



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 532 West 20th Street

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
16DCP149M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)
160275 ZSM

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

2a. Lead Agency Information

NAME OF LEAD AGENCY
New York City Planning Commission

NAME OF LEAD AGENCY CONTACT PERSON
Robert Dobruskin, Director, EARD
NYC Department of City Planning

ADDRESS 120 Broadway

CITY New York

STATE NY

ZIP 10271

TELEPHONE 212-720-3423

EMAIL
rdobrus@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT
DDG 532 West 20th Street LLC

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Marcie Kesner, AICP
Kramer Levin Naftalis & Frankel LLP

ADDRESS 1177 Avenue of the Americas

CITY New York

STATE NY

ZIP 10036

TELEPHONE 212-715-7564

EMAIL
mkesner@kramerlevin.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): 614.4(b)(9)

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

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

4. Project Description

DDG 532 West 20th Street LLC (the "applicant") is seeking a special permit pursuant to ZR Sections 13-45 and 13-451 to construct a 10-space accessory parking garage located on the ground floor of an as-of-right residential building planned for construction at 532 West 20th Street in Manhattan that will contain nine residential units. See Page 1a for a full project description.

Project Location

BOROUGH Manhattan

COMMUNITY DISTRICT(S) 4

STREET ADDRESS 532 West 20th Street

TAX BLOCK(S) AND LOT(S) Block 691, Lot 50

ZIP CODE 10011

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS South side of West 20th Street between Tenth Avenue and the West Site Highway (Route 9A)

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C6-2

ZONING SECTIONAL MAP NUMBER 8b

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

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

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY

DISPOSITION—REAL PROPERTY

FRANCHISE

HOUSING PLAN & PROJECT

OTHER, explain:

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 13-45; 13-451

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

4. PROJECT DESCRIPTION

DDG 532 West 20th Street LLC (the “applicant”) is seeking a special permit (pursuant to Zoning Resolution [ZR] Sections 13-45 and 13-451 [Additional parking spaces for residential growth]) to allow construction of a 10-space accessory parking garage located on the ground floor of a residential building (to be developed on an as-of-right basis pursuant to New York City Department of Buildings [DOB] approved plans; the “approved building”) located at 532 West 20th Street in Manhattan (Block 691, Lot 50; the “project site”) that will contain nine residential units (the “proposed project”). The proposed project would expand the physical space of the garage by approximately 2,250 square feet (sf)¹ and result in the increase in capacity from two accessory parking spaces to 10 spaces, an increase of eight spaces. As described below, the additional spaces would require a special permit under the Manhattan Core parking regulations pursuant to Zoning Resolution (ZR) Sections 13-45 and 13-451. The rest of the as-of-right development would remain unchanged (see **Figures 6 and 7**).

The project site is located on the southern side of West 20th Street in the midblock area between Tenth Avenue and the West Side Highway (Route 9a) and currently contains a one-story commercial art gallery. The site is located in a C6-2 zoning district and is within the boundaries of Subarea E of the Special West Chelsea District. The area is a former manufacturing district that was rezoned in 2005 (the West Chelsea/High Line rezoning) with the intention of creating new opportunities for residential and commercial development. As a result of the rezoning, as well as the construction of the nearby High Line elevated park, the area has seen substantial new development in the last 10 years, particularly high-rise residential buildings and hotels. The site is also located within the Manhattan Core area as defined by zoning, and is therefore subject to special parking regulations pursuant to ZR Article I, Chapter 3.

The applicant plans on redeveloping the project site with a 9-unit, 11-story as-of-right residential building. The proposed building would also include an accessory garage with 10 spaces on the ground floor. Under the Manhattan Core parking regulations, which allow for the maximum number of parking spaces to be 20 percent of dwelling units the building is permitted two (20% of 9 units=1.8, rounded to 2) accessory parking spaces as-of-right; the proposed special permit would allow for eight additional spaces for a total of 10 spaces. The proposed 10-space garage would be attended and would include five stackers, with sufficient space for vehicular maneuvering. The spaces are intended for use by the planned building’s residents. The as-of-right residential building is expected to take approximately 24 months to construct. Assuming all required approvals are in place by the end of 2016, the project would be complete by 2018.

Vehicles would access the ground floor garage via an entrance located on the eastern side of the building on West 20th Street. The garage would be accessed via an approximately 9-foot wide curb cut (plus 1.5-foot splays) on the eastern side of the West 20th Street façade (which is being created by a reconfiguration of the street frontage to create a complying curb cut).² There would also be two pedestrian entrances from West 20th Street as well as a vestibule connecting the garage to the residential elevator.

The project site is assigned an (E) designation for hazardous materials, air quality, and noise listed in the Department of City Planning (E) designation database as E-142, established in the

¹ The proposed project would result in an incremental decrease in residential floor area of 765 square feet.

² The project site currently features a curb cut running along the full frontage of the site on West 20th Street (approximately 50 feet wide).

2005 *Highline / West Chelsea Rezoning Final Environmental Impact Statement (FEIS)* (CEQR #03DCP069M). The (E) designation requirements for the proposed project are discussed in Part II: Technical Analyses

PROPOSED ACTION

The applicant is seeking a zoning special permit from the New York City Planning Commission (CPC) under the Manhattan Core parking regulations pursuant to Zoning Resolution (ZR) Section 13-45 (Special permits for additional parking spaces) and Section 13-451 (Additional parking spaces for residential growth) for 10 accessory spaces (an increase of 8 spaces) to be located in a garage on the ground floor of the 9-unit approved building.

PURPOSE AND NEED

Pursuant to ZR Section 13-451, parking facilities with spaces for the use of local residents are appropriate when “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.” Without the proposed action, the approved building would provide two parking spaces, (the maximum permitted parking as-of-right for the development). According to ZR 13-11, the maximum parking spaces to be provided is 20 percent of dwelling units, which would be two spaces for a nine-unit residential building ($9 \times 0.2 = 1.8$). The applicant believes this would not fully address the development’s anticipated site-generated parking demand. The accessory spaces are intended to be utilized by the occupants of the residential building. Should the spaces not be utilized by occupants of the building, they may be made available for public use. Therefore, the applicant believes that the additional parking would serve the unmet parking needs of the building’s residents and those in the surrounding area.

The area around the project site has seen significant residential growth in the last ten years, including several residential buildings constructed along West 19th Street immediately to the south of the project site (505, 520, 524, and 535 West 19th Street). Based on a preliminary study of residential growth in the area surrounding the project site, the area has seen the introduction of over 1,400 residential units and an increase in the residential parking capacity of approximately 150 spaces over the previous ten years (see attached residential growth parking memorandum). This residential growth parking ratio (approximately 11 percent) is well below the ratio of 20 percent that is considered appropriate. The 10-space parking garage that would be facilitated by the proposed special permit would serve the parking needs of the planned as-of-right residential building on the project site.

NO ACTION SCENARIO

Absent the proposed special permit, the applicant will construct the approved 9-unit residential building on the project site with two accessory parking spaces, as permitted under the Manhattan Core parking regulations. Access to the garage will be the same as the access for the proposed 10-space garage, described above. In the No Action scenario, the approved building will have a smaller garage area because the building will include a required 30-foot rear yard at grade.

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 checked="" type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
	<input checked="" type="checkbox"/> OTHER, explain: Approvals by Mayor's Office of Environmental Remediation (OER) related to (E) designations for hazardous materials, air quality, and noise

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

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

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

<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.): 4,600	Waterbody area (sq. ft.) and type: n/a
Roads, buildings, and other paved surfaces (sq. ft.): 4,600	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):

NUMBER OF BUILDINGS: 1	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): ±34,886
HEIGHT OF EACH BUILDING (ft.): 125	NUMBER OF STORIES OF EACH BUILDING: 11

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

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

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

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO

If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 2,250 sq. ft. (width x length)	VOLUME OF DISTURBANCE: ±6,750 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 2,250 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: 24

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


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 type="checkbox"/> OTHER, specify:
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 Project Site

 Study Area (400-foot boundary)



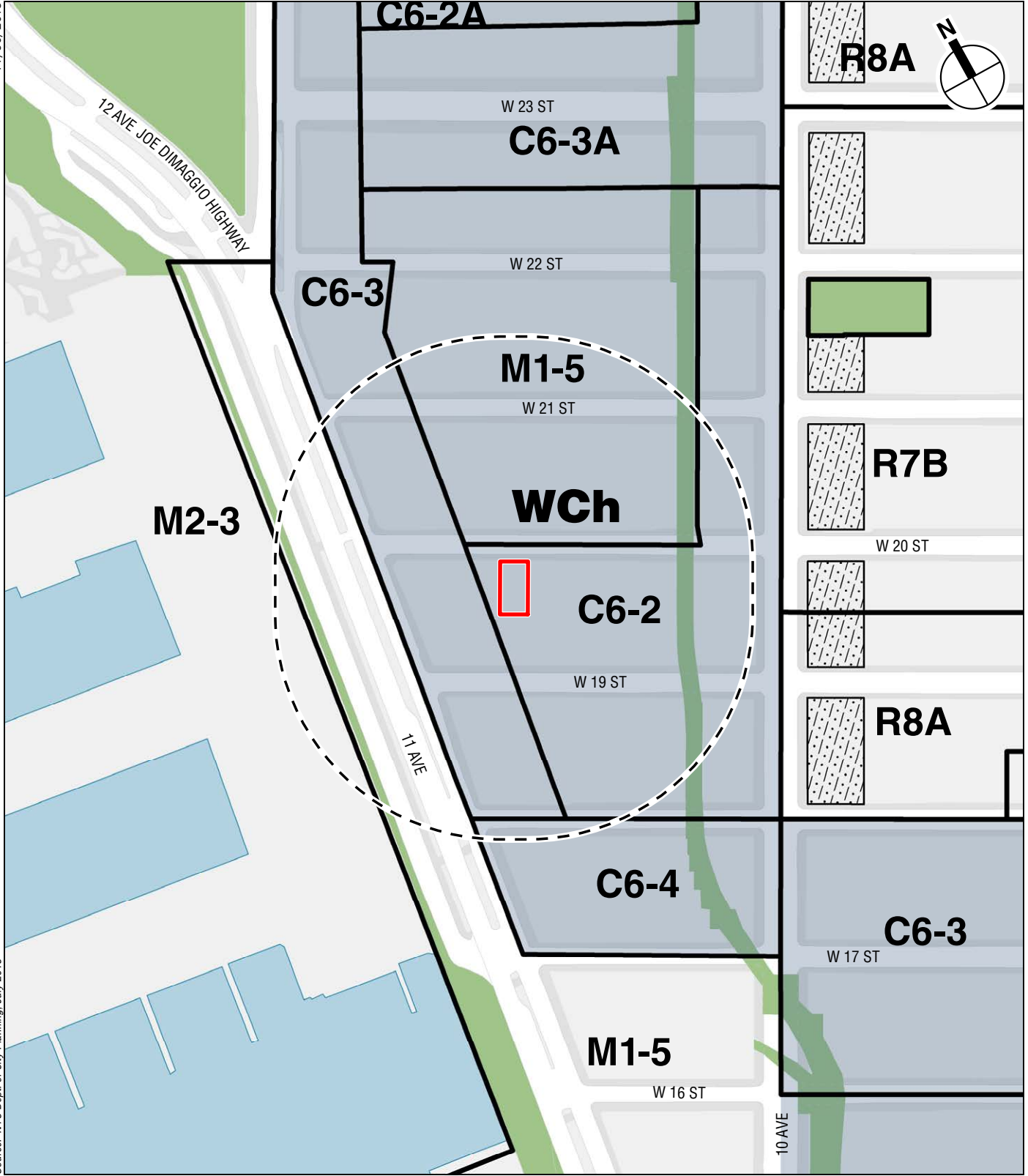
1 Photograph Reference Number and View Direction

532 West 20th Street

Project Location and Key to Photographs
Figure 1

11/30/2015

Source: NYC Dept. of City Planning, July 2015



Project Site

C2-5 Commercial Overlay District

0 200 FEET

Study Area (400-foot boundary)

Zoning Districts

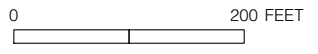
Special West Chelsea District (WCh)

532 West 20th Street

Zoning
Figure 2



- Project Site
- Study Area (400-foot boundary)
- Commercial and Office Buildings
- Industrial and Manufacturing
- Open Space and Outdoor Recreation
- Parking Facilities
- Public Facilities and Institutions
- Residential
- Residential with Commercial Below
- Transportation and Utility
- Vacant Building
- Under Construction



532 West 20th Street

Existing Land Use
Figure 3

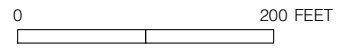


11/30/2015
 Source: New York City Department of Finance, July, 2015



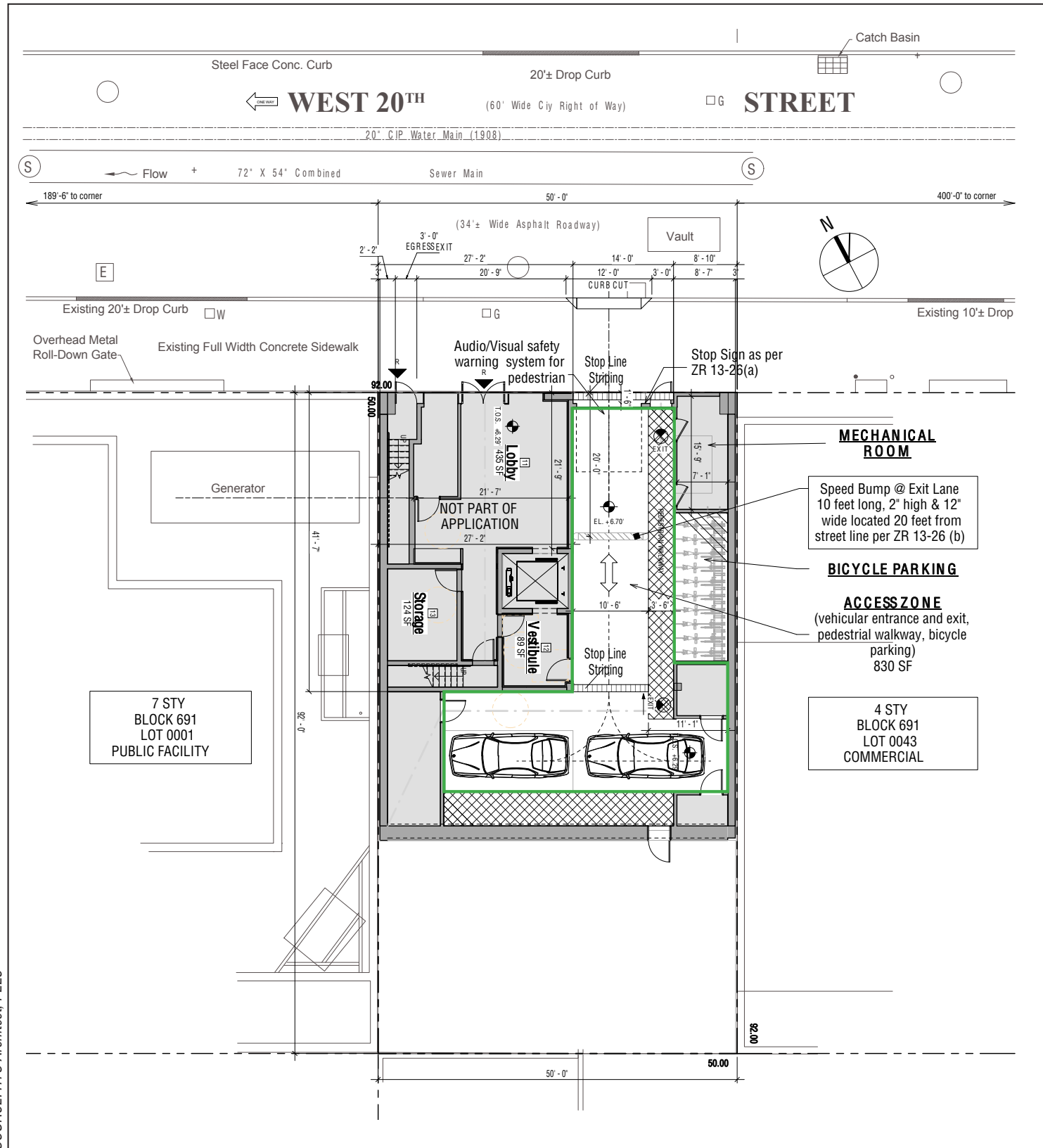
- Project Site
- Study Area (400-foot boundary)
- Tax Block Boundary
- Tax Lot Boundary

- 33 Tax Lot Number
- 33 Condo Tax Lot Number
- C: 40 Condo Flag/Condo Number
- Easement
- Possession Hooks
- 206.73 Tax Lot Dimension

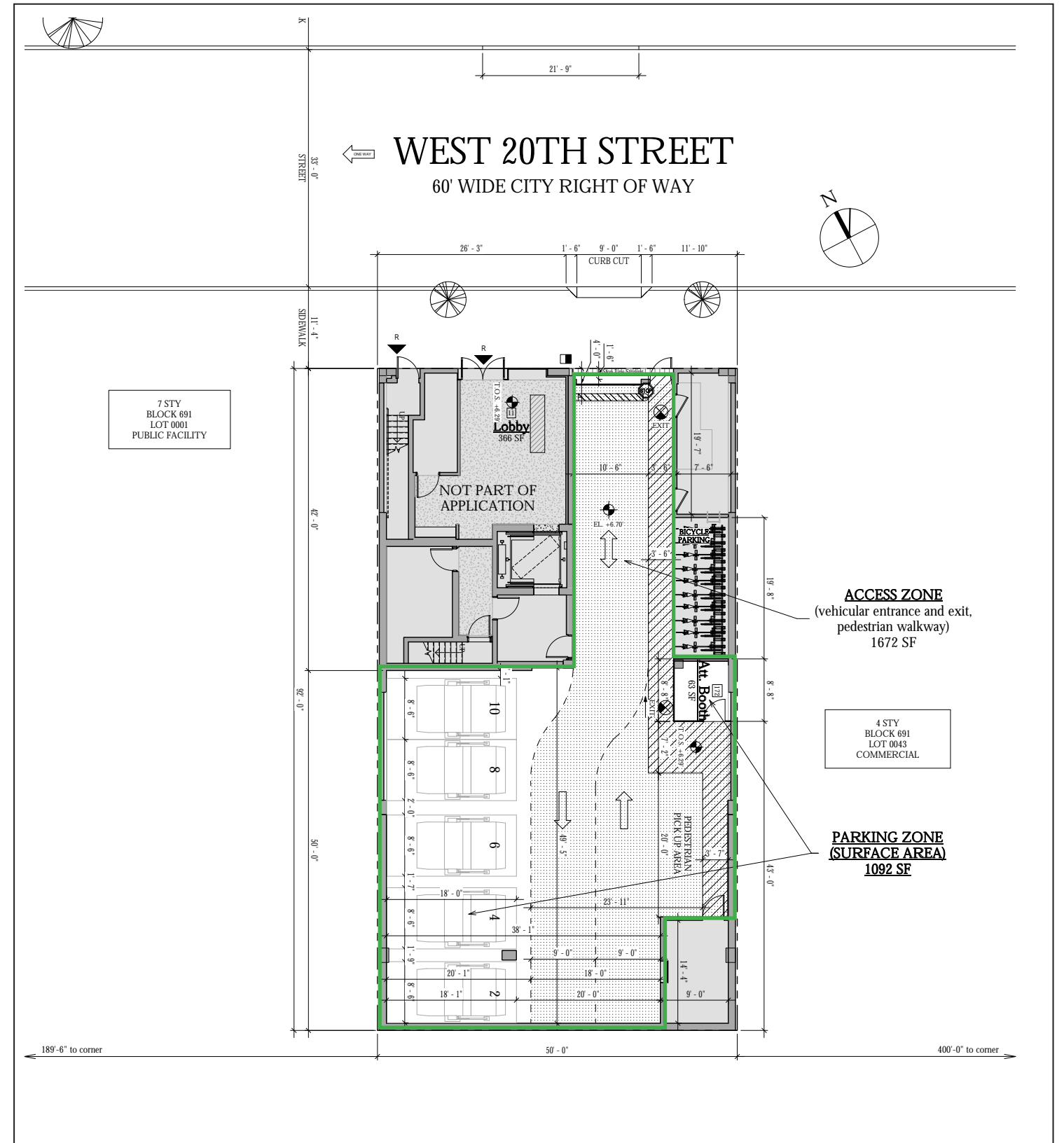




1



No-Action

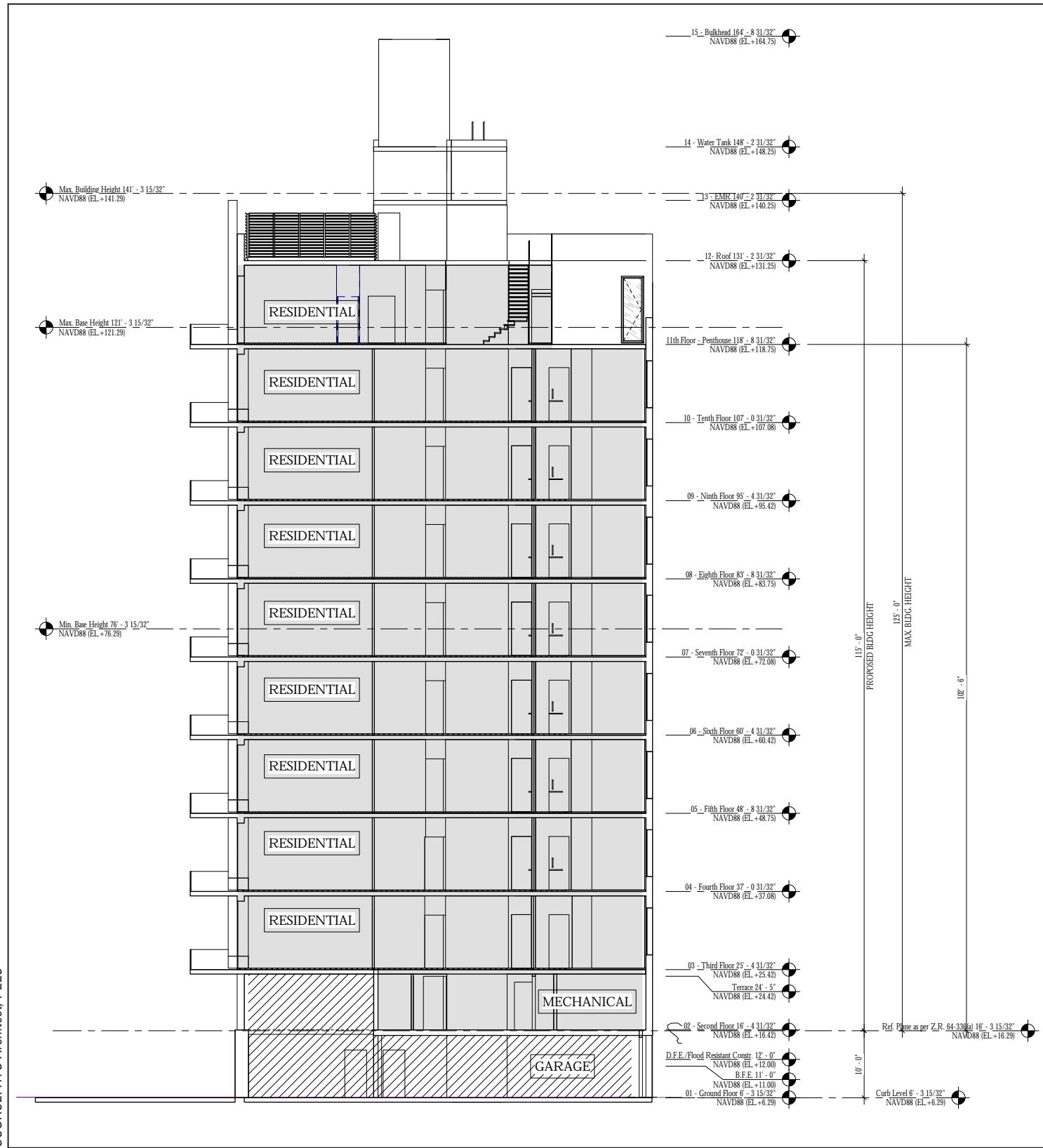


Proposed

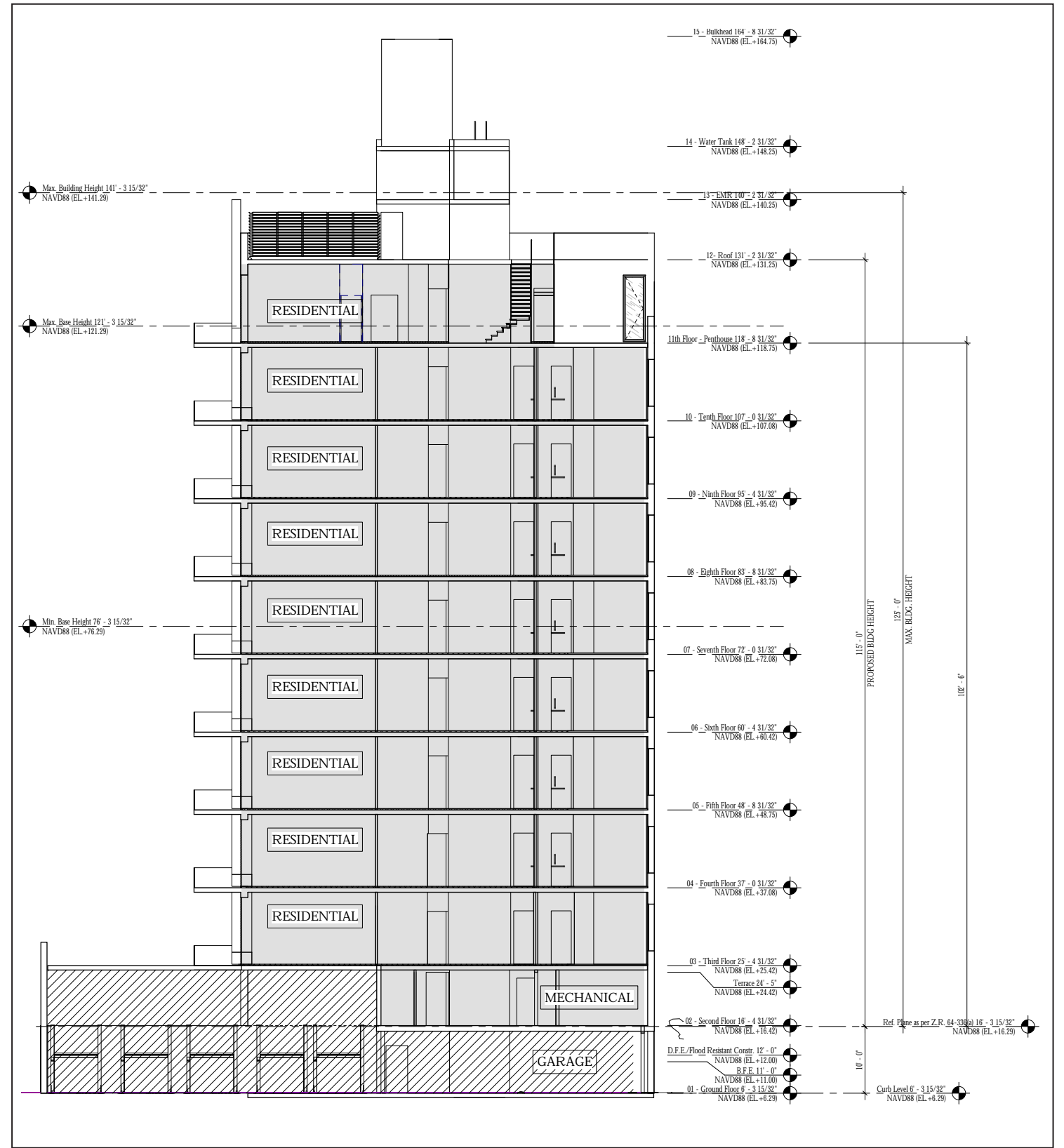
Area Subject to Proposed Special Permit (the proposed action would facilitate the enlargement of a DOB approved building by 1,485 gross square feet to accommodate eight additional parking spaces)

SOURCE: HTD Architect, PLLC

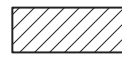
SOURCE: HTD Architect, PLLC



No-Action



Proposed



Area Subject to Proposed Special Permit (the proposed action would facilitate the enlargement of a DOB approved building by 1,485 gross square feet to accommodate eight additional parking spaces)

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		Apartment building	Apartment building	
No. of dwelling units		9	9	No change
No. of low- to moderate-income units		0	0	
Gross floor area (sq. ft.)		±32,178	±31,413	-765
Commercial	<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," specify the following:				
Describe type (retail, office, other)	Commercial art gallery			
Gross floor area (sq. ft.)	4,600			
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 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:				
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. of accessory spaces		2	10	+8 (+2,250 sf)
Operating hours		24 hours	24 hours	
Attended or non-attended		Non-attended	Attended	
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:				
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:		15	15	No change
Briefly explain how the number of residents was calculated:	Estimated using Manhattan Community District 4 average household size of 1.65 as of the 2010 Census			

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Businesses	<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," specify the following:				
No. and type	1 commercial art gallery			
No. and type of workers by business	n/a			
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	C6-2, Special West Chelsea District (Subarea E)	C6-2, Special West Chelsea District (Subarea E)	C6-2, Special West Chelsea District (Subarea E)	No change
Maximum amount of floor area that can be developed	5.0 FAR residential, commercial, or community facility (+1.0 FAR with High Line Improvement Bonus)	5.0 FAR residential, commercial, or community facility (+1.0 FAR with High Line Improvement Bonus)	5.0 FAR residential, commercial, or community facility (+1.0 FAR with High Line Improvement Bonus)	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Commercial (C6-2, C6-3, C6-4); Manufacturing (M1-5, M2-3); Special West Chelsea District	Commercial (C6-2, C6-3, C6-4); Manufacturing (M1-5, M2-3); Special West Chelsea District	Commercial (C6-2, C6-3, C6-4); Manufacturing (M1-5, M2-3); Special West Chelsea District	
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 type="checkbox"/>	<input checked="" 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. See Part II		
(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 checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form . See Appendix A		
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If “yes,” answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If “yes,” answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If “yes,” answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ 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?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Indirect Residential Displacement		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	<input type="checkbox"/>	<input type="checkbox"/>
o If “yes:”		
▪ Would the population of the primary study area increase by more than 10 percent?	<input type="checkbox"/>	<input type="checkbox"/>
▪ 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?	<input type="checkbox"/>	<input type="checkbox"/>
o If “yes” to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input 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 checked="" 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"/>
o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
percent?		
<ul style="list-style-type: none"> o 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 checked="" type="checkbox"/>	<input 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. See Part II: Technical Analyses		
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"/>
o If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: Gasoline tanks; manufactured gas plant elsewhere on the project block	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? See Part II: Technical Analyses	<input checked="" 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 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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Part II		
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 type="checkbox"/>
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008 ; § 24-	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
803 of the Administrative Code of the City of New York). Please attach supporting documentation.		
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<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 checked="" type="checkbox"/>	<input 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.		
See Part II: Technical Analyses		
20. APPLICANT'S CERTIFICATION		
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.		
Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.		
APPLICANT/REPRESENTATIVE NAME Lisa M. Lau, AICP	SIGNATURE 	DATE July 13, 2016
PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.		

Part II: Technical Analyses

A. LAND USE, ZONING, AND PUBLIC POLICY

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

The proposed project would allow for eight additional accessory parking spaces (for a total of 10 spaces) to be located in an accessory parking garage located on the ground floor of an as-of-right residential building planned for construction at 532 West 20th Street in Manhattan that will contain nine residential units. In order to facilitate the proposed garage, a special permit from the New York City Planning Commission (CPC) under the Manhattan Core parking regulations pursuant to Zoning Resolution (ZR) Section 13-45 (Special permits for additional parking spaces) and Section 13-451 (Additional parking spaces for residential growth) is required (the "proposed action"). As described below, this analysis concludes that the proposed action would not result in significant adverse impacts on land use, zoning, or public policy.

The study area for this analysis of land use, zoning, and public policy encompasses the area within 400 feet of the project site, because this is the area in which the proposed project could reasonably be expected to have the greatest effect. As shown on **Figure 1**, the 400-foot study area roughly extends from West 22nd Street to the north, West 18th Street to the south, Tenth Avenue to the east, and the West Side Highway to the west. The project site and the study area are located in the West Chelsea neighborhood of Manhattan, and are within the boundaries of Manhattan Community District 4 (CD4). Sources for this analysis include online resources of the New York City Department of City Planning (DCP) and the New York City Department of Buildings (DOB).

EXISTING CONDITIONS

LAND USE

Project Site

The project site is located at 532 West 20th Street in Manhattan (Block 691, Lot 50), on the south side of West 20th Street in the midblock area between Tenth Avenue and the West Side Highway (Route 9a). The site currently contains a one-story commercial art gallery.

Study Area

As shown on **Figure 3**, the study area contains a mix of commercial, residential, and light manufacturing uses. The area was largely developed as a manufacturing and shipping hub following the construction of the High Line elevated freight line in the 1930s; many of the

warehouse and industrial loft buildings in the area were later converted to commercial use, particularly art galleries and office space. More recently, the High Line, which runs north-south to the east of the project site, was converted to a public open space; in 2005, the area was rezoned as part of the West Chelsea Rezoning, an initiative to promote residential and commercial development centered on the High Line. As a result, the area has seen substantial new development in the last decade, particularly along Tenth and Eleventh Avenues. Recent developments in the study area include the IAC Building at 555 West 18th Street and high-rise residential developments at 100 Eleventh Avenue, 500 West 21st Street, and 505 West 19th Street.

ZONING

The project site is located in a commercial zoning district (C6-2) which extends over the study area along Tenth Avenue and in the midblock area between West 20th and West 18th Streets; commercial districts are also located within the study area along the West Side Highway (C6-3) and south of West 18th Street (C6-4). These districts were mapped as part of the West Chelsea Rezoning, adopted in 2005, which was intended to provide opportunities for new residential and commercial development in the area centered on the High Line (the West Chelsea Rezoning also introduced the Special West Chelsea district, described below). C6 commercial districts are medium- and high-density mixed-use districts that permit a wide range of uses. C6 districts are largely mapped in the city's central business districts as well as regional commercial centers that are well-served by mass transit, and contain high-bulk commercial facilities such as office buildings, department stores, and large hotels. Residential uses are permitted in C6 districts through the application of equivalent residential zoning district regulations (in the case of the C6-2 regulations applicable to the project site, the residential equivalent is an R8 district).

The study area also contains manufacturing districts (M1-5 and M2-3) located in the midblock area north West 20th Street and along the waterfront on the west side of the West Side Highway, a reflection of the area's history of manufacturing and working waterfront uses. In general, M2 districts permit heavy industrial uses and M1 districts permit light manufacturing uses such as warehouses. M1 districts are generally used as buffers between commercial or residential areas and heavy industrial areas, and all manufacturing uses are required to conform to stringent performance standards. Commercial uses are generally permitted in manufacturing districts, although some commercial uses (such as hotels and many retail facilities) are not permitted in M2 districts. Residential uses are generally not permitted in manufacturing districts.

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

West Chelsea Special District

As noted above, the project site and the portion of the study area located to the east of the West Side Highway is located within the Special West Chelsea District, which was adopted in 2005 under the West Chelsea Rezoning. The Special West Chelsea District is bounded generally by Tenth and Eleventh Avenues between West 16th and West 30th Streets, and includes regulations that facilitate the redevelopment of the area with residential and commercial uses, centered on the public open space created through the reuse of the High Line. The District includes a High Line Transfer Corridor (HLTC), through which sites along and underneath the High Line are permitted to transfer development rights to designated receiving sites, in order to encourage the preservation of light, air, and views around the High Line. The District also includes ten mapped Subareas (Subareas A through J) which apply special bulk and lot coverage regulations. The project site is located within Subarea E, which permits residential, commercial, or community

facility uses up to a maximum FAR of 5.0. The maximum FAR is increased to 6.0 for receiving sites with the transfer of development rights under the HLTC).

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

Zoning District	Maximum FAR ¹	Uses/Zone Type
Commercial Districts		
C6-2	6.0 commercial ² 0.94 to 6.02 residential 6.5 community facility ²	General commercial district outside central business district, wide range of commercial uses as well as residential and community facility uses.
C6-3	6.0 commercial ² 0.99 to 7.52 residential 10.0 community facility ²	General commercial district outside central business district, wide range of commercial uses as well as residential and community facility uses.
C6-4	10.0 commercial ² 10.0 residential ² 10.0 community facility	General office district, wide range of high-bulk commercial uses requiring a central location.
Manufacturing Districts		
M1-5	5.0 manufacturing 5.0 commercial 6.5 community facility ³	Light manufacturing and most commercial uses, strict manufacturing performance standards; limited community facility uses, residential uses not permitted.
M2-3	2.0 manufacturing 2.0 commercial	General manufacturing district, limited commercial uses, residential and community facility uses not permitted
<p>Notes:</p> <ol style="list-style-type: none"> FAR is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 sf with a FAR of 1 has an allowable building area of 10,000 sf. The same lot with an FAR of 10 has an allowable building area of 100,000 sf. Up to 20 percent increase for plaza bonus. Use Group 4 facilities only. <p>Source: <i>New York City Zoning Resolution.</i></p>		

PUBLIC POLICY

Waterfront Revitalization Program (WRP)

New York City’s WRP is the City's principal Coastal Zone management tool and establishes a broad range of public policies for the City’s coastal areas. The guiding principle of the WRP is to maximize the benefits derived from economic development, environmental conservation, and public use of the waterfront, while minimizing the conflicts among these objectives. A local waterfront revitalization program, such as New York City’s, is subject to approval by the New York State Department of State (NYS DOS) with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act and the Federal Coastal Zone Management Act. The WRP was originally adopted by the City of New York in 1982, revised in 2002, and was recently updated. The draft revisions were approved by the City Council in 2013, and in February 2016, revisions to the NYC WRP were adopted by the NYSDOS. This set of policies is in effect for local and state actions.

All proposed actions subject to CEQR, the Uniform Land Use Review Procedure (ULURP), or other local, state, or federal agency discretionary actions that are situated within New York City’s designated Coastal Zone boundary must be reviewed and assessed for their consistency with the WRP. The project site is located within the boundaries of the Coastal Zone, which extends to Tenth Avenue south of West 24th Street; therefore, an assessment of the proposed project’s consistency with applicable WRP policies is warranted, and is provided below.

PlaNYC/OneNYC

In 2007, the Bloomberg administration released *PlaNYC: A Greener, Greater New York*, a comprehensive plan for a sustainable and resilient New York City. The 2007 plan, and 2013 update, includes policies to address three key challenges the City is expected to face over the next 20 years: population growth, aging infrastructure, and global climate change. Elements of the plan are organized into six categories—land, water, transportation, energy, air quality, and climate change—with corresponding goals and objectives for each. In 2015, *One New York: The Plan for a Strong and Just City* (OneNYC) was released by the de Blasio administration, building upon the sustainability goals established by PlaNYC. OneNYC includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives, with additional goals and new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability. Following the guidelines of the *CEQR Technical Manual*, a detailed assessment of consistency with PlaNYC/OneNYC’s sustainability goals is only required for large publicly sponsored projects.

Housing New York: A Five-Borough, Ten-Year Plan

On May 5, 2014, the de Blasio administration released *Housing New York: A Five-Borough, Ten-Year Housing Plan* (“*Housing New York*”), a plan to build or preserve 200,000 affordable residential units. To achieve this goal, the plan aims to double the New York City Department of Housing Preservation and Development’s (HPD) capital budget, target vacant and underused land for new development, protect tenants in rent-regulated apartments, streamline rules and processes to unlock new development opportunities, contain costs, and accelerate affordable construction. The plan details the key policies and programs for implementation, including developing affordable housing on underused public and private sites.

THE FUTURE WITHOUT THE PROPOSED PROJECT*LAND USE**Project Site*

As described on Page 1a, “Project Description,” the applicant plans on redeveloping the project site with a 9-unit, 11-story as-of-right residential building. The building will contain approximately 33,401 gross square feet (gsf) of space, and will utilize development rights from a site located underneath the High Line (511 West 23rd Street) pursuant to the HLTC.

Under the Manhattan Core parking regulations, the building is permitted two accessory parking spaces as-of-right. The building will include a garage on the ground floor, which will be accessed via an approximately 9-foot-wide curb cut (plus 1.5-foot splays) on West 20th Street (complying with the requirements outlined in ZR Sections 13-241 and 13-242), which will be created by reconfiguring the existing curb cut running along the full frontage of the site. The ground floor of the building will be set back from the rear lot line by 30 feet to provide the required rear yard.

Study Area

There are two projects currently planned or under construction within the study area that are expected to be complete by 2018. One project, at 551 West 21st Street, is a 22-story mixed-use building containing 44 residential units that is currently under construction. To the south of the project site, the block bounded by West 18th Street, Tenth Avenue, West 17th Street, and the West Side Highway, which formerly contained a parking lot, is expected to be redeveloped with

a mixed-use project (76 Eleventh Avenue) which includes two buildings that includes 50,000 sf of retail, a 150,000-sf hotel, and roughly 550,000 sf of residential space. These projects generally reflect the ongoing trend of residential and commercial redevelopment in the West Chelsea area.

In addition, the Bayview Correctional Facility, located adjacent to the project site, is expected to undergo a major renovation to convert the building into a community facility known as the Women's Building, which will contain office space for activist and non-profit groups as well as other community spaces. The project will also demolish the facility's 7-story annex building, which abuts the project site, and construct a new building (approximately 164 feet tall) on that portion of the site. However, this project, undertaken by the Empire State Development Corporation, is currently in the planning stages and is not expected to be complete by 2018.

ZONING

No changes to zoning regulations on the project site or in the study area are expected to be enacted by 2018. Zoning is expected to remain a mix of commercial and manufacturing districts, which a large portion of the study area located within the Special West Chelsea District.

PUBLIC POLICY

Waterfront Revitalization Program

In October, 2013, the New York City Council approved revisions to the local WRP recommended by DCP. The revisions include incorporation of climate change and sea level rise considerations to increase the resiliency of the waterfront area, promotion of waterfront industrial development and both commercial and recreational water-borne activities, increased restoration of ecologically significant areas, and design best practices for waterfront open spaces. In addition, as part of the WRP revisions, the Coastal Zone boundary would be extended further inland in many locations to reflect alterations to FEMA flood zone maps. The revisions to the WRP are currently undergoing review by the New York State Department of State and the U.S. Department of Commerce in order to go into effect but are anticipated to be in place by 2018.

No other changes affecting public policies applicable to the project site and the study area are anticipated by 2018.

THE FUTURE WITH THE PROPOSED PROJECT

LAND USE

Project Site

As described on Page 1a, "Project Description," the proposed project would result in the increase in capacity from two accessory parking spaces permitted in the residential building to be constructed as-of-right to 10 spaces, an increase of eight spaces. Similar to the approved building (described above, under "the Future without the Proposed Project"), the proposed building would be a 9-unit, 11-story residential building. The building would contain approximately 34,886 gsf of space, approximately 1,485 gsf more than the approved building, which would consist of the expanded ground floor for the garage. In order to accommodate the larger garage, the ground floor of the building would extend into the rear yard; the accessory parking spaces would be a permitted obstruction within the rear yard as defined by ZR Section 23-44.

As with the approved building, the proposed building would utilize development rights from the site under the High Line at 511 West 23rd Street pursuant to the HLTC, and would comply with all applicable zoning regulations. The parking garage would be screened behind the residential area of the ground floor with a dimension of 41 feet measured perpendicular to the street wall of the building, which would comply with the screening requirements per ZR Section 13-221. The larger garage would utilize the same modified curb cut that will be introduced for the approved building.

Study Area

The proposed action would only facilitate the construction of additional accessory parking spaces in the planned building on the project site and would not result in any new development or alterations to existing buildings on other sites within the study area. The proposed building would be similar to other newly constructed residential buildings in the study area, in keeping with the ongoing trend of redeveloping the West Chelsea area as a mixed-use district. Therefore, the proposed project would be consistent with existing land uses in the study area and would not result in any significant adverse land use impacts.

ZONING

The proposed action would only apply to the project site and would only facilitate the construction of an additional eight accessory parking spaces in the planned as-of-right building, which will only contain two spaces absent the proposed action. The 10-space parking garage that would be facilitated by the proposed special permit would serve the parking need of the residential building. The area around the project site has seen significant residential growth in the last ten years, including several residential buildings constructed along West 19th Street immediately to the south of the project site (505, 520, 524, and 535 West 19th Street), and additional high-density residential developments are expected by 2018. A study of recent and expected residential growth in the area surrounding the project site (following the guidelines for special permits pursuant to ZR Sections 13-45 and 13-451) determined that the residential growth parking ratio (the ratio of recently built and expected residential units to off-street parking spaces used by area residents) is 6 percent, well below the ratio of 20 percent that is considered appropriate. With the proposed project, including nine residential units and 10 accessory parking spaces, the residential growth parking ratio would increase to 6.7 percent, but would remain below 20 percent. Therefore, following DCP guidelines, the proposed parking garage fulfills the requirement under ZR Section 13-451 that “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.”

The proposed action would not affect zoning regulations applicable to the project site or the study area, and would not result in any significant adverse zoning impacts.

PUBLIC POLICY

The proposed project would not result in any changes to public policies affecting the project site or the study area. As described below, the proposed project would be consistent with the Waterfront Revitalization Program (WRP), and would not result in any significant adverse impacts to public policy governing the project site or the study area.

WATERFRONT REVITALIZATION PROGRAM

In accordance with the City's WRP and the federal Coastal Zone Management Act, the proposed project was reviewed for its consistency with the City's WRP policies, and this section summarizes the WRP consistency assessment.

The WRP is the City's principal coastal zone management tool. As originally adopted in 1982 and subsequently revised, it establishes the City's policies for development and use of the waterfront. All proposed actions subject to CEQR, the Uniform Land Use Review Procedure (ULURP), or other local, state, or federal agency discretionary actions that are situated within New York City's designated Coastal Zone boundary must be reviewed and assessed for their consistency with the WRP.

As described above, the project site is located within the Coastal Zone. Therefore, an evaluation of the proposed project's consistency with WRP policies was undertaken (see **Appendix A** for the WRP Consistency Assessment Form [CAF]). Additional information for several WRP policies, as identified by policy questions answered as "yes" in the CAF, is provided below.

CONSISTENCY OF THE PROPOSED PROJECT WITH WATERFRONT REVITALIZATION PROGRAM POLICIES

Policy 1: Support and facilitate commercial and residential redevelopment in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate Coastal Zone Areas.

As discussed above, the proposed project is limited to the addition of eight accessory parking spaces to a planned residential building that will be constructed as-of-right (with only two accessory parking spaces) absent the proposed action. Although the project site is located within the Coastal Zone, it is not located on the waterfront, and the redevelopment of the project site would not displace any waterfront use or affect public access to the waterfront. The project site is located in a portion of the West Chelsea neighborhood that was rezoned in 2005 to encourage the redevelopment of the area, formerly a manufacturing district, into a mixed commercial and residential district. Therefore, the proposed project would be consistent with policies that encourage the redevelopment of underutilized sites within the Coastal Zone with residential uses, and would be consistent with Policy 1.1.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

The project site is located within the 100-year floodplain (Zone AE). Under Policy 6, the primary goal for projects in coastal areas is to reduce risks posed by current and future coastal hazards, particularly major storms that are likely to increase due to climate change and sea level rise. The proposed project would redevelop the project site with a residential building with a 10-space accessory parking garage on the ground floor. The building would be designed to comply with all applicable regulations regarding construction of residential buildings within flood zones, in particular Appendix G of the New York City Building Code. The first residential floor would be located at an elevation of 16.42 feet NAVD88, above the required Design Flood Elevation (DFE) of 13 feet NAVD88. Only the building's ground floor, which would contain building access, parking, and storage spaces, would be located below the required DFE. These spaces would be protected using wet floodproofing with appropriate flood-damage-resistant materials and finishes. Therefore, the proposed project would meet the requirements of applicable

regulations intended to reduce risks of damage from current and future coastal hazards, and would be consistent with Policy 6.

Policy 7: Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

Policy 7.2: Prevent and remediate discharge of petroleum products.

As described below under Part C, “Hazardous Materials,” The project site contains an (E) designation for hazardous materials, (E-142), established in the 2005 *Highline/West Chelsea Rezoning Final Environmental Impact Statement (FEIS)* (CEQR #03DCP069M). A Phase I Environmental Site Assessment (ESA) completed for the project site in September 2014 identified the potential for subsurface contamination related to previous uses on site (including gasoline and fuel oil storage, and fill material of unknown origin) and nearby (former manufactured gas plant and reported petroleum spills). It also noted the potential for the existing project site building to include hazardous materials such as asbestos and lead-based paint.

Since the project site was assigned an (E) Designation for hazardous materials, any future development, whether as-of-right or subject to CEQR, would need prior site investigation (and, if necessary, remediation or other measures during project excavation/construction) in accordance with the requirements of the New York City Office of Environmental Remediation (OER). Conformance with the OER requirements would avoid the potential for significant adverse impacts associated with subsurface hazardous materials. Conformance with applicable regulatory requirements relating to asbestos and lead-based paint would avoid the potential for significant adverse impacts associated with these materials. Therefore, hazardous materials would be remediated in a manner consistent with all requirements to minimize negative impacts, and the proposed project would be consistent with Policy 7.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, and cultural legacy of the New York City coastal area.

As described below, under Part B, “Historic and Cultural Resources,” the annex building and the eight-story former Seaman’s House YMCA building located immediately adjacent to the project site are eligible for listing on the State/National Registers of Historic Places (S/NR-eligible). Because the annex building is within 90 feet of the project site, a Construction Protection Plan (CPP) would be developed in consultation with the New York City Landmarks Preservation Commission (LPC) and implemented prior to construction to avoid inadvertent construction-related damage to this historic architectural resource. The CPP would comply with the procedures set forth in the New York City Department of Building (DOB)’s *Technical Policy and Procedure Notice (TPPN)* #10/88. The CPP would also follow the guidelines set forth in section 523 of the *CEQR Technical Manual*, including conformance with LPC’s *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*. With the implementation of the CPP, the proposed project would not result in any impacts to the adjacent historic resource, and would be consistent with Policy 10.

B. HISTORIC AND CULTURAL RESOURCES

In both the No Action and With Action scenarios, the existing one-story commercial building that occupies that entire project site would be demolished and the project site would be redeveloped with a new residential building containing a ground floor garage. The rear yard area has previously been disturbed with the existing building on the project site. In a comment letter dated January 15, 2016, LPC determined that the project site has no archaeological significance (see **Appendix B**). Therefore, this analysis focuses on standing structures only. The existing project site building does not appear to meet eligibility criteria for listing on the State/National Registers of Historic Places (S/NR) or for designation as a New York City Landmark (NYCL). With the proposed project, 10 accessory parking spaces would be developed on the ground floor of the as-of-right residential building, with the garage extending to the rear lot line. The remainder of the as-of-right residential building (including depth of excavation, the building envelope, building bulk, and location/size/number of curb cuts) would be unchanged between the No Action and With Action conditions. The larger parking garage and additional parking spaces that would be developed in the With Action condition, compared to the No Action condition, would not adversely affect any historic architectural resources on the project site as there are no such resources on the project site.

Immediately west of the project site is the seven-story annex building of the former Seaman's House YMCA (currently the Bayview Correctional Facility). Both the annex building and the eight-story former Seaman's House YMCA are eligible for listing on the State/National Registers of Historic Places (S/NR-eligible). Because the annex building is within 90 feet of the project site, a Construction Protection Plan (CPP) would be developed in consultation with the New York City Landmarks Preservation Commission (LPC) and implemented prior to construction to avoid inadvertent construction-related damage to this historic architectural resource. The CPP would comply with the procedures set forth in the New York City Department of Building (DOB)'s *Technical Policy and Procedure Notice* (TPPN) #10/88. The CPP would also follow the guidelines set forth in section 523 of the *CEQR Technical Manual*, including conformance with LPC's *New York City Landmarks Preservation Commission Guidelines for Construction Adjacent to a Historic Landmark* and *Protection Programs for Landmark Buildings*.

C. HAZARDOUS MATERIALS

The project site contains an (E) designation for hazardous materials, (E-142), established in the 2005 *Highline / West Chelsea Rezoning Final Environmental Impact Statement (FEIS)* (CEQR #03DCP069M). The hazardous materials (E) Designation requires that site remediation/redevelopment should be conducted to the satisfaction of the NYC Office of Environmental Remediation (OER) as a condition for obtaining construction permits and a Certificate of Occupancy for the new building. A Phase I Environmental Site Assessment (ESA) was completed for the project site in September 2014. It identified the potential for subsurface contamination related to previous uses on site (including gasoline and fuel oil storage, and fill material of unknown origin) and nearby (former manufactured gas plant and reported petroleum spills). It also noted the potential for the existing project site building to include hazardous materials such as asbestos and lead-based paint. The Phase I ESA recommended that a subsurface investigation be performed.

Since the project site was assigned an (E) Designation for hazardous materials, any future development, whether as-of-right or subject to CEQR, would need prior site investigation (and, if necessary, remediation or other measures during project excavation/construction) in

accordance with the requirements of the OER. Conformance with the OER requirements would avoid the potential for significant adverse impacts associated with subsurface hazardous materials. Conformance with applicable regulatory requirements relating to asbestos and lead-based paint would avoid the potential for significant adverse impacts associated with these materials. With these measures in place, the proposed actions would not result in any significant adverse impacts from hazardous materials.

D. AIR QUALITY

This section examines the potential for air quality impacts from the proposed project. The maximum hourly incremental traffic from the proposed project would not exceed the *CEQR Technical Manual's* carbon monoxide screening threshold of 170 peak hour trips at nearby intersections in the study area, nor would it exceed the fine particulate matter (PM_{2.5}) emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, the proposed project is not expected to significantly alter traffic conditions. Likewise, the proposed 10-space accessory parking garage is not anticipated to result in any significant adverse air quality impacts. Therefore, a quantified mobile-source assessment of emissions from project-generated mobile sources is not warranted.

An (E) designation for air quality (E-142) was placed on the Site (Block 691, Lot 50) and the adjacent lot to the east (Lot 43), established in the 2005 *Highline / West Chelsea Rezoning Final Environmental Impact Statement (FEIS)* (CEQR #03DCP069M). The (E) designation for air quality contains fuel stack location restrictions for heating, ventilation and air conditioning (HVAC) systems. The (E) designation requires that any new development on the project site must locate the HVAC stack no closer than 46 feet to the edge of the roof if the HVAC stack burns No. 2 fuel oil, and 34 feet if the HVAC stack burns natural gas.

The proposed development only includes a portion of the site analyzed in the *Highline/West Chelsea Rezoning FEIS* (which consisted of Lots 43 and 50). An Air Quality Remedial Action Plan (RAP) to document that the fuel restriction and stack set-back requirements are met would need to be submitted to OER, which is the City agency currently responsible for ensuring compliance with (E) designations. With these measures in place, no significant adverse air quality impacts would occur and no stationary source air quality analysis is required.

E. NOISE

This section considers the potential for the proposed project to result in significant adverse noise impacts. As discussed on Page 1a, "Project Description," the project site (Block 691, Lot 50) is located on the southern side of West 20th Street in the midblock area between Tenth Avenue and the West Side Highway (Route 9a) and currently contains a one-story commercial art gallery. The proposed project would redevelop the project site with a 9-unit, 11-story as-of-right residential building. The project site was previously analyzed as a projected development site in the *Highline/West Chelsea Rezoning FEIS*.

According to the guidelines established in the *CEQR Technical Manual*, an initial noise impact screening considers whether a proposed action would generate any mobile or stationary source noise, or be located in an area with high ambient noise levels. A noise analysis examines an action for its potential effects on sensitive noise receptors (which can be both indoors or outdoors), and the effects on the interior noise levels of residential, commercial, and institutional uses, as well as noise exposure at the project-generated open space.

In terms of mobile sources, the number of vehicle trips generated by the proposed project would be lower than the threshold that would require any detailed analysis. It is therefore not expected that the proposed project would generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels) and further assessment is not warranted.

MECHANICAL SYSTEMS

The building mechanical system (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, no significant adverse impacts from stationary sources would occur with the proposed actions.

NOISE ATTENUATION MEASURES

As a result of the analysis of the project site in the *Highline/West Chelsea Rezoning FEIS*, an (E) designation was placed on the project site in order to create a mechanism for providing sufficient building noise attenuation. Specifically, the following commitment was made in the noise (E) designation (E-142):

“In order to ensure an acceptable interior noise environment, new residential/commercial development must provide a closed window condition with a minimum of 30, 35 or 40 dBA window/wall attenuation on all facades in order to maintain an interior noise level of 45 dBA. In order to maintain a closed-window condition, an alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners.”

Table 19-6 of the FEIS specifies that 30 dBA window/wall attenuation is required for Block 691, Lot 50.

The New York City Office of Environmental Remediation (OER) is responsible for enforcement of the noise (E) designation for project building. To demonstrate compliance with the noise (E) designation, a Noise Remedial Action Plan (RAP) must be submitted to OER for the project building, describing the specific façade construction and alternate means of ventilation that will be used to meet the noise (E) designation. If OER approves the RAP for the building, it will issue a Notice to Proceed (NTP) allowing construction to begin on the (E) designated site.

The proposed project would adhere to the requirements of the site’s noise (E) designation established as part of the *Highline West Chelsea Rezoning FEIS*, which set attenuation requirements based on achieving the CEQR interior noise level guideline of 45 dBA or lower for residential or community facility uses and 50 dBA or lower for commercial or retail uses. With these attenuation measures in place, there would be no potential for significant adverse noise impacts.

F. CONSTRUCTION

The construction activities associated with the proposed parking facility would be expected to result in conditions typical of construction sites in Manhattan. Construction of the proposed as-of-right residential building will occur over a period of approximately 24 months; construction of the proposed parking facility would occur within the same 24 month period. Construction of the proposed project would be carried out in accordance with New York City laws and

regulations, which allow construction activities between 7:00 AM and 6:00 PM on weekdays. If work is required outside of normal construction hours, necessary approvals would be obtained from the appropriate agencies (i.e., the New York City Department of Buildings and New York City Department of Environmental Protection). During construction of the proposed project, all necessary measures would be implemented to ensure adherence to the New York City Air Pollution Control Code regulating construction-related dust emissions and the New York City Noise Control Code regulating construction noise. In addition, Maintenance and Protection of Traffic plans would be developed for any curb-lane and/or sidewalk closures. Approval of these plans and implementation of all temporary closures during construction would be coordinated with the New York City Department of Transportation's Office of Construction Mitigation and Coordination.

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

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

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

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

Potentially Significant Adverse Impact

IMPACT CATEGORY	YES	NO
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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


YES NO

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

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

- Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).
- Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.
- Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

4. LEAD AGENCY'S CERTIFICATION

TITLE Deputy Director, EARD	LEAD AGENCY NYC Department of City Planning
NAME Olga Abinader	DATE July 21, 2016
SIGNATURE 	

Appendix A
New York City Waterfront Revitalization Program
Coastal Assessment Form

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: DDG 532 West 20th Street LLC

Name of Applicant Representative: Valerie Campbell, Esq., Kramer Levin Naftalis & Frankel LLP

Address: 1177 Avenue of the Americas, New York, NY 10036

Telephone: 212-715-9183 Email: vcampbell@kramerlevin.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

DDG 532 West 20th Street LLC (the "applicant") is proposing to construct a 10-space accessory parking garage located on the ground floor of an as-of-right residential building planned for construction at 532 West 20th Street in Manhattan that will contain nine residential units.

2. Purpose of activity

The proposed special permit pursuant to Zoning Resolution (ZR) section 13-451 would allow for 8 additional parking spaces (for a total of 10), which would serve the unmet parking needs of the building's residents and those in the surrounding area.

C. PROJECT LOCATION

Borough: Manhattan Tax Block/Lot(s): Block 691, Lot 50

Street Address: 532 West 20th Street

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

- City Planning Commission** Yes No
- | | | |
|---|--|--|
| <input type="checkbox"/> City Map Amendment | <input type="checkbox"/> Zoning Certification | <input type="checkbox"/> Concession |
| <input type="checkbox"/> Zoning Map Amendment | <input type="checkbox"/> Zoning Authorizations | <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: _____ | |

- Board of Standards and Appeals** Yes No
- | | |
|--|--|
| <input type="checkbox"/> Variance (use) | |
| <input type="checkbox"/> Variance (bulk) | |
| <input type="checkbox"/> Special Permit | |
| (if appropriate, specify type: <input type="checkbox"/> Modification <input type="checkbox"/> Renewal <input type="checkbox"/> other) Expiration Date: _____ | |

- Other City Approvals**
- | | |
|--|---|
| <input type="checkbox"/> Legislation | <input type="checkbox"/> Funding for 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 Program, specify: _____ |
| <input type="checkbox"/> 384 (b) (4) Approval | <input checked="" type="checkbox"/> Permits, specify: <u>DOT OCMC permits</u> |
| <input checked="" type="checkbox"/> Other, explain: <u>OER approvals related to E designations for hazardous materials, air quality, and noise</u> | |

State Actions/Approvals/Funding

- | | |
|---|-------------------------------|
| <input type="checkbox"/> State permit or license, specify Agency: _____ | Permit type and number: _____ |
| <input type="checkbox"/> Funding for Construction, specify: _____ | |
| <input type="checkbox"/> Funding of a Program, specify: _____ | |
| <input type="checkbox"/> Other, explain: _____ | |

Federal Actions/Approvals/Funding

- | | |
|---|-------------------------------|
| <input type="checkbox"/> Federal permit or license, specify Agency: _____ | Permit type and number: _____ |
| <input type="checkbox"/> Funding for Construction, specify: _____ | |
| <input type="checkbox"/> Funding of a Program, specify: _____ | |
| <input type="checkbox"/> Other, explain: _____ | |

Is this being reviewed in conjunction with a Joint Application for Permits? Yes No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? Yes No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? Yes No
3. Is the project located on publicly owned land or receiving public assistance? Yes No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) Yes No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) Yes No
6. Is the project located adjacent to or within a special area designation? See *Maps – Part III of the NYC WRP*. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - Significant Maritime and Industrial Area (SMIA) (2.1)
 - Special Natural Waterfront Area (SNWA) (4.1)
 - Priority Maritime Activity Zone (PMAZ) (3.5)
 - Recognized Ecological Complex (REC) (4.4)
 - West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the *NYC Waterfront Revitalization Program*. When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.1.	Support and encourage in-water recreational activities in suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.3	Minimize conflicts between recreational boating and commercial ship operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.5	Protect and restore tidal and freshwater wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.8	Maintain and protect living aquatic resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
5	Protect and improve water quality in the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.1	Manage direct or indirect discharges to waterbodies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.2	Prevent and remediate discharge of petroleum products.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Provide public access to, from, and along New York City's coastal waters.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.3	Provide visual access to the waterfront where physically practical.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.2	Protect and enhance scenic values associated with natural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.2	Protect and preserve archaeological resources and artifacts.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. CERTIFICATION


The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Valerie Campbell, Esq., Kramer Levin Naftalis & Frankel LLP

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Telephone: 212-715-9183 Email: vcampbell@kramerlevin.com

Applicant/Agent's Signature: 

Date: 4/22/16

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning

Waterfront and Open Space Division

120 Broadway, 31st Floor

New York, New York 10271

212-720-3525

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www.nyc.gov/wrp

New York State Department of State

Office of Planning and Development

Suite 1010

One Commerce Place, 99 Washington Avenue

Albany, New York 12231-0001

(518) 474-6000

www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- Copy of original signed NYC Consistency Assessment Form
- Attachment with consistency assessment statements for all relevant policies
- For Joint Applications for Permits, one (1) copy of the complete application package
- Environmental Review documents
- Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.

Appendix B
Historic and Cultural Resources

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-M
Project:
Address: 532 WEST 20 STREET, **BBL:** 1006910050
Date Received: 1/15/2016

ARCHAEOLOGY ONLY

- No architectural significance
- No archaeological significance
- Designated New York City Landmark or Within Designated Historic District
- Listed on National Register of Historic Places
- Appears to be eligible for National Register Listing and/or New York City Landmark Designation
- May be archaeologically significant; requesting additional materials

Gina Santucci

1/15/2016

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31135_FSO_GS_01152016.doc