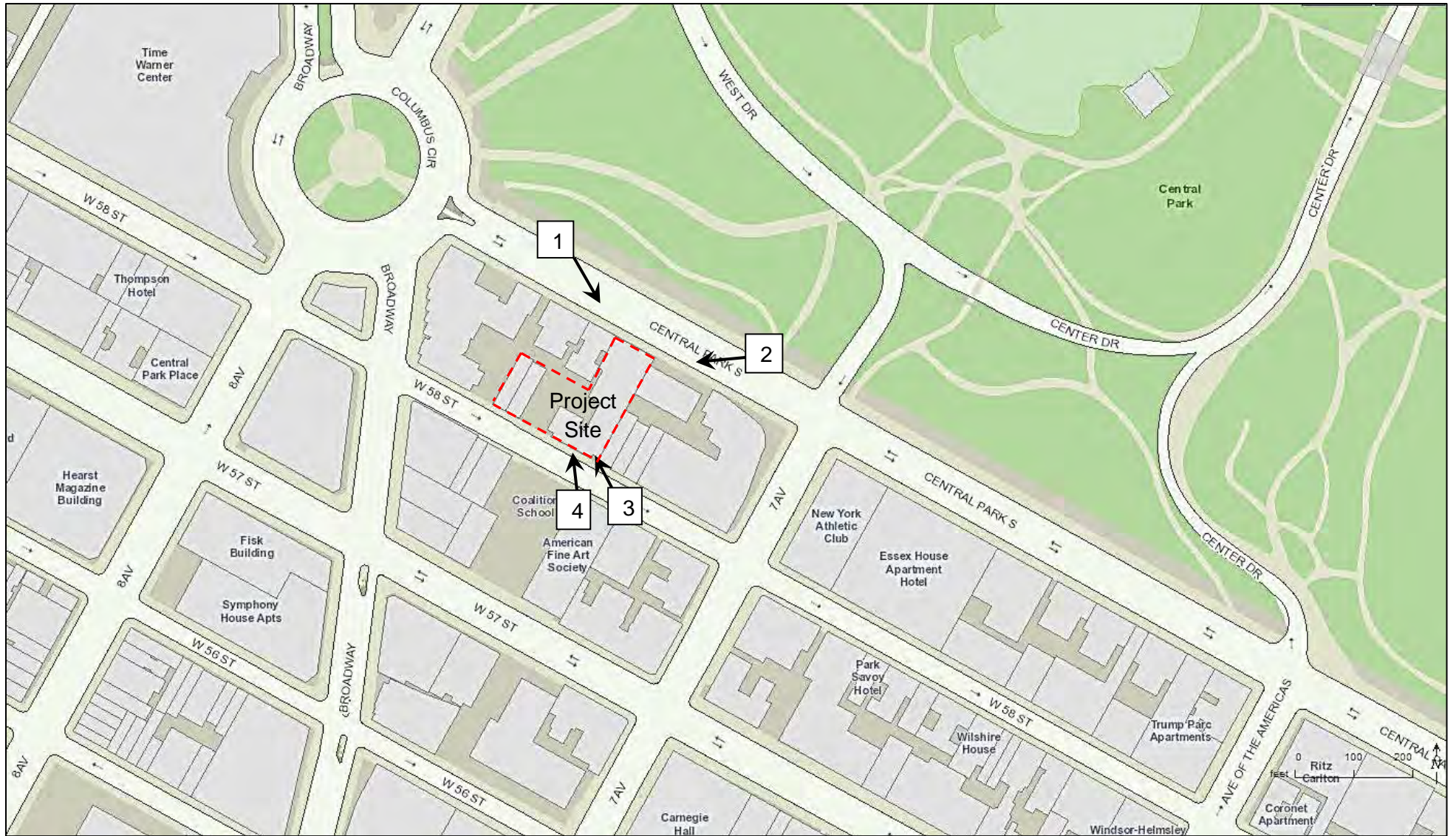
2. View southwest of the project site from Central Park South/W.59th Street.



4. View northwest of the 220 CPS development from W.58th Street.

220 Central Park South Parking Garage EAS

Figure 4
Site Photographs



220 Central Park South Parking Garage EAS

Figure 5
Photo Location Map

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	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures		Multi-family elevator	Multi-family elevator	No change
No. of dwelling units		118	118	No change
No. of low- to moderate-income units		0	0	No change
Gross floor area (sq. ft.)		Sub-Cellar Storage: 3,500 gsf Sub-Cellar Parking: 7,500 gsf Overall Residential: ~624,000 gsf	Sub-Cellar Storage: 0 gsf Sub-Cellar Parking: 11,000 gsf Overall Residential: ~624,000 gsf	Sub-Cellar Storage: -3,500 gsf Sub-Cellar Parking: +3,500 gsf Overall Residential: No change
Commercial	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)		Local Retail	Local Retail	No change
Gross floor area (sq. ft.)		~460 gsf	~460 gsf	No change
Manufacturing/Industrial	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:	Construction site			
Publicly Accessible Open Space	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
PARKING				
Garages	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces		0	0	No Increment
No. of accessory spaces		24 Spaces	64 Spaces	40 spaces
Operating hours		24 hours/7 days	24 hours/7 days	No Increment
Attended or non-attended		Attended	Attended	No Increment
Lots	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
POPULATION				
Residents	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify number:		190	190	No change
Briefly explain how the number of residents was calculated:	118 dwelling units multiplied by 1.61 persons per household (per 2010 Census for Manhattan CB5)			
Businesses	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. and type		Parking Garage	Parking Garage	Parking Garage
No. and type of workers by business		1 Attendant	2 Attendants	1 Attendant
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	1 Employee per 50 parking spaces.			
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If any, specify type and number:		24 vehicle operators + passengers	64 vehicle operators + passengers	40 vehicle operators + passengers
Briefly explain how the number was calculated:	Assumes that the driver brings the vehicle into the garage. Some drivers would arrive with passengers.			
ZONING				
Zoning classification	R10H, C5-1	R10H, C5-1	R10H, C5-1	R10H, C5-1
Maximum amount of floor area that can be developed	472,000 ZFA	472,000 ZFA	472,000 ZFA	No Increment
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential; Commerical; Institutional; Mixed-Use; Open Space	Same as existing condition.	Same as existing condition.	No Change
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the 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?		

	YES	NO
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Health Care Facilities		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
v. Fire and Police Protection		
o Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
○ 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 percent?	<input type="checkbox"/>	<input type="checkbox"/>
○ If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
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)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. Refer to Attachment B for details.		
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in Chapter 10 .		
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 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ 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 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

	YES	NO
<ul style="list-style-type: none"> o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. 	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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. Refer to Attachment B, "Supplemental Screening" for details.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in 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. Refer to Attachment B, "Supplemental Screening" for details.		

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 Barry Langer	SIGNATURE 	DATE June 16, 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 III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

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

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potentially Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials?

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

YES NO

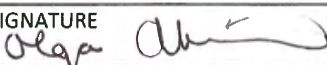
3. Check determination to be issued by the lead agency:

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 Deputy Director, Environmental Assessment & Review Division	LEAD AGENCY New York City Department of City Planning
Olga Abinader	DATE June 16, 2017
SIGNATURE 	

Attachment A
Project Description

220 Central Park South Parking Garage EAS
Attachment A: Project Description

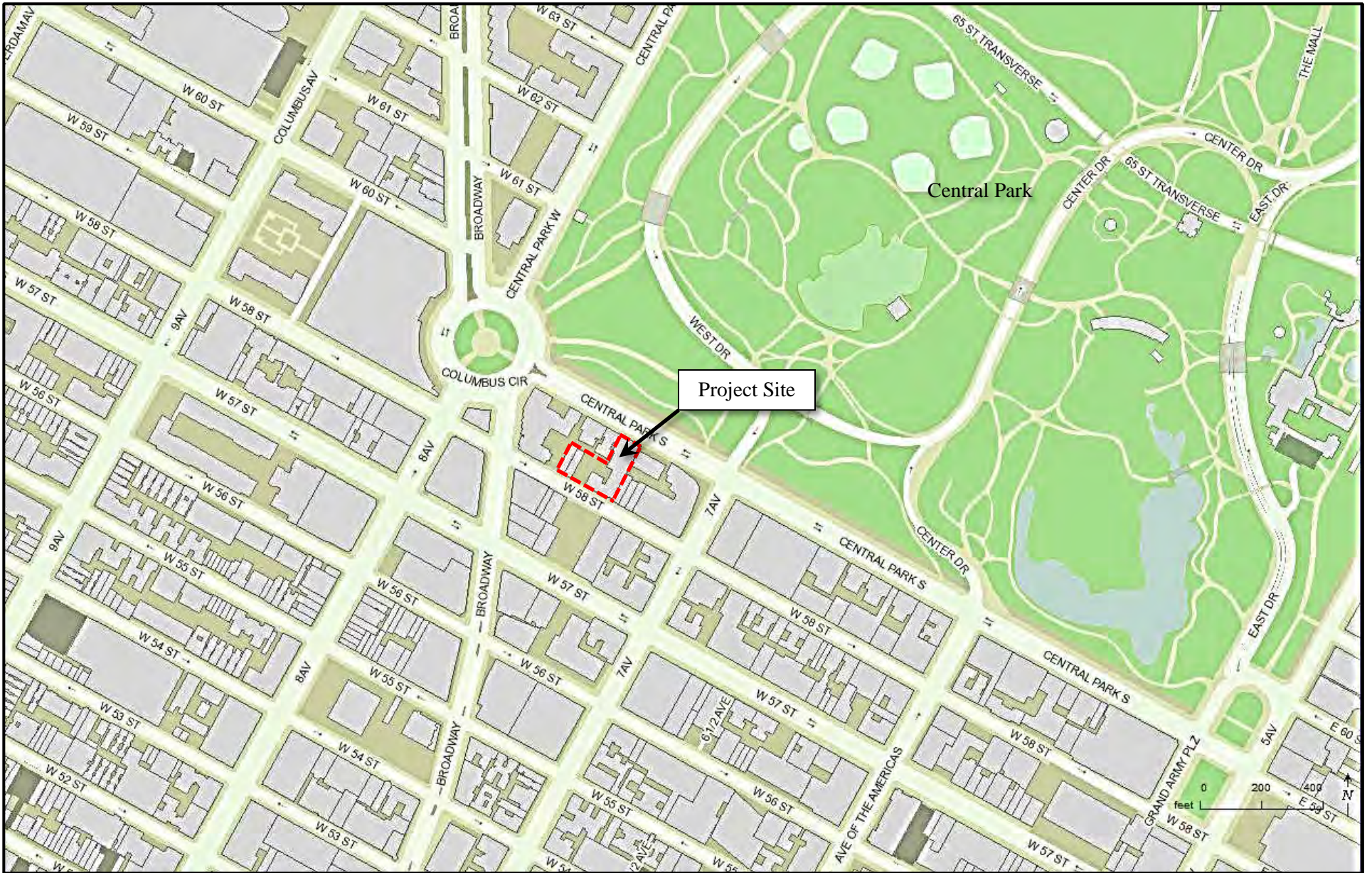
A. INTRODUCTION

This Environmental Assessment Statement (“EAS”) has been prepared in support of a Land Use Review Application filed with the New York City Department of City Planning (DCP). VNO 225 West 58th Street LLC (the “Applicant”), is seeking a zoning special permit pursuant to Sections 13-45 and 13-451 of the New York City Zoning Resolution (“ZR”), “Special Permits for Additional Parking Spaces” and “Additional Parking Spaces for Residential Growth,” respectively (the “Proposed Actions”). The Proposed Actions would allow for the increase in capacity of the below-grade, attended, accessory parking garage from 24 spaces to 64 spaces (an increment of 40 parking spaces) (the “Proposed Garage”) to be provided in a planned building that is otherwise being constructed on an as-of-right basis on the development site at 220 Central Park South. The Applicant is also seeking a certification pursuant to ZR Section 26-15 (curb cuts) to allow for the construction of two curb cuts on West 58th Street. The certification is a ministerial action.

The site consists of Tax Lots 15, 16, 17 and 19 of Block 1030 (the “project site”) in Manhattan Community District 5 (see **Figure A-1**, “Project Site Location Map”). Under No-Action conditions, the approximately 625,000 gross square-foot (gsf) mixed-use building on the development site would include approximately 118 dwelling units (DUs), approximately 460 gsf of local retail space, and approximately 24 accessory parking spaces (the maximum number of spaces permitted on an as-of-right basis). Apart from the 40-space incremental increase in parking capacity, the Proposed Actions would not result in any other changes to the development; there would be no change in overall building area, footprint, or volume of below-grade spaces, building envelope, curb cut location (apart from a 3-foot shift in the location of garage curb cut as described below), residential units or number of building employees. Space occupied by the expanded garage area under With-Action conditions would be used for storage under No-Action conditions.

The building currently under construction will be completed and fully occupied in 2018, including the proposed garage. While the overall construction period for the planned as-of-right development is expected to be 36 months, the additional parking capacity would not change the duration of construction as the parking area would be provided on portions of the ground floor and sub-cellar level of the as-of-right building. The City Planning Commission is serving as the lead agency for environmental review.

As the project site is located across the street from Central Park (in addition to being a publicly accessible open space, Central Park is a designated scenic landmark) and located adjacent to City-designated historic resources (including the former Helen Miller Gould Stable, Engine Company 23, 240 Central Park South apartments, and Gainsborough Studios, among others), the proposed project is considered a Type I action.



220 Central Park South Parking Garage EAS

**Figure A-1
Project Site Location Map**

B. PROJECT AREA EXISTING CONDITIONS

The project site, which consists of Block 1030, Lots 15, 16, 17 and 19, is an irregularly-shaped approximately 27,608-square-foot (sf) midblock through lot with 75 feet of frontage on Central Park South (West 59th Street) and 200 feet of frontage on West 58th Street. Located between Seventh Avenue and Broadway, the range of addresses associated with the site includes 220 Central Park South, 225 West 58th Street, 229 West 58th Street and 231 West 58th Street (see **Figure A-1**, “Project Site Location Map”). On West 58th Street, the site is located approximately 145 feet east of Broadway and 250 feet west of Seventh Avenue (refer to **Figure 2**, “Tax Map” in the EAS Form.) The project site has three curb cuts on W. 58th Street with a combined length of 56 feet. These curb cuts served two parking garages formerly located on the project site but which closed prior to ongoing as-of-right construction on the project site.

The entire project site is currently under construction (**Figure A-2** provides an aerial photo of the development site). The property on the northern half of the block is located within the R10-H zoning district, while the property on the southern half of the block is located within an existing C5-1 zoning district (refer to **Figure 3**, Zoning Map, attached to the EAS Form). **Table A-1** summarizes information about the project site.

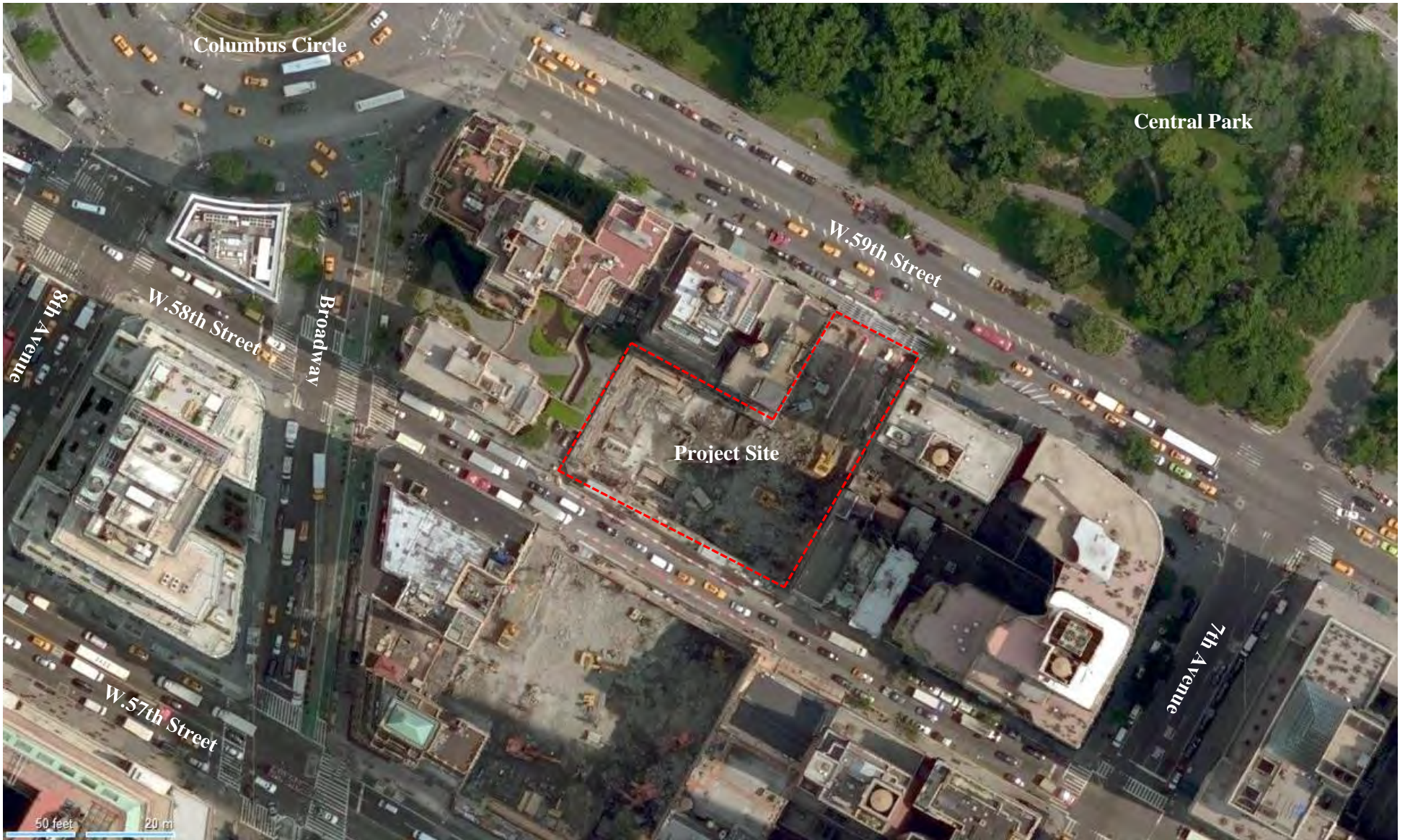
**Table A-1
Project Site Characteristics**

Block	Lot	Lot Area	Frontage	Existing Use	Zoning
1030	15	2,510	25' on West 58th St	The applicant is undertaking as-of-right construction activities	C5-1
	16	2,500	25' on West 58th St	The applicant is undertaking as-of-right construction activities	C5-1
	17	5,020	50' on West 58th St	The applicant is undertaking as-of-right construction activities	C5-1
	19	17,578	100' on West 58th St 75' on West 59th St	The applicant is undertaking as-of-right construction activities	R10-H C5-1
TOTAL		27,608			

The Applicant is completing construction of the structure of the as-of-right mixed-use development on the site. While the Proposed Actions would directly affect the four tax lots listed above, there are several other properties generating development rights for the planned development. However, as all of these air rights are being used for the project site, there are no potential “soft sites” that could be affected by the Proposed Actions.

Land Use

A variety of land uses are located within approximately 400 feet of the project site, including Columbus Circle, Central Park, and the Museum of Arts and Design. New buildings in this area, and in the surrounding area, have been high-rise residential developments in the last decade. The trend of new residential construction has been facilitated by the redevelopment of lots that have high floor area ratio (“FAR”) available, and the ability to combine tax lots to allow for bigger



----- Project Site Boundaries

buildings. Additionally, there are many landmarked buildings and low-rise buildings in this area that have unused air rights that were sold and transferred to neighboring lots, facilitating additional height and floor area.

Zoning

The portion of the development site located on the north side of the block (along Central Park South), which comprises approximately 7,500 sf (approximately 27 percent of the site's lot area) and includes part of Lot 19, is zoned R10-H. The portion of the development site located on the south side of the block (along West 58th Street) which comprises approximately 20,108 sf (approximately 73 percent of the site's lot area) and includes part of Lot 19, is zoned C5-1. C5 commercial districts are exempt from off-street parking requirements. In the R10-H portion, the maximum base FAR is 10.0, which can be increased to 12.0 FAR through an Inclusionary Housing bonus. In the C5-1 portion, the maximum base residential FAR of 10.0 can be increased to 12.0 FAR for a plaza bonus or an Inclusionary Housing bonus. The "Manhattan Core" parking requirements outlined in Article I, Section 3 of the ZR are applicable to the development site (including the Public Use and Off-Site Parking (ZR Section 13-21), Applicability of Enclosure and Screening Requirements (ZR Section 13-22), Floor Area (ZR Section 13-23), Curb Cut Restrictions (ZR Section 13-24), Reservoir Spaces (ZR Section 13-25), Pedestrian Safety and Access (ZR Section 13-26), Minimum and Maximum Size of Parking Facilities (ZR Section 13-27). The 40 percent minimum parking required by R10 districts is waived because the site is located within the "Manhattan Core." As per Article I, Section 3 of the ZR, any new development in Community District 5 is permitted to provide accessory residential parking spaces equivalent to up to 20 percent of the number of new DUs and one space per every 4,000 sf of commercial or community facility floor area. Therefore, the Proposed Project, with a development program of 118 residential units, would be permitted approximately 24 residential accessory parking spaces as-of-right.

C. PROPOSED ACTIONS

The Proposed Actions consists of a City Planning Commission (CPC) zoning special permit, which is a discretionary action subject to the Uniform Land Use Review Procedure (ULURP) (ULURP #170249ZSM, N170250ZCM). This special permit is pursuant to ZR Section 13-45¹ and Section 13-45^{1,2}, "Special Permit for Additional Parking Spaces" and "Additional Parking Spaces for

¹ In accordance with the special permit provisions of Sections 13-451 through 13-455, the City Planning Commission may permit the off-street parking facilities listed in paragraph (a) of this Section, provided that such parking facilities comply with the conditions of paragraph (b) and the findings of paragraphs (c) and (d) of this Section.

² The City Planning Commission may permit a parking facility listed in paragraph (a) of Section 13-45 (Special Permits for Additional Parking Spaces), where such parking facility serves the parking needs of a predominantly residential development or enlargement, provided that, in addition to the conditions and findings set forth in Section 13-45, the Commission shall find that either: (a) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to: (1) the increase in the number of dwelling units; and (2) the number of both public and accessory off-street parking spaces, taking into account both the construction, if any, of new off-street parking facilities and the reduction, if any, in the number of such spaces in existing parking facilities. In making this determination, the Commission may take into account off-street parking facilities for which building permits have been granted, or which have obtained City Planning Commission special permits pursuant to Section 13-45.

Residential Growth,” respectively, to allow the new development to provide 40 additional accessory parking spaces, for a total of 64 attended accessory parking spaces in the sub-cellar level. The new building under construction on the development site is permitted 24 accessory parking spaces as-of-right.

Per ZR Section 13-27, “Minimum and Maximum Size of Parking Facilities,” there is a calculation that determines the minimum and maximum size of accessory off-street parking facilities as described below. For all accessory off-street parking facilities, the minimum and maximum size requirements for the parking zone for such parking facilities are set forth in this Section. The access zone of such parking facilities shall not have a minimum or maximum gross surface area. For the purpose of calculating surface area in attended parking facilities with parking lift systems, the lifted tray upon which a vehicle is stored shall constitute surface area. For attended parking facilities without parking lift systems, the minimum gross surface area, in square feet, of the parking zone shall be 180 times the number of off-street parking spaces provided, and the maximum gross surface area, in square feet, of the parking zone shall not exceed 200 times the number of off-street parking spaces provided. For attended parking facilities with parking lift systems, the minimum and maximum surface area of the portion of the parking zone allocated to elevated parking spaces shall be 153 times the number of elevated spaces able to be provided on lifted trays. The Proposed Garage will be a 64-space attended parking facility that will include a mix of double-height stackers and conventional attended-park spaces in the subcellar-2 level of the Proposed Garage. The layout includes seven stackers, which allow seven spaces at-grade below the stacker and seven spaces on the lifted trays of the stackers, and 50 conventional at-grade spaces. The subcellar-2 level includes 12,401 square feet of parking zone, of which 1,071 square feet consists of the lifted trays (at 153 square feet per stacker). As indicated on the Proposed Plans, the maximum number of spaces permitted in a parking zone with the above component areas is 64 spaces. The Applicant is not seeking to exceed the requested 64-space capacity.

The Applicant is also seeking a certification pursuant to ZR Section 26-15 (curb cuts) to allow for the construction of two curb cuts on West 58th Street. The certification is a ministerial action.

The requested parking special permit would allow the development to provide more parking spaces than allowed as-of-right pursuant to ZR Section 13-451, “Additional parking spaces for residential growth.” This allows the CPC to increase permitted parking provided it makes certain findings, including: that either (a) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to: (1) the increase in the number of dwelling units; and (2) the number of both public and accessory off-street parking spaces, or (b) the proposed ratio of parking spaces to dwelling units in the proposed development or enlargement does not exceed: (1) 20 percent of the total number of dwelling units, where such units are located within Community District 1, 2, 3, 4, 5 or 6; or (2) 35 percent of the total number of dwelling units, where such units are located within Community District 7 or 8.

In support of the application for this special permit, the Applicant prepared a “residential growth” parking study for the area within a one-third mile radius of the development site. In order to identify the ratio of recent off-street residential parking spaces to recent residential units developed in the study area, the study focused on changes in conditions since 2005 through the anticipated 2018 Build year. The study found with the 64 accessory parking spaces that would be provided as a result of the Proposed Actions that this ratio would be well below 20 percent and, thus the proposed larger garage would help to meet the need for residential parking in this area, which has

experienced substantial new residential development. A number of new developments in this area have been in new buildings that replaced public parking lots. There have also been several existing non-residential buildings converted to residential use, which do not provide parking. Based on the findings of the parking study, the proposed 64-space accessory parking garage would be reasonable and not excessive in relationship to recent trends in close proximity to the development site as the project satisfies the required residential growth finding for the special permit. Accordingly, the Proposed Actions would be eligible for the special permit.

Table A-2 summarizes the requested approvals that comprise the Proposed Actions.

**Table A-2
Summary of Requested Approvals**

TYPE OF ACTION	BRIEF DESCRIPTION
Zoning Special Permit Pursuant to ZR § 13-45 & 13-451	To allow the proposed development to provide 64 attended parking spaces, exceeding the maximum allowed as-of-right, which is 24 spaces. The proposed accessory parking would address growth in residential demand generated by residents on the proposed development site

Section D, below provides more information on the parking plan that would result from the proposed special permit. The overall garage capacity, number of reservoir spaces, booth location, presence of safety features such as an audible bell and flashing light that warn pedestrians of moving vehicles, signage and striping, and vehicle operator waiting areas are design components would be enforced through the special permit.

Build Year

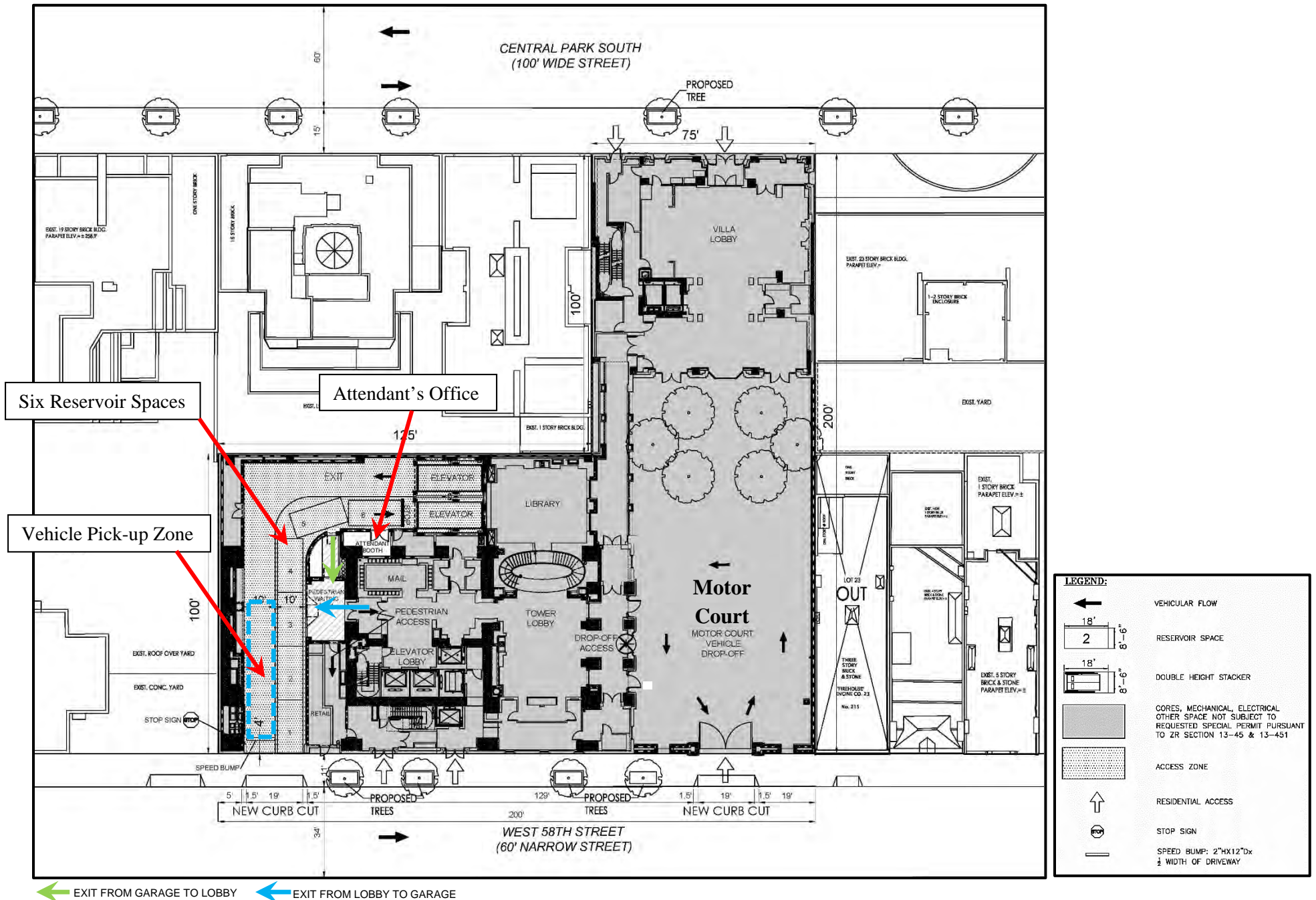
The building currently under construction will be completed and fully occupied in 2018, including the proposed garage. While the overall construction period for the planned as-of-right development is expected to be 36 months, the additional parking capacity would not change the duration of construction as the parking area would be provided on portions of the ground floor and sub-cellar level of the as-of-right building.

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

A RWCDS for the development site has been identified in order to assess the environmental effects that could occur as a result of the Proposed Actions. This includes the amount, type, and location of development that is expected to occur in both No-Action and With-Action conditions. The net incremental difference between the With-Action and No-Action serves as the basis for the environmental impact analyses. Refer to **Figure A-3** for the No-Action and With-Action garage plans.

RWCDS No-Action Conditions

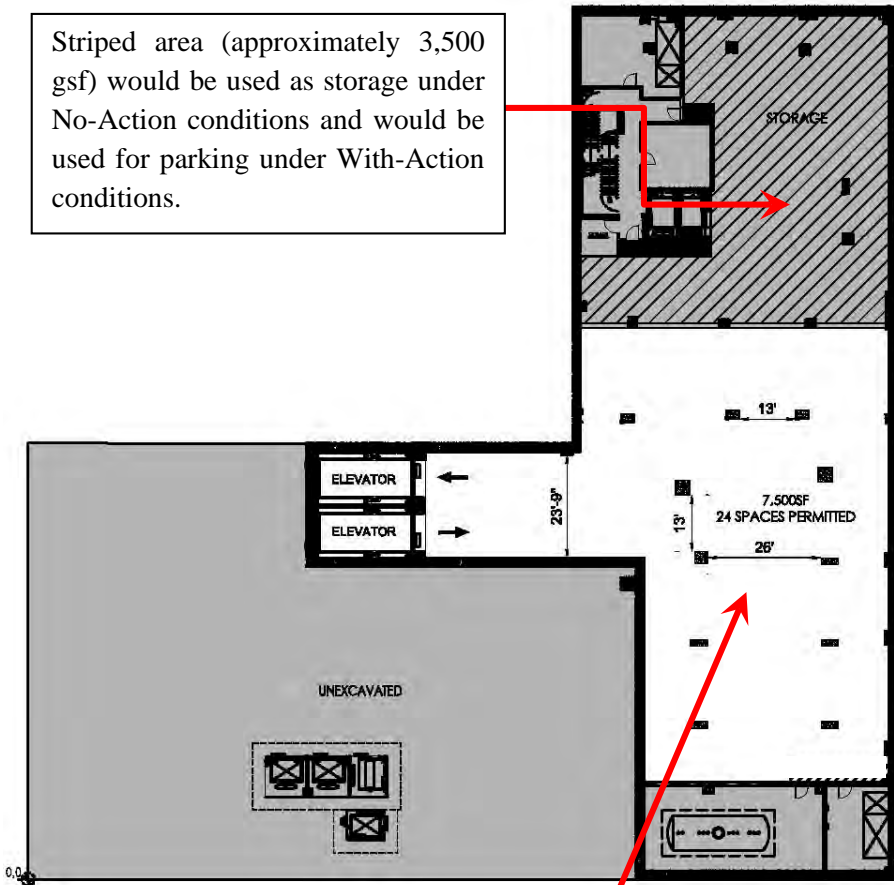
The Applicant filed plans for the planned development on an as-of-right basis with 24 permitted residential accessory parking on May 28, 2014 with the NYC Department of Buildings under New Building Job Application No. 121184592. Absent the Proposed Actions, the building will include: approximately 118 DUs; approximately 460 gsf of ground-floor local retail space; 24 accessory



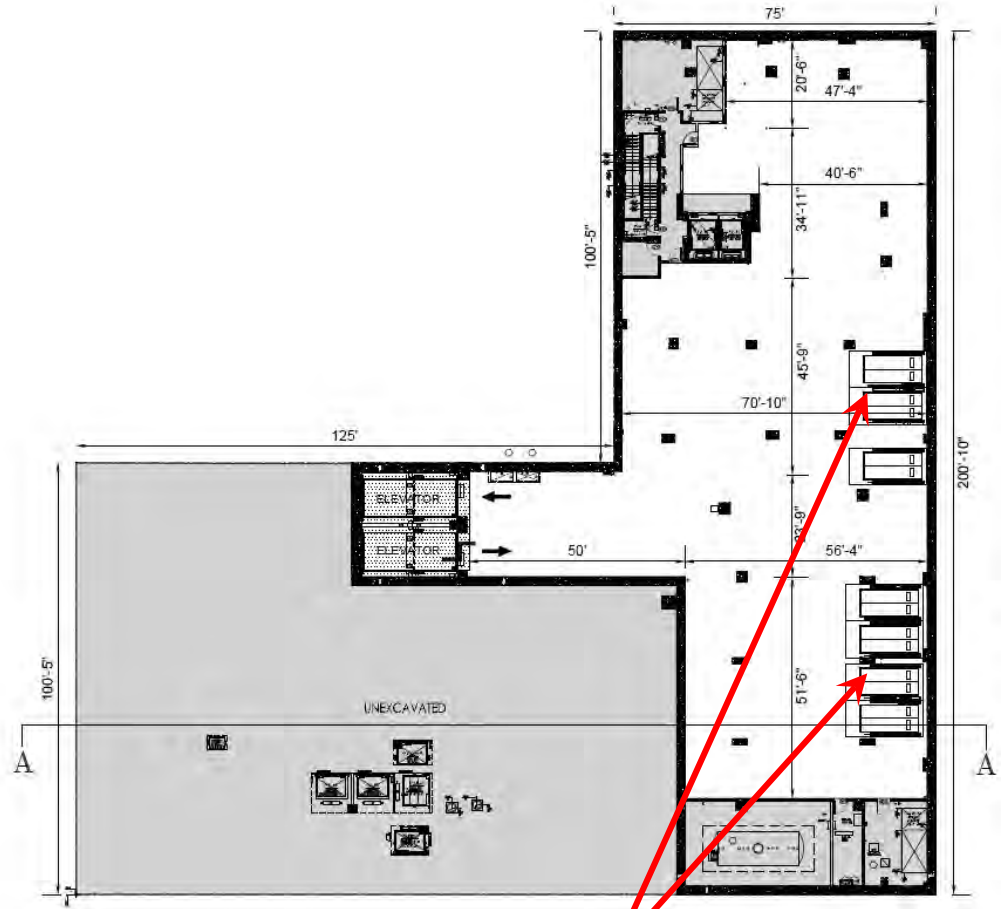
No-Action Sub-Cellar Parking Garage Plan

With-Action Sub-Cellar Parking Garage Plan

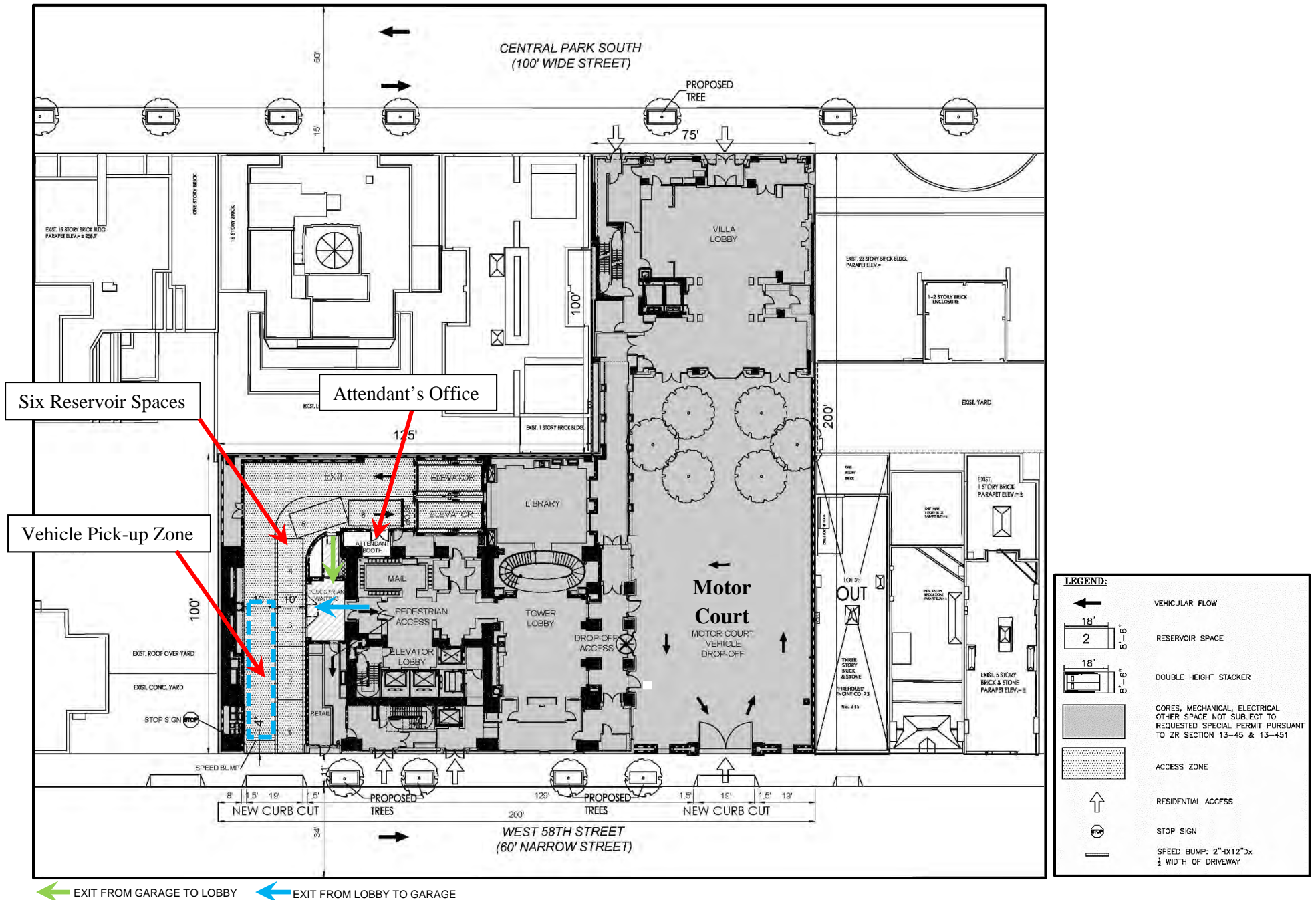
Striped area (approximately 3,500 gsf) would be used as storage under No-Action conditions and would be used for parking under With-Action conditions.



Sub-cellar parking area to be accessed by parking attendant only. Surface parking spaces.



Seven double-height stackers would be provided. The balance of the sub-cellar parking area to be surface parking spaces. Area to be accessed by parking attendant only.



parking spaces (approximately 7,500 gsf); and approximately 3,500 gsf of storage on the sub-cellar level. The as-of-right building includes a 17-floor (250-foot tall) tower and a 70-floor (950-foot tall) tower on a shared base. The towers will share the lobby level and the three levels below ground. In addition to the 24-space parking garage, shared amenity spaces are planned on the ground, cellar, sub-cellar, and the 2nd and 3rd floors of the base of the towers. The project site's three existing curb cuts on W. 58th Street would be consolidated into two curb cuts and their locations would be shifted. These would include: (1) a 22-foot wide curb cut for the as-of-right accessory garage, located 5 feet east of the project site's western side lot line; and (2) a 22-foot wide curb cut for a motor court, located 19 feet west of the project site's eastern side lot line.

Under No-Action conditions, vehicle access would be the same as under the Proposed Actions. Vehicles would access the 24-space garage from West 58th Street via an elevator located on the ground level near the western property boundary. As noted above, the parking garage would be accessed via a 22-foot-wide curb cut. Six reservoir spaces would be provided on the ground floor. A second 22-foot-wide curb cut will also be constructed near the eastern limits of the site to serve a planned motor court. Refer to **Figure A-3a**, which shows the RWCDS No-Action (as-of-right) plans for the ground floor and sub-cellar. The development is expected to be completed and occupied in 2018. Refer to **Table A-3**, which summarizes the RWCDS for No-Action, With-Action, and Net Increment condition.

Table A-3
RWCDS Net Increment

	RWCDS No-Action Conditions	RWCDS With-Action Conditions	RWCDS Net Increment
Residential Units	118	118	0
Local Retail Space	+/-460 gsf	+/-460 gsf	0
Parking	24 spaces	64 spaces	+40 spaces
Curb Cut	2; Both on West 58th Street	2; Both on West 58th Street	Only change is a 3-foot shift in garage curb cut location
Building Heights	250 feet, 950 feet	250 feet, 950 feet	0

Garage Operations

Under the No-Action condition, the garage would operate as an accessory facility, only available to users who have a contractual relationship with the garage, i.e., this facility would not accommodate transient users. When approaching the parking garage to park a car, drivers would turn left from West 58th street into the parking garage via a 22-foot-wide curb cut to access the ground level reservoir area. This curb cut would provide vehicular access to the below-grade accessory parking garage accessed via two car elevators. The motorist would drive his/her vehicle into the next available reservoir space (there will be six reservoir spaces) and then wait for the parking attendant to take the vehicle at the reservoir space nearest the elevator, adjacent to the parking attendants' booth. Here an attendant would take the car from the driver. Drivers would exit the vehicle drop-off area through a hallway near reservoir space 5 which connects to the building lobby. The attendant would then drive the car into one of the two elevators and take the car down to the sub-cellar level of the building. The attendant would then drive the car into an available parking spot or stacker.

When a driver is ready to retrieve their car, they would call the attendant to arrange for their vehicle to be ready for pickup at a certain time or arrive in person and provide their claim ticket to the attendant and wait for their vehicle to be delivered to the ground floor. The attendant would locate the car in the sub-cellar, drive it from its parking spot into one of the two elevators, bring the car up to the ground floor and deliver it to the driver in the exit lane. The driver would exit the building lobby near reservoir position #3 and enter their vehicle in the exit lane in the area adjacent to reservoir positions 1 through 4. The driver would exit the driveway to the left and proceed east on West 58th Street.

The proposed parking facility would include standard safety features such as an audible bell and flashing light that warn pedestrians of moving vehicles.

RWCDS With-Action Conditions

With the Proposed Actions, the building on the development site would have 64 accessory parking spaces, in approximately 17,326 gsf of space on portions of the first floor (garage entry and exit lanes and elevators) and sub-cellar levels (parking level), which would require six reservoir spaces (see **Figure A-3**). The Proposed Actions would result in an increase in parking spaces on the sub-cellar level.

Pursuant to the proposed Certification, the dimensions and locations of the one of the two curb cuts described above for RWCDS No-Action conditions would be modified. Specifically, compared to the DOB-approved No-Action plans, the garage curb cut would be the same length but would be located three feet further to the east. As a result, the curb cut locations would be as follows: (1) a 22-foot wide curb cut for the as-of-right accessory garage, located 8 feet east of the project site's western side lot line; and (2) a 22-foot wide curb cut for a motor court, located 19 feet west of the project site's eastern side lot line. Apart from the 3-foot shift eastward of the garage curb cut, No-Action and With-Action curb cut conditions would be the same, with no qualitative change in curb cut operations.

The other elements of the building program (including building envelope, building bulk, size /number of curb cuts (as noted above the garage curb cut would be shifted 3 feet to the east), and number of cellar floors) would not change as compared to RWCDS With-Action conditions, except that the space occupied by the enlarged parking area would not be used for storage, as would be the case under RWCDS No-Action conditions. Additionally, seven double-height parking stackers would be used on the sub-cellar level to achieve the proposed 64-space parking capacity on the sub-cellar level. While not shown on the parking plan, an ADA Van space would be provided on the sub-cellar parking area. Garage operations, as described in the No-Action condition, would not change.

As indicated above, Per ZR Section 13-27, "Minimum and Maximum Size of Parking Facilities," there is a calculation that determines the minimum and maximum size of accessory off-street parking facilities as described below. For all accessory off-street parking facilities, there are minimum and maximum size requirements for the parking zone, with a ratio of 180 sf per space assumed for the maximum parking and 200 sf per space assumed for the minimum parking. The Proposed Garage will be a 64-space attended parking facility that will include a mix of double-height stackers and conventional attended-park spaces in the subcellar-2 level of the Proposed Garage. The layout includes seven stackers, which allow seven spaces at-grade below the stacker and seven spaces on the lifted trays of the stackers, and 50 conventional at-grade spaces. The

subcellar-2 level includes 12,401 square feet of parking zone, of which 1,071 square feet consists of the lifted trays (at 153 square feet per stacker). As indicated on the Proposed Plans, the maximum number of spaces permitted in a parking zone with the above component areas is 64 spaces. The Applicant is not seeking to exceed the requested 64-space capacity. As such, 64 spaces is assumed for analysis purposes.

Figure A-3b shows a side-by-side comparison of the sub-cellar plans for the No-Action and With-Action garage and **Figure A-3c** shows the With-Action conditions for the ground floor, reflecting the shift of the garage curb cut 3 feet to the east.

Net Increment

The program for the planned development would be the same under both RWCDS No-Action and RWCDS With-Action conditions, as the scope of the Proposed Actions would only affect the number of parking spaces provided in the development. As such, the Proposed Actions would result in a 40-space increase in parking. Also, as discussed above, the garage curb cut would be shifted 3 feet to the east. The number of DUs, amount of commercial space, size/number of curb cuts, and building volume would not change. The only physical change to the development would occur in the use of some of the below-grade space. It should be noted that the sub-cellar depth would be the same under both RWCDS No-Action and RWCDS With-Action conditions, as reflected by building permit filings with the Department of Buildings.

E. PURPOSE AND NEED

As described above, Article I, Section 3 of the ZR indicates that any new development in Community District 5 is permitted to provide accessory residential parking spaces equivalent to up to 20 percent of the number of new DUs and one space per every 4,000 sf of commercial or community facility floor area. Therefore, the Proposed Project, with a development program of 118 residential units, would be permitted approximately 24 residential accessory parking spaces as-of-right. The Applicant believes a 24-space parking garage would not fully address the development's anticipated site-generated parking demand. The Proposed Actions would enable the development to make productive use of its sub-cellar space and provide additional accessory parking spaces on the site for building residents. The Applicant believes that the additional parking would serve its own on-site demand and benefit the surrounding mixed-use community, which has experienced substantial new residential development while the provision of residential parking has fallen below the level permitted as-of-right. Several new developments have replaced public parking facilities and some new residential developments in the vicinity have not provided permitted parking. For example, prior to demolition activities there were 175 parking spaces located on the project site (including 129 spaces at 225 West 58th Street and 44 spaces at 216 Central Park South). Another example is the 144-space parking facility at 166 West 58th Street, which was redeveloped with a mixed residential/hotel building (One 57 West 57th Street). Further, the proposed expanded parking would help to minimize the demand of the on-site parking on local on-street and public parking facilities.

Attachment B

Supplemental Screening Analyses

A. INTRODUCTION

As described in **Attachment A, “Project Description,”** the Applicant is seeking a zoning special permit to allow for an additional 40 spaces in the accessory parking garage in the new approximately 625,000 gsf mixed-use building that will be constructed on the development site on an as-of-right basis. The planned mixed-use building on the development site would include approximately 118 dwelling units (DUs), approximately 460 gsf of local retail space, and 24 accessory parking spaces (the maximum number of spaces permitted on an as-of-right basis). The Applicant is also seeking a certification pursuant to ZR Section 26-15 (curb cuts) to allow for the construction of two curb cuts on West 58th Street. The certification is a ministerial action. Therefore, the Proposed Garage represents an increase of 40 parking spaces on the sub-cellar level as compared to No-Action conditions. Apart from an increase in the amount of parking above what is permitted as-of-right, there would be no change in the building program as a result of the Proposed Actions. Refer to **Attachment A, “Project Description”** for additional details about the Proposed Actions. It is anticipated that the building, including the proposed garage, would be completed and occupied in 2018.

This Environmental Assessment Statement (“EAS”) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *City Environmental Quality Review (“CEQR”) Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the Proposed Actions to determine whether detailed analysis of any technical area may be appropriate. Technical areas that warranted further assessment, as determined by Part II of the EAS Form, include: Land Use, Zoning, and Public Policy; Historic and Cultural Resources; Noise; Neighborhood Character; and Construction. While the Land Use, Zoning, and Public Policy technical area was screened out in the Part II of the EAS, all projects affecting land use or zoning on a site warrant a preliminary assessment. Supplemental screening assessments for these technical areas are provided in this attachment.

Per the screening assessments provided in this attachment, more detailed analyses of the following technical areas are not required: Land Use, Zoning, and Public Policy; Open Space; Historic and Cultural Resources; Noise; Neighborhood Character; and Construction. **Table B-1** presents a summary of analysis screening information for the Proposed Actions.

Because the lead agency has determined that the development site is located adjacent to historic resources (including the former Helen Miller Gould Stable, Engine Company 23, 240 Central Park South apartments, and Gainsborough Studios, among others) that are New York City-designated historic resources and is also located across the street from Central Park (in addition to being a publicly accessible open space, Central Park is a designated scenic landmark), the Proposed Actions is classified as a Type I Action and requires environmental review.

Table B-1
Summary of CEQR Technical Areas Screening

CEQR TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	FURTHER ASSESSMENT REQUIRED
Land Use, Zoning, & Public Policy		X ²	
Socioeconomic Conditions	X		
Community Facilities and Services	X		
Open Space	X ¹		
Shadows	X		
Historic & Cultural Resources		X	
Urban Design & Visual Resources	X		
Natural Resources	X		
Hazardous Materials	X		
Infrastructure	X		
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation - Traffic & Parking - Transit - Pedestrians	X X X		
Air Quality - Mobile Sources - Stationary Sources	X X		
Greenhouse Gas Emissions	X		
Noise		X	
Public Health	X		
Neighborhood Character		X	
Construction		X	

¹ While the EAS Part II indicates that the project site is located within a well-served area in Manhattan (the site is located immediately south of Central Park), the proposed project would not add a substantial population (in excess of 350 additional residents or 750 additional employees) that would warrant additional studies of open space adequacy.

² Although the Land Use, Zoning, and Public Policy technical area was screened out in Part II of the EAS, all projects affecting land use or zoning on a site warrant a preliminary assessment, which is included herein.

B. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES

B.1 Land Use, Zoning, & Public Policy

Following 2014 *CEQR Technical Manual* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, including any future changes in zoning that could cause changes in land use, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. In addition, the preliminary assessment should include a basic description of the project facilitated by the Proposed Actions in order to determine whether a more detailed assessment of land use would be appropriate. This information is essential for conducting the other environmental analyses and provides a baseline for determining whether detailed analysis is appropriate. *CEQR* requires a detailed assessment of land use conditions if a detailed assessment has been deemed

appropriate for other technical areas. As such, the 2014 *CEQR Technical Manual* does not require a detailed land use and zoning assessment for a project such as the Proposed Actions, as it has only a limited effect on land use on a single site and does not require detailed analysis of any other technical areas. A preliminary assessment of land use zoning is provided below for informational purposes and to demonstrate that more detailed analysis is not warranted for the Proposed Actions. As described below, the Proposed Actions would not result in any significant adverse impacts on land use, zoning, and public policy.

Existing Conditions

Land Use

Development Site

The development site is located at 220 Central Park South (Tax Lots 15, 16, 17 and 19 of Block 1030), occupies much of the mid-block portion of the tax block, which is bounded by Central Park South to the north, Seventh Avenue to the east, West 58th Street to the south and Broadway to the west. The site, which is flat, has frontage on both Central Park South and West 58th Street. The entire development site is currently a construction site related to the planned as-of-right mixed-use development. The Applicant expects to complete the building by 2018. Refer to **Table A-1 in Attachment A, “Project Description”** which summarizes existing condition information for the development site.

Study Area

The 400-foot study area is roughly bounded by West Drive (located within Central Park) to the north, a point approximately 100 feet east of Seventh Avenue to the east, a point approximately 100 feet south of West 57th Street to the south, and Eighth Avenue to the west. As shown in **Figure B-1, “Land Use Map,”** the study area is comprised of a wide range of uses including mixed residential-commercial buildings as well as all-residential buildings, offices, parkland, and institutional uses.

Lot sizes vary throughout the study area. Many of the nearby buildings along Central Park South have wide frontages and contain multi-family elevator buildings or mixed commercial and residential buildings ranging from eight stories to 35 stories, while the three properties immediately east of the project site on the West 58th Street frontage have narrow frontages and contain a mix of low-scale (three-to-five-story) public facilities and institutions and mixed commercial and residential buildings. Buildings on the surrounding blocks generally have larger footprints, range in heights of four and 45 stories, and contain a mix of residential, commercial, and institutional uses.

A new mixed-use building is currently being constructed immediately to the south of the project site at 225 West 57th Street. Publicly available information indicates that a 50-story mixed-use tower will be developed on this site by 2018, with the first seven stories consisting of department store uses.



Legend

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

The northern portion of the study area contains a portion of the 843-acre Central Park. The park extends from 59th Street on the south to 110th Street on the north and between Fifth Avenue on the east and Central Park West (Eighth Avenue) on the west.

Zoning

Development Site

As noted in **Attachment A**, the development site is located within two zoning districts. The property on the northern half of the block are located within the R10-H zoning district, while the properties on the southern half of the block are located within an existing C5-1 zoning district (refer to **Figure 3, “Zoning Map,”** attached to the EAS Form).

The portion of the development site located on the north side of the block (along Central Park South, which comprises approximately 7,500 sf (approximately 27 percent of the site’s lot area) and includes part of Lot 19, is zoned R10-H. The portion of the development site located on the south side of the block (along West 58th Street) which comprises approximately 20,108 sf (approximately 73 percent of the site’s lot area) and includes part of Lot 19, is zoned C5-1. In the R10-H portion, the maximum base FAR is 10.0, which can be increased to 12.0 FAR through an Inclusionary Housing bonus. In the C5-1 portion, the maximum base residential FAR of 10.0 can be increased to 12.0 FAR for a plaza bonus or an Inclusionary Housing bonus.

The “Manhattan Core” parking requirements outlined in Article I, Section 3 of the ZR are applicable to the development site. As such, any new development may provide accessory residential parking spaces equivalent to up to 20 percent of the number of new DUs and one space per every 4,000 sf of commercial or community facility floor area. Under No-Action conditions, the approximately 625,000 gsf mixed-use building on the development site would include approximately 118 DUs, approximately 460 gsf of local retail space, and approximately 24 accessory parking spaces (the maximum number of spaces permitted on an as-of-right basis). Apart from the 40-space incremental increase in parking capacity and a 3-foot shift eastward in the location of the garage curb cut, the Proposed Actions would not result in any other changes to the development; there would be no change in overall building area, footprint, or volume of below-grade spaces, building envelope, curb cut size/number, residential units or number of building employees. Space occupied by the expanded garage area under With-Action conditions would be used for storage under No-Action conditions.

Per ZR Section 13-27, “Minimum and Maximum Size of Parking Facilities,” there is a calculation that determines the minimum and maximum size of accessory off-street parking facilities as described below. For all accessory off-street parking facilities, the minimum and maximum size requirements for the parking zone for such parking facilities are set forth in this Section. The access zone of such parking facilities shall not have a minimum or maximum gross surface area. For the purpose of calculating surface area in attended parking facilities with parking lift systems, the lifted tray upon which a vehicle is stored shall constitute surface area. For attended parking facilities without parking lift systems, the minimum gross surface area, in square feet, of the parking zone shall be 180 times the number of off-street parking spaces provided, and the maximum gross surface area, in square feet, of the parking zone shall not exceed 200 times the number of off-street parking spaces provided. For attended parking facilities with parking lift

systems, the minimum and maximum surface area of the portion of the parking zone allocated to elevated parking spaces shall be 153 times the number of elevated spaces able to be provided on lifted trays. The Proposed Garage will be a 64-space attended parking facility that will include a mix of double-height stackers and conventional attended-park spaces in the subcellar-2 level of the Proposed Garage. The layout includes seven stackers, which allow seven spaces at-grade below the stacker and seven spaces on the lifted trays of the stackers, and 50 conventional at-grade spaces. The subcellar-2 level includes 12,401 square feet of parking zone, of which 1,071 square feet consists of the lifted trays (at 153 square feet per stacker). As indicated on the Proposed Plans, the maximum number of spaces permitted in a parking zone with the above component areas is 64 spaces. The Applicant is not seeking to exceed the requested 64-space capacity.

Study Area

While most of the study area is zoned R10-H (includes the northern half of the blocks within the study area along Central Park South to the east of the project site) and C5-1 (includes the western-most section of the block containing the project site and the lots with frontage along the north and south sides of West 58th Street within the study area), C5-3 is mapped to the west and south of the project site and C6-6 is also mapped to the south. The Special Midtown District (MiD) is mapped on portions of the study area to the south and west of the site (refer to **Figure 3**, Zoning Map, attached to the EAS Form).

Public Policy

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

No-Action Conditions

Land Use

The trend of new residential development replacing underbuilt properties is expected to continue in the study area described above. On the development site, approximately 118 DUs, approximately 460 gsf of local retail space, and a 24-space parking garage would be constructed on the site on an as-of-right basis.

As described above, a new mixed-use building is currently being constructed immediately to the south of the project site at 225 West 57th Street. It is anticipated that a 50-story mixed-use tower will be developed on this site by 2018, with the first seven stories consisting of department store uses. While other developments are planned beyond the 400-foot study area, no other noteworthy projects are anticipated within the study area by the 2018 build year.

Zoning

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

In connection with the as-of-right development, the Applicant is also seeking a certification pursuant to ZR Section 26-15 (curb cuts) to allow for the construction of two curb cuts on West 58th Street. The certification is a ministerial action.

Public Policy

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

With-Action Conditions

Land Use

The Proposed Actions would not introduce a new land use. It would only result in an increase of 40 parking spaces on the sub-cellar level of the development site as compared to RWCDS No-Action conditions. Accordingly, the Proposed Actions would not have a significant adverse impact on land use.

Zoning

The parking special permit would allow the development to provide more parking spaces than allowed as-of-right pursuant to ZR Section 13-451, “Additional parking spaces for residential growth.” This allows the CPC to increase permitted parking provided it makes certain findings, including: that either (a) the number of off-street parking spaces in such proposed parking facility is reasonable and not excessive in relation to recent trends in close proximity to the proposed facility with regard to: (1) the increase in the number of dwelling units; and (2) the number of both public and accessory off-street parking spaces, or (b) the proposed ratio of parking spaces to dwelling units in the proposed development or enlargement does not exceed: (1) 20 percent of the total number of dwelling units, where such units are located within Community District 1, 2, 3, 4, 5 or 6; or (2) 35 percent of the total number of dwelling units, where such units are located within Community District 7 or 8.

In support of the application for this special permit, the Applicant prepared a “residential growth” parking study for the area within a one-third mile radius of the development site (included as **Appendix I** to the EAS). In order to identify the ratio of recent off-street residential parking spaces to recent residential units developed in the study area, the study focused on changes in conditions

since 2004 through the anticipated 2018 Build year. The study found with the 64 spaces that would be provided as a result of the Proposed Actions that this ratio would be well below 20 percent and as such the proposed larger garage would help to meet the need for residential parking in this area which has experienced substantial new residential development. Further, a number of new developments in this area have been in new buildings that replaced public parking lots. Based on the findings of the residential growth parking study, the proposed 64-space parking garage would not be excessive in relationship to recent trends in close proximity to the development site. As such, the project satisfies the required residential growth finding for the special permit.

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

Public Policy

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

B.2 Historic and Cultural Resources

Historic resources are defined as districts, buildings, structures, sites and objects of historical, aesthetic, cultural, and archaeological importance. This includes properties that have been designated or are under consideration as New York City Landmarks or Scenic Landmarks or are eligible for such designation; properties within New York City Historic Districts; properties listed for the State and/or National Register of Historic Places (S/NR); and National Historic Landmarks. According to the 2014 *CEQR Technical Manual* guidelines, a study area defined by a radius of 400 feet from the boundaries of the project site is typically adequate to assess potential impacts on historic/architectural resources. Archaeological resources are assessed only for areas proposed for development if they would entail an in-ground disturbance.

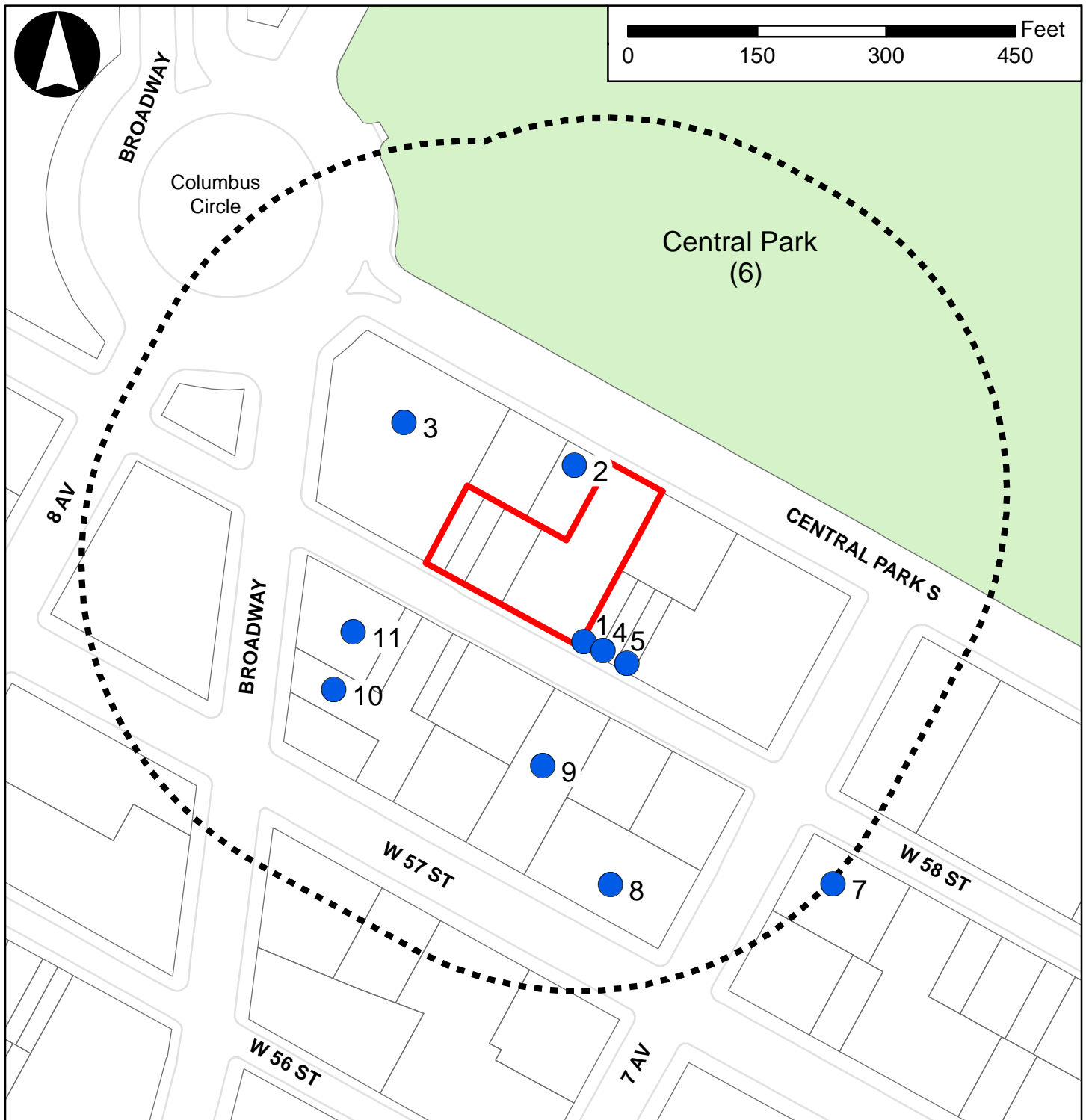
The New York City Landmarks Preservation Commission (LPC) conducted an architectural and archaeological review of the development site. In an Environmental Review letter dated 1/23/2015 (attached in **Appendix II**), LPC stated that the properties comprising the development site have no architectural historic significance, i.e., the properties are not listed on the State/National Registers of Historic Places (S/NR) or designated as NYC Landmarks, either individually or within a historic district. Furthermore, they are not eligible for S/NR listing for NYC Landmark designation.

However, LPC's Environmental Review letter states that the project site is located immediately adjacent to the following historic resources: Engine Company 23 (215 West 58th Street), the former Helen Miller Gould Stable (213 West 58th Street), the Sire Building (211 West 58th Street), and the Gainsborough Studios (222 Central Park South), all of which are LPC and S/NR-designated historic resources.¹ Additionally, several other historic resources are located within the 400-foot study area, including: the 240 Central Park South Apartments, Central Park (in addition to being a publicly accessible open space, Central Park is a designated scenic landmark), the former U.S. Rubber Company Building, the B.F. Goodrich Company Building, the American Fine Arts Society, the Osborne Apartments, and the Alwyn Court Apartments.

Architectural Resources

An assessment of architectural resources is usually required for projects that are located adjacent to historic or landmarked structures, or are located within a locally or nationally recognized historic district. While the 400-foot radius contains 11 historic resources, these resources are not located within any designated historic district. **Table B-2** identifies the historic resources located within the study area and **Figure B-2** shows their locations. Brief descriptions are provided below and photos of each resource are shown in **Figure B-3**.

¹ As the project site is located immediately adjacent to a LPC-designated historic resource, for CEQR purposes the development site is deemed substantially contiguous to a historic resource and is categorized as a Type I Action requiring environmental review.



Legend



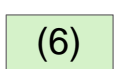
Project Site



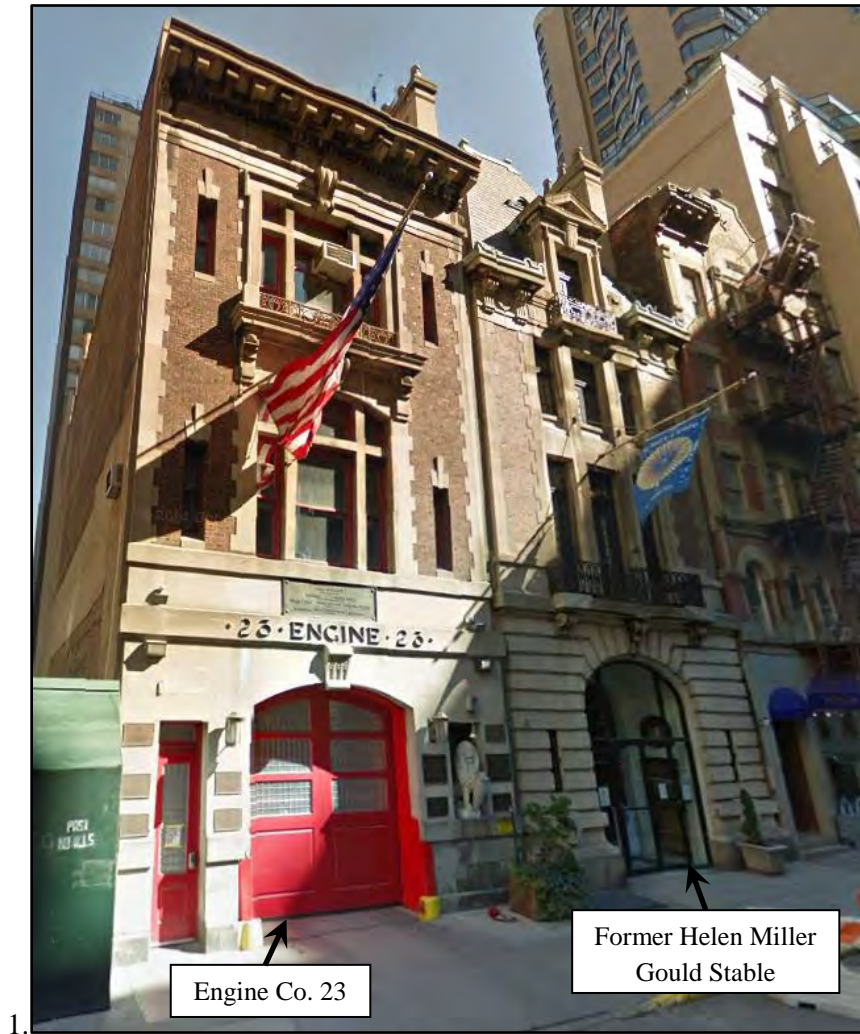
Individual Landmark (refer to Table B-2)



400-Foot Radius



(6) Scenic Landmark (refer to Table B-2)



Engine Company 23 (identified as #1 in the key map) and the Former Helen Miller Gould Stable (identified as #4 in the key map) are shown above.



3. The Sire Building (211 W. 58th Street).



4. Gainsborough Studios (222 Central Park South).



5. 240 Central Park South Apartments.



6. Central Park.



7. Alwyn Court Apartments (182 W. 58th Street).



8. Osbourne Apartments (205 W. 57th Street).



9. American Fine Arts Society (215 W. 57th Street).



10. B.F. Goodrich Company Building (1780 Broadway).



11. U.S. Rubber Company Building (1790 Broadway, 234 W. 57th Street).

Existing Conditions

Engine Company 23

Engine Company 23 is located at 215 West 58th Street (see **Figure B-2** for site location and photo #1 and #2 in **Figure B-3** for photos of the site). This three-story building was designed by architect Alexander H. Stevens and was built in 1905-06. As its name indicates this building was designed to accommodate an FDNY engine company. It is an example of the Beaux-Arts style that served as a model for subsequent firehouse design. The symmetry of the façade, its materials – Indiana limestone and red brick laid in Flemish bond with dark headers, and its consistently ample fenestration combine to give it its official character. The repetition of architectural elements and their functions – segmental door and window heads, compatible window head and entablature, the sill course, keystones, bracket stone and key consoles – combine to create a sophisticated and cohesive façade design. This firehouse is still in operation.

Table B-2
Historic Resources in Study Area

No.	Name	Address	Status	Location
1	Engine Company 23	215 West 58th Street	Individual Landmark; LPC and S/NR	Immediately east of the development site.
2	Gainsborough Studios	222 Central Park South	Individual Landmark; LPC and S/NR	Immediately west of the development site.
3	240 Central Park South Apartments	240 Central Park South; 232-246 Central Park South; 233-241 West 58th Street; 1792-1810 Broadway	Individual Landmark; LPC and S/NR	Immediately west of the development site.
4	Former Helen Miller Gould Stable	213 West 58th Street	Individual Landmark; LPC and S/NR	Two lots east of the development site.
5	The Sire Building	211 West 58th Street	Individual Landmark; LPC and S/NR	Three lots east of the development site.
6	Central Park	Extends from 59th Street on the south to 110th Street on the north and between Fifth Avenue on the east and Central Park West (Eighth Avenue) on the west	Scenic Landmark	Immediately north of the development site (north of Central Park South).
7	Alwyn Court Apartments	182 West 58th Street	Individual Landmark	Southeast of the development site.
8	The Osborne Apartments	205 West 57th Street	Individual Landmark	Southeast of the development site.
9	American Fine Arts Society	215 West 57th Street	Individual Landmark	Southeast of the development site.
10	B.F. Goodrich Company Building	1780 Broadway	Individual Landmark	Southwest of the development site.
11	U.S. Rubber Company Building	1790 Broadway; 1784-1790 Broadway; 234 West 58th Street	Individual Landmark	Southwest of the development site.

Gainsborough Studios

Gainsborough Studios is located at 222 Central Park South (see **Figure B-2** for site location and photo #4 in **Figure B-3** for a photo of the site). This building was designed by architect Charles W. Buckham and was built in 1907-08. It is a narrow building, fifty feet wide on 59th Street, and rising eight double-height stories. It is rare example of artists' cooperative housing, a building type popular in Manhattan for a brief period of time in the early twentieth century. The distinctive design of the building reflects its unusual purpose of both living and working spaces. Large double-height windows provide an abundance of northern light to the artists' studios. Designed, managed and inhabited by artists, the building was given artistic connotations via its name and the proliferation of exterior ornament. For example, the building features a bust of the artist Thomas Gainsborough in an ornate setting, multi-colored tile embedded in the brick façade, and an impressive frieze entitled "A Festival Procession of the Arts" by the sculptor Isidore Konti. The architect, Charles Buckham, was a promoter of and innovator in apartment design utilizing the duplex plan.

Former Helen Miller Gould Stable (Block 1030, Lot 24)

The Former Helen Miller Gould Stable building is located at 213 West 58th Street (see **Figure B-2** for site location and photo #1 and #2 in **Figure B-3** for photos of the site). This four-story building was designed by the architectural firm "York and Sawyer" and was built in 1902-03. As its name indicates it was originally used as horse stables. It is an example of the late French Renaissance style and is noted for setting an exceptionally high standard of carriage house design. The façade presents the style's general characteristics, including symmetry, vertical correspondence, the combination of limestone and brick laid in Flemish bond with dark headers, aediculated dormers, the high hipped roof of slate and the tall flanking chimneys, while details culled from early 17th century prototypes evoke the architecture of the reign of Henri IV. This stable is the only one of the many that used to line this mews-like section of West 58th Street to survive unaltered and intact. In 1921 the carriage house and stable was converted to a private garage and the interior was altered to accommodate four automobiles. The second and third floors became an apartment for a chauffeur. In 1957 the interior was renovated to accommodate a custom shoe show room and two apartments. Since 1982 it has been the home of the Unity Center for Practical Christianity which has owned the building since 1983.

The Sire Building

The Sire Building is located at 211 West 58th Street (see **Figure B-2** for site location and photo #3 in **Figure B-3** for a photo of the site). This is a five-story "flats" building, constructed in 1884-1885, containing 10 apartment units and a retail store at ground level, designed by William Graul for the owner, Benjamin Sire. William Graul maintained an architectural practice in New York City from 1868 to 1903 and designed many apartment buildings, row houses and store and loft buildings in the City. The building was designed in the high Victorian style with neo-Grec details, constructed of red brick with stone trim and details and has the original owner's name "SIRE" in the stone beneath the Gothic arch-headed stone lintel at the parapet wall, above the center bay of paired windows. The retail store infill at the ground floor has been replaced with granite veneer, but the entrance to the apartments in the western bay still has its historic ornately carved wood and glass double doors with lion heads and beveled glass.

240 Central Park South Apartments

240 Central Park South Apartments, located at 240 Central Park South (aka, 232-246 Central Park South; 233-241 West 58th Street; 1792-1810 Broadway), was designed by architects [Albert] Mayer & [Julian H.] Whittlesey and was built in 1939-40 (see **Figure B-2** for site location and photo #5 in **Figure B-3** for a photo of the site). It is a significant and innovative complex that represents the transition between 1930s Art Deco style apartment towers with courtyards (Characteristic of Central Park West) and post-World War II “modernist” apartment houses. It is notable for its modernist near-lack of applied ornament and sophisticated planning. It was one of Manhattan’s largest luxury apartment projects of its day. 240 Central Park South Apartments consists of two buildings, connected at the ground level, overlooking a central landscaped courtyard. The complex consists of a 20-story, C-shaped-in-plan building (with an eight-story tower), facing Central Park, connected by ground-story lobbies and rounded shopfronts (following the diagonal Broadway) to a 15-story building to the south. Covering only about half of the lot, the buildings provided a maximum amount of light, air, quiet, and corner apartments, which featured cantilevered balconies and views (many of Central Park). Landscaped open space included the entrance court, central courtyard and adjacent shops’ rooftops, and roof terraces atop both buildings. Clad in an orangish-colored brick, the buildings were detailed with broad steel-casement windows and the contrasting concrete of the balcony slabs.

Central Park

Central Park, a Scenic Landmark, was designed by Frederick Law Olmsted and Calvert Vaux (see **Figure B-2** for site location and photo #6 in **Figure B-3** for a photo of the site). It is recognized for its natural features, landscaping, waterways, architecture, and history. Within the findings and designations, the NYC LPC acknowledged the park for being laid out in accordance with a carefully prepared plan, for commencing the urban park movement in the United States, and also recognized that the plan for the exceptional knowledge of engineering that was required in order to utilize the existing topography while at the same time creating a new and beautiful environment. The commission further noted that the structures in the park were designed to blend and harmonize with their surroundings. Finally, the NYC LPC recognized the success of the park as it continues to be used every year by millions of visitors.

Alwyn Court Apartments

Alwyn Court Apartments, located at 182 West 58th Street, was designed by architects Harde & Short and was constructed between 1907 and 1909 (see **Figure B-2** for site location and photo #7 in **Figure B-3** for a photo of the site). Alwyn Court is a unique example of an apartment house of the type utilizing Terra-cotta. This is recognized as the finest building of its type in New York City. Hardly any surface was left uncovered. Such detail would have been out of the question in stone, but by taking advantage of a material in vogue at that time, the architects were able to produce the entire commission for less than a million dollars. This material was terra-cotta, a cast clay product glazed and fired. Since each mold could be used repeatedly the amount of decoration desired was only limited to the number of motifs the budget allowed.

The architects in designing this French Renaissance apartment house, decided to depart from the prevailing design formula of that day by constituting the first four floors the base, the next five as the shaft, and the final three as crown. These three parts are separated horizontally by strong projecting decorative bands between which pilasters with Corinthian caps divide the Seventh Avenue elevation into four bays and the 58th Street elevation into five. The corner is a rounded bay in the Parisian tradition. The shafts of the pilasters, treated as Renaissance panels, have a profusion of details. The tripartite windows at each floor are separated by richly decorated mullions and spindles; the spandrels between floors are divided into three panels each heavily decorated. The decoration consists of French Renaissance detail, including the crowned salamander, symbol of Francis the First, King of France. This richly ornamented building is unique and contrasts with the stark simplicity of contemporary buildings.

Osborne Apartments

Osborne Apartments, located at 205 West 57th Street, was designed by architects James Edward Ware and Alfred S.G. Taylor and was constructed from 1883-1885, 1889 and 1906 (see **Figure B-2** for site location and photo #8 in **Figure B-3** for a photo of the site). It was one of the first luxury apartment buildings in New York City. Constructed in what by 1890 had become New York's first apartment house district near Central Park, this building is a rare surviving example of the original development in this city of multi-family dwellings for well-to-do residents, an increasingly important building type in the 1880s. The Osborne's design draws elements from the popular Romanesque Revival style, such as the heavy, rusticated stone exterior with deeply set windows, for a sense of solidity; these are combined in a bold and original manner with the refinement, proportions, and strong horizontality of the emerging Renaissance Revival style. The result is one of the most striking buildings in New York City. The round-arched openings, the projecting oriels, and the full-height rustication are unusual in New York architecture of the time. The robust massiveness of the exterior, although lightened by classical details, suggested an imposing strength, while the richly appointed lobby and well-planned apartments helped promote the legitimacy of multi-family living for the city's wealthy and socially-prominent citizens. A 25-foot-wide extension, designed by Alfred S.G. Taylor and added to the western side of the building in 1906, harmonizes with Ware's original design. In 1919 stores were added at the ground level and the entrance portal was moved back to the main plane of the façade. The location of the Osborne on 57th Street, near Carnegie Hall and other cultural and artistic institutions, has contributed to the popularity of this building as a residence for numerous well-known musicians and artists throughout its long history.

The American Fine Arts Society

The American Fine Arts Society, located at 215 West 57th Street, was designed by architect Henry Janeway Hardenbergh and was constructed from 1891-1892 (see **Figure B-2** for site location and photo #9 in **Figure B-3** for a photo of the site). It is an adaptation of a Francis First, French Renaissance town house. The façade displays an air of restrained elegance in its formally balanced composition. Below the heavily decorated cornice, with balustrade at the roof line, it is divided into three major horizontal divisions, separated by plain and decorated band courses. In this four-story stone structure, the richly decorated central portion contrasts extremely well with the severely plain walls of the side portions which contain small single windows, handsomely enframed.

The arched, main entrance doorway is well decorated, being flanked by tall, ornate, candelabra-like spindles executed in stone. The surface, surrounding the three gracefully arched second floor windows, is embellished with rich decoration, and these three arches are likewise separated by large sculptured stone spindles. Above them, on the third floor, three triple windows with mullions are flanked by pilasters, decorated with a profusion of detail. A balustrade, adorned with delicate urns, and the low pitched red-tiled roof add a touch of stability and color to this distinguished building.

It is noted that the history of this building is significant to the art world of New York. It was incorporated in 1889 by several societies, including the Society of American Artists, the Architectural League, and the Art Students League. The objective of the Society was to provide facilities for the activities of these three societies in this one building. Practically all major fine art exhibitions were held in the American Fine Arts Society's galleries until 1941, when the National Academy of Design, which has absorbed the Society of American Artists, acquired its own building and moved to Fifth Avenue. The Architectural League established new quarters in 1927. The Art Students League purchased the interests of the other two tenants in 1941 and is now sole owner of the American Fine Arts Society building.

The Arts Students League held its first art classes in a building on Fifth Avenue and Sixteenth Street. The school occupied space at two other locations in Manhattan before they moved to 57th Street in 1892.

B. F. Goodrich Company Building

The B. F. Goodrich Company Building, located at 1780 Broadway (see **Figure B-2** for site location and photo #10 in **Figure B-3** for a photo of the site), was designed by Howard Van Doren Shaw and Ward & Willauer associated architects. It was constructed in 1909 as the New York headquarters of the B. F. Goodrich Company. Since the late 1880s the company had operated a Manhattan office and this project coincided with the company's reincorporation in New York State. Location in the section of midtown Manhattan that was known as "Automobile Row" during the first decades of the 20th century, Goodrich's neighbors included the A. T. Demarest and Peerless Motor Companies, as well as the United State Rubber Company. Chicago architect Howard Van Doren Shaw was responsible for the building's distinctive design and it is one of the two extant works by him in New York City. Like many of the two hundred works Shaw built during his career, mostly in the Midwest, it reflects his life-long interest in blending modern and traditional architectural features. Clad with mostly red brick and limestone, the 12-story façade is distinguished by abstract, stylized ornament that suggests the influence of Elizabethan and Jacobean sources, the English Arts and Crafts movement, and the Vienna Secession. Goodrich occupied the building for about 18 years. A tire showroom was located on the ground floor and other floors contained offices and repair facilities. In addition, some space was leased to related firms in the automobile industry. Following the sale of the building in 1928, the number of automobile-related tenants began to decline. Although the ground floor was substantially altered by the early 1950s, the upper stories retain most of the original materials and ornament.

United States Rubber Company Building

The United States Rubber Company Building, located at 1790 Broadway (aka, 1784-1790 Broadway and 234 West 58th Street), was designed by architects Carrere & Hastings (see **Figure B-2** for site location and photo #11 in **Figure B-3** for a photo of the site). It was constructed in 1911-1912 in the Beaux-Arts style for the United States Rubber Company at a time when the automobile was beginning to exert a powerful influence on American society. Located on Broadway, along the section known as “Automobile Row,” the building was one of the most prominent and important of the many automobile-related structures concentrated here. The two lowest floors originally provided retail space for the company’s subsidiary, the United States Tire Company, while U.S. Rubber occupied eight of the office stories. The twenty-story building features delicately-carved marble facades crowned by a broad copper cornice. This design, which continues around both the Broadway and 58th Street facades, features a distinctive rounded corner and vertically-grouped windows with metal spandrels and thin, continuous piers. In this building, as in their other works, Carrere and Hastings used their training at the French Ecole des Beaux Arts to create an impressive design for a tall building where the skeleton construction is expressed by the thin stone veneer which is obviously non-weight bearing. The two lowest floors of this building were remodeled in 1959 for a bank.

Archaeological Resources

The approval of the proposed garage special permit would not result in any incremental change in excavation and in-ground disturbance as compared to conditions under No-Action conditions.

The building that is currently being constructed on the development site and which would house the proposed 64-space parking garage involved in-ground disturbance for the excavation of below-grade cellar space. However, the same area and volume of excavation (excavation and foundations were completed in 2015) would occur under both No-Action and With-Action conditions. The space occupied by the parking garage under With-Action conditions would instead be partly occupied by a smaller parking and partly occupied by residential amenity space or other uses under No-Action conditions. Thus, the Proposed Actions would not have the potential to result in any effects on archaeological resources. In any event, LPC in its environmental review of the development site determined that the site has no archaeological significance.

No-Action Conditions

As described in detail in **Attachment A, “Project Description,”** the Applicant filed plans for the planned development on an as-of-right basis with 24 permitted residential accessory parking on May 28, 2014 with the NYC Department of Buildings under New Building Job Application No. 121184592. Absent the Proposed Actions, the building will include: approximately 118 DUs; approximately 460 gsf of ground-floor local retail space; 24 accessory parking spaces (approximately 7,500 gsf); and approximately 3,500 gsf of storage on the sub-cellar level. The as-of-right building includes a 17-floor (250-foot tall) tower and a 70-floor (950-foot tall) tower on a shared base. The towers will share the lobby level and the three levels below ground. In addition to the 24-space parking garage, shared amenity spaces are planned on the ground, cellar, sub-cellar, and the 2nd and 3rd floors of the base of the towers.

In connection with the as-of-right development, the Applicant is also seeking a certification pursuant to ZR Section 26-15 (curb cuts) to allow for the construction of two curb cuts on West 58th Street. The certification is a ministerial action.

Under No-Action conditions, vehicle access would be the same as under the Proposed Actions, apart from a 3-foot shift in the garage curb cut location. Vehicles would access the 24-space garage from West 58th Street via an elevator located on the ground level near the western property boundary. The parking garage would be accessed via a 22-foot-wide curb cut. Six reservoir spaces would be provided on the ground floor. A second 22-foot-wide curb cut will also be constructed near the eastern limits of the site to serve a planned motor court. Refer to **Figure A-3**, which shows the RWCDS No-Action (as-of-right) plans for the ground floor (which would remain unchanged under No-Action and With-Action conditions) and sub-cellar.

In the 2018 future without the Proposed Actions, the planned building, which is under construction, will be completed. Construction of the planned building will be required to comply with all applicable construction regulations to protect nearby historic resources. These regulations include the DOB's *Technical Policy and Procedure Notice (TPPN) #10/88*, which supplements the standard building protections afforded by the Building Code C26.112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. Under *TPPN 10/88*, a construction protection plan (CPP) must be provided to LPC for review and approval prior to construction. When required, a CPP would follow the guidelines set forth in LPC's Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings.

With-Action Conditions

Effects of the Proposed Actions

According to the 2014 *CEQR Technical Manual*, generally, if a proposed action would affect those characteristics that make a resource eligible for New York City Landmark designation or S/NR listing, this could be a significant adverse impact. The historic resources in the study area are significant both for their architectural quality as well as for their value as part of the City's historic development. The Proposed Actions were assessed in accordance with guidelines established in the 2014 *CEQR Technical Manual* (Chapter 3F, Part 420), to determine (a) whether there would be a physical change to any designated property or its setting as a result of the proposed action, and (b) if so, is the change likely to diminish the qualities of the resource that make it important (including non-physical changes such as context or visual prominence).

Assessment of Direct Effects, Construction Effects, and Indirect Effects

The Proposed Actions would have no direct effects, since the development site is not an architectural historic resource and is not located in a designated or listed historic district and has not been identified as part of an eligible historic district.

In addition, the Proposed Actions would not have construction or indirect effects on any architectural historic resources, as it would only involve construction changes within the interior of the building to accommodate 40 more parking spaces in the sub-cellar.

With or without the Proposed Actions, the building, which is under construction, will be completed and will be required to comply with all applicable construction regulations to protect nearby historic resources. These regulations include the DOB's *TPPN #10/88*, which supplements the standard building protections afforded by the Building Code C26.112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. Under *TPPN 10/88*, a CPP must be provided to LPC for review and approval prior to construction. When required, a CPP would follow the guidelines set forth in LPC's Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings.

In conclusion, while the lead agency has determined that the development site is located adjacent to resources (Engine Company 23, the former Helen Miller Gould Stable, the Sire Building, and the Gainsborough Studios) that are designated LPC and S/NR listed, with the above-described measures and processes in place, protection of nearby historic resources would be provided under both RWCDs No-Action and RWCDs With-Action conditions. Further, there would be no incremental change in the construction effects of the development site's new building on historic architectural resources. Therefore, the Proposed Actions do not have the potential to result in significant adverse historic and cultural resources impacts and no further detailed analysis is necessary.

B.3 Noise

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

Per the EAS Form, the Proposed Actions would not result in the introduction of any sensitive noise receptor to the development site, and it would not create any substantial stationary noise source. Additionally, the vehicle parking facilitated by the Proposed Actions would be located in enclosed areas, below the lowest residential floor in the new development.

As indicated on the EAS Form, the Proposed Actions would generate or re-route vehicular traffic—specifically, vehicle trips to and from the garage that, under RWCDs No-Action Conditions, would be made to other parking facilities or to on-street parking spaces. However, as the Proposed Actions would not exceed any development density threshold for Transportation analysis identified in 2014 *CEQR Technical Manual* Table 16-1, it would not result in a substantial increase in traffic. Therefore, the Proposed Actions would not result in a 100 percent or more increase in noise passenger car equivalents (PCE) on West 58th Street and the other streets surrounding the development site, which are public streets that carry significant vehicle traffic. The 2014 *CEQR Technical Manual* states that, if existing Noise PCE values are not increased by 100 percent or more, it is likely that the proposed project would not cause a significant adverse vehicular noise impact. Therefore, no further vehicular noise analysis is needed.

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

B.4 Neighborhood Character

As the EAS provides a preliminary assessment of land use, zoning, and public policy (above), a preliminary screening analysis is necessary to determine if a detailed neighborhood character analysis is warranted.

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

The 2014 *CEQR Technical Manual* also states that for projects not resulting in significant adverse impacts to any technical areas related to neighborhood character, additional analyses may be required to determine if the proposed project would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the 2014 *CEQR Technical Manual* indicates that neighborhood character impacts are rare and it would be unusual that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects in the neighborhood would result in any significant adverse impact to neighborhood character.

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

B.5 Construction

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Based on 2014 *CEQR Technical Manual* guidelines, where the duration of construction is expected to be short-term (i.e., less than two years), any impacts resulting from construction generally do not require detailed assessment. Construction of the building on the development site is expected to be completed within approximately 36 months, and the duration will be the same under both No-Action and With-Action conditions. Construction of the proposed 64-space garage would involve internal fit-out and finishes of the sub-cellar space. This work, which would be initiated upon approval of the application, would occur concurrently with fit-out and finishes for other portions of the development; there would be similar construction activity in this area of the building under No-Action conditions.

While the overall duration of construction will exceed two years there will not be an incremental change in the construction schedule as a result of the Proposed Actions. However, a preliminary screening of construction impacts resulting from the project is recommended because the Proposed Actions could result in construction activities that may require the short-term closing, narrowing, or otherwise impeding of traffic, transit or pedestrian elements (roadways, parking spaces, sidewalks, crosswalks, corners, etc.) along streets bordering the site. In addition, construction activities on the site are occurring within 400 feet of historic and cultural resources, as identified in the “Historic and Cultural Resources” section above.

The majority of construction activities will take place Monday through Friday, although the delivery or installation of certain equipment could occur on weekend days. Hours of construction are regulated by DOB and apply in all areas of the City. In accordance with those regulations, almost all work could occur between 7 AM and 6 PM on weekdays, although some workers arrive and begin to prepare work areas before 7 AM. Occasionally, Saturday or overtime hours could be required to complete time-sensitive tasks. Weekend work requires a permit from the DOB and, in certain instances, approval of a noise mitigation plan from NYCDEP under the City’s Noise Code.

As described in **Attachment A, “Project Description”** the Proposed Actions would facilitate the construction of a 64-space accessory parking facility in a planned new development; the Proposed Actions would result in a 40-space incremental increase in capacity as compared to the approximately 24 spaces permitted on the site on as-of-right basis. All incremental construction activities generated by the Proposed Actions would occur internally within the structure, as there would be no change in the amount of excavation or change in the building envelope. Construction impacts are usually important when construction activity could affect the integrity of historical and archaeological resources, hazardous materials, traffic conditions, air quality, and noise conditions. A discussion of these areas of concern is provided below for informational purposes.

Historic and Cultural Resources

As described in the “Historical and Cultural Resources” section above, the Proposed Actions would not have the potential to have construction effects on any architectural or archaeological

resources, as it would only involve construction changes within the interior of the building under construction on the development site.

Hazardous Materials

There are no hazardous materials concerns related to the project site or the Proposed Actions. As indicated above, construction would occur as-of-right with no incremental increase in excavation or duration of construction activities as a result of the Proposed Actions. Further, no remedial measures were required for the site. Accordingly, the Proposed Garage would not result in any significant adverse hazardous materials impacts during construction.

Transportation

The development site has frontage on West 58th Street and Central Park South (West 59th Street). However, as the Proposed Actions would only entail construction work within the interior of the building under construction on the development site, it is not anticipated to have any noticeable effect on either street frontage. The site is not located in a Central Business District (CBD). During construction, the sidewalks along these streets adjacent to the site may need to be closed at times in order to accommodate construction vehicles, equipment, and supplies. If sidewalk closure is necessary, Jersey barriers or other protective structures would be erected, and a covered pedestrian walkway would be created to accommodate pedestrian traffic around the property. Short-term closure of the parking lanes adjacent to the project site also may be necessary. These closures would be considered to be routine closures that would be addressed by a permit (and a pedestrian access plan) to be issued by the NYC Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) at the time of closure so that adverse impacts to pedestrians are not expected to occur. Standard practices would be followed to ensure safe pedestrian and vehicular access to nearby buildings and along affected streets and sidewalks. During construction, access to all adjacent businesses, residences, and other uses would be maintained according to the regulations established by the DOB. In addition, extensive closure of adjacent vehicular moving lanes is not anticipated during construction.

Accordingly, the Proposed Actions to increase the garage capacity from 24 parking spaces to 64 parking spaces would not result in any significant adverse transportation impacts during project construction.

Appendix I

Residential Growth Parking Study



**220 CENTRAL PARK SO.: ZR 13-451, SPECIAL PERMIT FINDINGS NARRATIVE
RESIDENTIAL GROWTH PARKING STUDY ANALYSIS**

3 February 2016

Background and Summary of Findings:

This report summarizes the analysis of residential growth and off-street parking changes within and in the vicinity of Midtown Manhattan pursuant to Section 13-451 of the NYC Zoning Resolution (Special permit for additional spaces for residential growth, or “Special Permit”). The analysis is in support of an application (“Application”) by 228 West 58th LLC, an affiliate of Vornado Realty Trust to the City Planning Commission (“CPC”) for a 64-space below-grade parking garage (“Proposed Project”) within a mixed-use building being developed at 220 Central Park South, Block 1030, Lots 15, 16, 17, and 19 (“Site”). The site is located midblock on Central Park South (W. 59th Street) between Seventh Avenue and Broadway, although its zoning lot also includes properties with frontage on Broadway and W. 58th Street.

The required analyses found that the 64 spaces proposed by the applicant are reasonable and not excessive in relation to recent trends within close proximity to the proposed development site. In addition to the applicant’s planned 118 DUs on the development site, there has been a net increase of over 2,000 housing units (in new construction, expansions, and conversions) within the prescribed one-third mile study area (“Study Area”) surrounding the development site during the 10-year lookback period and extending until 2018 (the proposed project’s build year), during which there has been a net increase of 200 off-street residential parking spaces (including an increase due to new spaces in residential developments which was partly offset by the elimination of spaces from existing facilities), plus an additional 42 spaces on the development site that have been eliminated. Using the Department of City Planning’s methodology, the analysis found that with the study area’s net change in the supply of residential parking spaces, the study area’s net increase in the number of residential units, and the proposed 64-space special permit, the ratio of change in residential parking spaces to change in residential units would be 10.26 percent (+10.26%) and thus does not exceed the 20 percent (+20%) target growth parking ratio for the development site and most of the study area developments. The applicant has also identified associated sites for the proposed 64 spaces.

Methodology

In order to quantify the residential growth parking ratio for the Study Area surrounding the site, residential parking change and residential unit change analyses were prepared in accordance with the methodology set forth by the Department of City Planning (“DCP”) “Section 13-451 (Additional parking spaces for residential growth) Special Permit Application Guidelines Version 3.0, dated 30 October 2014 (hereafter “the Guidelines”).

Study Area

The Study Area is defined as a one-third mile radius from the edge of the proposed development's zoning lot. For this project, the study area encompasses an area that extends as far north as W. 65th Street at Central Park West, as far east as the midblock area between Fifth and Sixth Avenues, as far south as the south side of W. 52nd Street and as far west as the midblock area between Ninth and Tenth Avenues. The study area is spread across portions of Community Districts 4, 5, and 7. Refer to Figure 1.

Study Period

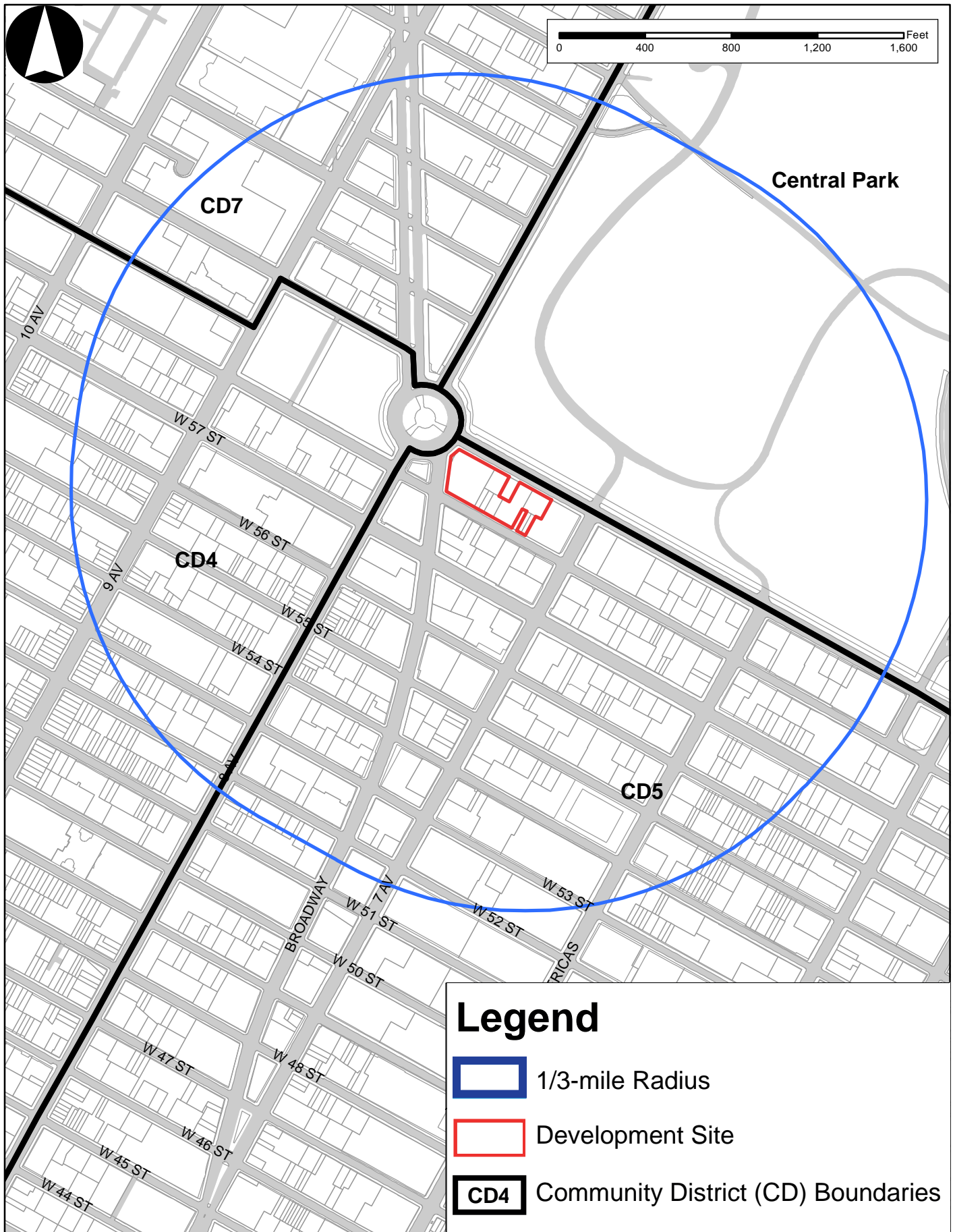
Per the Guidelines, the study period was defined as starting at a 10-year "look-back" prior to the application filing; as this application is being filed in 2015, the look-back period begins in 2005. The study period continues until the anticipated completion year for the proposed development, which is 2018.

Data Collection

DCP provided data from the NYC Department of Consumer Affairs (DCA) on capacity changes in licensed public parking facilities and data from the NYC Department of Buildings (DOB) on new residential development (new construction and conversions) since the start of the study period. These data sets were used as a starting point for identifying all changes in residential off-street parking capacity and residential units within the Study Area during the study period. Additional data collection conducted as part of this analysis included field visits, reviews of certificates of occupancy (C of Os), building permit filings, CPC parking special permit reports, and previous environmental reviews.

Residential Parking Change Analysis

Pursuant to the Guidelines, the gross number of eliminated off-street parking spaces must be adjusted by the community district percentages of residential parking usage, as presented in DCP's *Manhattan Core Public Parking Study*, issued in 2009. The percentages for community districts included in the study area are 30 percent for Community District 4, 24 percent in Community District 5, and 69 percent in Community District 7. However, new parking facilities in residential or primarily residential buildings are to be considered entirely utilized by area residents, unless there are circumstances that warrant special treatment. Thus, the Residential Parking Change Analysis found that during the study period, the Study Area has experienced a loss of approximately 235 DCA licensed off-street parking spaces. This involved the elimination of two public parking facilities with a combined total of 222 spaces, of which it is estimated that 54 were residential parking spaces. In addition, one facility experienced a decrease of 18 DCA licensed parking spaces, of which it is estimated 4 were residential parking spaces. In addition there is one facility in the Study Area where the licensed capacity increased. It is a garage in a mixed residential-commercial building that according to DCA records increased its licensed capacity from 20 to 25 spaces. There are no records of a parking special permit being issued to allow increased parking and the increased capacity is not indicated on the most recent certificate of



occupancy. In light of these circumstances, the applicable community district percentage of spaces used by residents has been applied to the reported incremental increase in parking spaces. As such, for analysis purposes this facility is projected to have increased its residential parking by 2 spaces. Refer to Table 1 and Figure 2.

With the loss of 54 residential spaces at two locations, the reduction of 4 residential spaces from one location, and the increase of 2 residential spaces at one location, the study area experienced a net change of -56 residential parking spaces (excluding spaces in new residential and mixed use buildings accounted for in Table 2 and changes on the development site accounted for in Table 3).

There are no known new off-street parking facilities created during the study period, apart from those located in new residential developments which are discussed separately in the description of the “Residential Unit Change Analysis.” Additionally, there are no known instances of non-DCA residential accessory parking spaces being eliminated in the Study Area during the study period. It should be noted that, per the Guidelines, off-street parking facilities that were already in existence as of the start of the look-back period (2005) which are still operating without a change in licensed capacity, are not considered in this analysis.

Residential Unit Change Analysis

New Residential Units

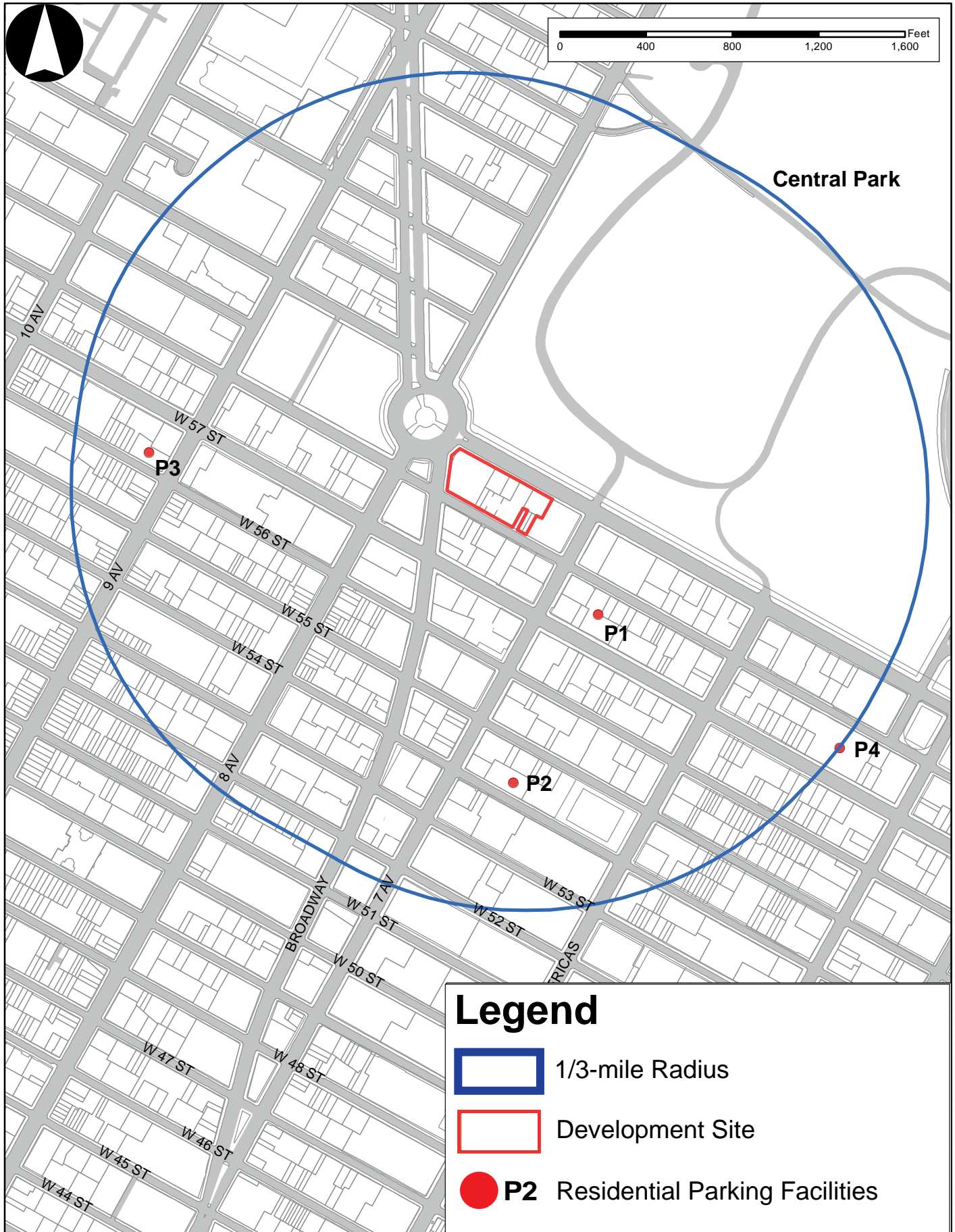
The Residential Unit Change Analysis indicates that as a result of new residential and mixed residential-commercial developments in the Study Area during the study period there has been a net increase of approximately 2,046 residential units. This reflects the development of 17 sites with residential units, ranging in size from 9 to 339 units. These include 12 developments from 2005 to 2014 and 5 completed in 2015, under construction in 2015 or expected to be completed by 2018. In terms of the type of development, 4 of the 17 are conversions of existing buildings, 1 of the 17 is a conversion/expansion of an existing building, and 12 of the 17 are new construction.

On 15 of the 17 sites there were no residential units at the beginning of the study period, while two sites had residential units at the beginning of the study period replaced as part of new buildings. In total, by the end of the study period in 2018 there will be 2,103 DUs on the 17 residential unit change sites, compared to 57 DUs at the start of the study period. As a result, as shown in the table, the study area has experienced a net increase of 2,046 DUs. Refer to Table 2 and Figure 3.

New Residential Parking in New Residential or Mixed Residential-Commercial Developments

According to the Guidelines, the target percentage (ratio) of parking spaces to residential units for the Study Area is the same as the as-of-right parking maximums for new developments in the Manhattan Core: 20 percent of units for Community Districts 1 to 6; and 35 percent for Community Districts 7 and 8. Applying the 20 percent target rate to the study area’s Community District 4 and 5 developments and applying the 35 percent target rate to the study area’s Community District 7 developments, the target number of residential parking spaces for the 2,103 total DUs is approximately 544; but the target number of residential parking spaces for the net increase of 2,046 DUs is approximately 533.

Residential Change Parking Analysis (DCA Facilities)



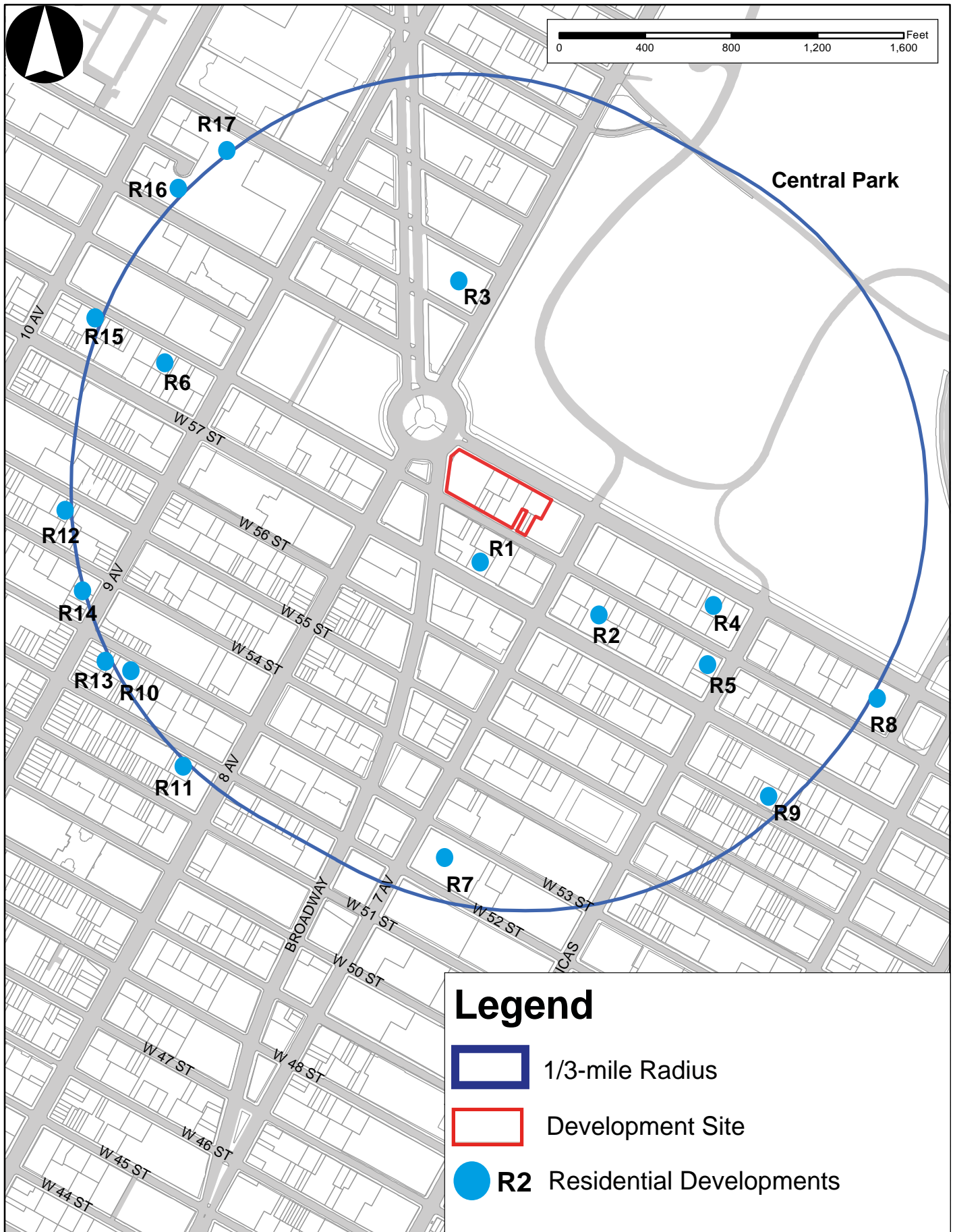


Table 1 - Residential Parking Change

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site (ft)	DCA Parking Spaces Lookback	% of Residential Spaces Lookback	Total # of Residential Spaces Lookback	DCA Total Parking Spaces Current	% of Residential Spaces Current	Total # Residential Spaces Current	Net Change in DCA Resi Spaces	Cross Reference Table 2 Map ID	Association (# of spaces)	Notes
*	1-01030-0017	105	225	WEST 58 STREET	n/a	129	24%	31	0	100%	0	-31		29	Part of 220 CPS Site/Under Construction
*	1-01030-0019	105	216	CENTRAL PARK SOUTH	n/a	44	24%	11	0	0	0	-11			Part of 220 CPS Site/Under Construction
P1	1-01010-7510	105	166	WEST 58 STREET	629	144	24%	35	0	0	0	-35	R1		Part of 157 W 57 St site
P2	1-01007-0010	105	143	WEST 54 STREET	1,553	78	24%	19	0	100%	0	-19			The London Hotel - Parking Converted to Avis Car Rental
P3	1-01066-0030	104	409	WEST 56TH STREET	1,866	20	30%	6	25	30%	8	2			Increase in Capacity
P4	1-01273-0022	105	9	WEST 57 STREET	1,973	218	24%	52	200	24%	48	-4			Solow Building
Totals						460		112	225		56	-56			

* 216 Central Park South & 225 West 58 Street are shown in this table for informational purposes only, but are not included in the total summed in this table. Per the Guidelines, they are accounted for in Table 3, in the "With Project" ratio.

NOTES

- Map ID** is the identification number of the site that has a change in the number parking spaces
- BBL** is the Borough Block Lot number of the site with no hypens or dashes
- CD** is the Community District of the site
- Distance from Project Site** is measured in feet and sorted from closest to furthest from applicant's site
- DCA Parking Spaces Lookback** is the number of DCA parking spaces at the site during the study period
- % of Residential Parking Spaces in Lookback** is the percentage of parking spaces at the site used by residents (use percentages given in the application guidelines or determine through own methods)
- Total # of Residential Spaces in Lookback** is the number of residential parking spaces at the site (previous two columns multiplied)
- DCA Total Parking Spaces Current** is the number of parking spaces currently at the site
- % of Residential Parking Spaces Current** is the percentage of parking spaces at the site used by residents
- Total # Residential Parking Spaces Current** is the number of residential parking spaces at the site (previous two columns multiplied)
- Net Change in DCA Residential Parking Spaces** is the difference in the number of residential parkers in the look back and currently
- Cross Reference Table 2 Map ID** is the Map ID of the site if it is located in Table 2
- Association (# of spaces)** each parking space in the proposed development must be associated with one or more residential parking changes sites or residential growth sites
- Notes** column should explain any edits (additions, corrections, etc.) to data and any other pertinent information (conversion, discretionary actions, etc.)
- All edits, corrections, additions to the DCA and DOB data forwarded to applicant should be shown in **red text** on the spreadsheet

Table 2 - Residential Unit Change

Map ID	BBL	CD	Street Number	Street Name	Distance from Project Site (ft)	Residential Units Lookback	Residential Units Current & Future	Residential Units Net Change	Parking Spaces Permitted AOR	Parking Spaces Total Built	Parking Spaces Unbuilt	Cross Reference Table 1 Map ID	DCA License Number	Building Status & Year	Association (# of spaces)	Notes
R1	1-001029-0019	105	217-227	WEST 57 STREET	58	0	233	233	47	0	47			UC, 2018		Nordstrom Tower, aka "Central Park Tower"
R2	1-01010-7506	105	157	WEST 57 STREET	314	16	132	116	26	0	26	P1		completed 2015		One57 Tower, also a hotel in building
R3	1-01114-7503	107	1880	BROADWAY	595	0	230	230	81	162	-81		1303384	completed 2007		Special Permit
R4	1-01011-0038	105	112	CENTRAL PARK SOUTH	909	0	62	62	12	0	12			completed 2006		conversion; 60 or 62 not 66
R5	1-01010-7505	105	100	WEST 58 STREET	962	0	103	103	21	0	21			completed 2006		conversion
R6	1-01067-7502	104	426	WEST 58 STREET	1,432	0	16	16	3	0	3			completed 2006		Conversion/expansion, "WFIFTY8 at Columbus Circle"
R7	1-01005-0013	105	135	WEST 52 STREET	1,559	0	109	109	22	0	22			UC, 2015		Conversion, was Flatotel
R8	1-01274-7504	105	768	5 AVENUE	1,602	0	191	191	38	0	38			Completed 2008		Conversion, The Plaza Hotel (still partly hotel)
R9	1-01272-7501	105	33	WEST 56 STREET	1,612	0	47	47	9	76	-67		1326426	completed 2009		The Centurion Condo; special permit
R10	1-01043-7503	104	350	WEST 53 STREET	1,649	0	66	66	13	0	13			Completed 2005		The Lumiere
R11	1-01042-0037	104	310	WEST 52 STREET	1,675	0	215	215	43	0	43			Completed 2007		"The Link"
R12	1-01064-0044	104	424	WEST 55 STREET	1,683	0	17	17	3	0	3		n/a	UC, 2016		
R13	1-01043-7504	104	362	WEST 53 STREET	1,683	0	9	9	2	0	2			Completed 2010		
R14	1-01063-0033	104	809	NINTH AVENUE	1,684	0	10	10	2	0	2			Completed 2013		
R15	1-01067-0057	104	462	WEST 58 STREET	1,715	41	67	26	13	0	13			Completed 2009		Hudson Hill Condo
R16	1-01132-0021	107	175	WEST 60 STREET	1,750	0	257	257	90	0	90			UC, 2016		Glenwood Tower
R17	1-01132-0035	107	160	WEST 62 STREET	1,750	0	339	339	119	18	101			Completed 2014		Hawthorne Park
Totals						57	2,103	2,046	544	256	288					

NOTES

Map ID is the identification number of a site with new dwelling units

BBL is the Borough Block Lot number of the site with no hypens or dashes

CD is the Community District of the site

Distance from Project Site is measured in feet and sorted from closest to furthest from applicant's site

Residential Units Lookback is the number of units at the site previous to development or conversion

Residential Units Current and Future is the current number of units or the number of units once the project is complete (build year should be stated in the notes)

Residential Units Net Change is the net change of residential units at site in the study period

Parking Spaces Permitted As-of-Right is the number of parking spaces permitted under zoning at the site

Parking Spaces Total Built is the total number of parking spaces at the site including through discretionary actions (actions should be stated in the notes)

Parking Spaces Unbuilt is the Total Built Parking Spaces minus the Permitted AOR Parking Spaces (can be a positive or negative number)

Cross Reference to Table 1 Map ID is the Map ID of the site if it is located in Table 1

Building Status should be marked whether the building is complete, under construction (UC), build year (BY), and the year when it was/will be completed

Notes column should explain any edits (additions, corrections, etc.) to data and any other pertinent information (conversion, discretionary actions, etc.)

All edits, corrections, additions to the DCA and DOB data forwarded to applicant should be shown in red text on the spreadsheet

Table 2 also indicates that in the Study Area during the study period, three of the 17 residential development sites have included off-street parking spaces. Collectively, these new developments have a licensed capacity of 256 off-street residential parking spaces. With the 256 new residential parking spaces created in three of the 17 “residential growth” sites and the net reduction of 56 residential parking spaces identified in Table 1, the DCP Guidelines methodology finds that the net adjusted change in residential off-street parking capacity is a net increase of 200 spaces.

Change in Residential Parking and Residential Units due to the Proposed Project

The Proposed Project would change both the number of residential parking spaces and the number of residential units in the Study Area.

Proposed Project: Residential Parking Change

With the Proposed Project, there would be 42 residential parking spaces eliminated from two previous parking facilities on the site and 64 residential parking spaces added pursuant to the proposed special permit, resulting in a net increase of 22 residential spaces added to the development site and to the study area’s overall inventory of residential parking spaces. Per the Guidelines, it is assumed that 100 percent of the added spaces would be residential parking spaces. It should be noted that the Proposed Project, with a development program of 118 residential units, would be permitted approximately 24 residential accessory parking spaces as-of-right.

Proposed Project: Residential Unit Change

With the proposed development site’s 118 additional residential units and the net increase of 2,046 study area DUs added during the study period without the project, the study area will experience a net increase of 2,164 study area DUs. With these 2,164 DUs, the study area would have a target number of 557 new residential parking spaces, which represents the total number of residential parking spaces that could be added before the Study Area target ratio is achieved, i.e., 20 percent for Community District 4 and 5 sites and 35 percent for Community District 7 sites (aggregated).

Residential Growth Parking Ratio

The Residential Growth Parking Ratio is calculated by dividing the net change in off-street residential parking spaces by the net change in the number of residential units in the Study Area during the study period. This ratio is calculated for “Without Project” and “With Project” conditions. As indicated in Table 3, under “Without Project” conditions, the Study Area Residential Growth Parking Ratio will be 9.78 percent. This reflects a net increase of 200 residential parking spaces and a net increase of 2,046 residential units. As also shown in Table 3, under “With Project” conditions, the Study Area Residential Growth Parking Ratio also will be 10.26 percent. This reflects an overall net increase (inclusive of changes on the development site) of 222 residential parking spaces and a net increase of 2,164 residential units. In order for the Study Area to reach the target 557 spaces of parking under “With Project” conditions, the Study Area would need to add an additional 335 residential parking spaces to the 222 residential spaces provided under “With Project” conditions.

Table 3a, Residential Growth Parking Ratio (Without Project)

A) Res Change in Parking Spaces (from Table 1)	B) Res Growth in Parking Spaces (from Table 2)	Parking Ratio
-56	+ 256	= 9.78%
2,046		
C) Net Change in DU's (res growth) (from Table 2)		

RATIOS BASED ON 100% OF NEW SPACES BEING "RESIDENTIAL"

Formula is: $\frac{A + B}{C} =$ Parking Ratio

Table 3b, Residential Growth Parking Ratio (With Project)

A) Res Change in Parking Spaces (from Table 1)	B) Res Growth in Parking Spaces (from Table 2)	P1) Proposed No. of Parking Spaces	Res Parking Spaces (@ 24% of total) Eliminated by Proposed Project	Parking Ratio
-56	+ 256	+ 64	+ -42	= 10.26%
2,046		+ 118		
C) Net Change in DU's (res growth)			P2) Proposed No. of DU's	

RATIOS BASED ON 100% OF NEW SPACES BEING "RESIDENTIAL"

Formula is: $\frac{A + B + P1}{C + P2} =$ Parking Ratio w/

Pending Application

It should be noted that there is currently one pending garage special permit application in the study area. It is anticipated that a special permit application will be filed to permit a 184 space public parking in a new 426-DU development at 242 W. 53rd Street, which is approximately 1,423 feet (0.27-mile) from the zoning lot boundary. If granted, this special permit would allow 99 more spaces than the 85 residential accessory parking spaces permitted as-of-right. This development is expected to be completed in 2018.

If the special permit is granted for 242 W. 53rd Street, the Residential Growth Parking Ratio without the project would be 15.53 percent instead of 9.78 percent. Likewise, the Residential Growth Parking Ratio also would be 15.68 percent instead of 10.26 percent. The study area would need to add an additional 236 parking spaces in order to meet the target for the study area.

Associated Sites

Per the Guidelines, the applicant is required to identify one or more nearby residential growth sites and/or residential parking change sites to associate with each parking space created as a result of the garage special permit. The process of selecting associated sites should begin with the sites closest to the proposed development site. Table 4 summarizes the proposed associated sites for the proposed development and Table 5 presents detailed information. As shown in the tables, the applicant is “self-associating” with the 24 residential parking spaces it is allowed as-of-right and 40 of the 42 eliminated residential parking spaces formerly on the development site. As such, there are no proposed off-site associated parking spaces.

Table 4, Summary of Proposed Associated Sites

Site	Number of Spaces
Development Site Residential Spaces Permitted As-of-right ¹	24
Development Site Residential Spaces Eliminated ²	40
TOTAL	64

¹ As-of-right spaces calculated as follows: 118 residential units, @ 0.2 spaces/unit, rounded to the nearest whole number

² There are 42 residential parking spaces eliminated from the development site; but only 40 of the 42 are being associated with the proposed special permit.

Table 5 - Associations

Applicant Project Name	BBL	Community District	Street Number	Street Name	Community District	Study Period	ULURP #	CPC Review Session Date	Residential Units Proposed	Parking Spaces Proposed	Permitted AOR Parking Spaces	Number of Parking Spaces to Associate	Number of Sites Associated
220 Central Park South	1-01030-0015, 1-01030-0016, 1-01030-0017, 1-01030-0019	105	220	Central Park South	105	2005-2016	-	N/A	118	64	24	40	1

Association Site										Type A Association Only: New Residential Development with Unbuilt Parking					Type B Association Only: DCA Lost Residential Parking Spaces			Type C Association Only: Applicant Self-Association Lost Residential Parking Spaces			Notes
Street Number	Street Name	Community District	BBL	PlutoX	PlutoY	Distance from Project Development Site	Number of Spaces Applicant is Associating	10 Year Association End Date	Map ID Number from Table 1 and/or Table 2	Year Built	Number of Residential Units	Number AOR Accessory Parking Spaces	Number of Accessory Parking Spaces	Number of Unbuilt Accessory Parking Spaces	Difference in DCA Capacity For Lookback Period	Difference in DCA Residential Parking Capacity for	DCA Capacity	DCA Residential Parking	Expected Loss In Residential Capacity		
225	WEST 58 STREET	105	1-01030-0017	989583	218699	n/a	40	2026	n/a	2016	118	24	0	24	N/A	N/A	173	42	42		

Type C. Applicant Self-Association Lost Residential Parking Spaces, for example, if there was a 100 space parking lot on the development site, applicant would take the appropriate percentage of residential parking spaces and self-associate those spaces Applicant can associated with multiple sites and multiple types.

Map ID is the identification number of the site that has a change in the number parking spaces

BBL is the Borough Block Lot number of the site with no hyphens or dashes

Pluto X and Y coordinates for mapping and site identification

Distance from Project Site is measured in feet and sorted from closest to furthest from applicant's site

Number of Spaces Applicant is Associating is the total number of spaces associated; applicant cannot leave unassociated spaces at multiple sites

10 Year Association End Date is 10 years from the date when the associated site created new residential development or lost residential parking spaces

Map ID is the ID number from Table 1 and / or Table 2 maps and spreadsheets

Notes column should contain any pertinent data and information

Appendix II

LPC Environmental Review Letter

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-M
Project: 220 CPW EXPANDED PARKING GARAGE
Date received: 1/23/2015

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

Properties with no Archaeological or Architectural significance:

- 1) ADDRESS: 229 WEST 58 STREET, BBL: 1010300016
- 2) ADDRESS: 217 WEST 58 STREET, BBL: 1010300019
- 3) ADDRESS: 231 WEST 58 STREET, BBL: 1010300015

The Gainsborough Studios (LPC and S/NR), 222 Central Park South; Engine Company 43 (LPC and S/NR , 215 W. 58 St.), Former Helen Miller Gould Stable, (LPC and S/NR 213 W. 58 St.), and the Sire Building (LPC and S/NR , 211 W. 58 St.) are adjacent to the project site. Construction protection plans are required for these properties as per the CEQR Technical Manual: **2014, Chapter 9, "Historic and Cultural Resources"**.

Also within the study area: 240 Central Park South Apts., LPC and S/NR listed; Central Park, LPC and S/NR; B.F. Goodrich Building, LPC and S/NR, 1780 Broadway; American Fine Arts Society, LPC and S/NR, 211 W. 57 St; The Osborne Apts, LPC and S/NR, 205 W. 56 St.; U.S. Rubber Building, LPC and S/NR, 1784 Broadway; and Alwyn Court, LPC and S/NR, 911 7th Ave.



1/29/2015

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 30175_FSO_DNP_01292015.doc