

ENVIRONMENTAL ASSESSMENT STATEMENT

242 W. 53RD STREET GARAGE SPECIAL PERMIT

CEQR No. 16DCP161M

Lead Agency: City Planning Commission

Applicant: Roseland Development Associates

**Prepared by:
Philip Habib & Associates**

30 December 2016

242 W. 53rd Street Garage Special Permit

Environmental Assessment Statement (EAS)

Table of Contents

Environmental Assessment Statement.....	Full Form
Project Description.....	Attachment A
Supplemental Screening.....	Attachment B
Air Quality: Garage Emissions Analysis	Attachment C
Agency Correspondence	Appendix A
Travel Demand Forecast	Appendix B



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 242 W. 53rd Street Garage Special Permit					
1. Reference Numbers					
CEQR REFERENCE NUMBER (to be assigned by lead agency) 16DCP161M			BSA REFERENCE NUMBER (if applicable)		
ULURP REFERENCE NUMBER (if applicable) 170112 ZSM			OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)		
2a. Lead Agency Information			2b. Applicant Information		
NAME OF LEAD AGENCY NYC City Planning Commission			NAME OF APPLICANT Roseland Development Associates c/o Algin Management Co., LLC		
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin, AICP			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Philip A. Habib, Philip Habib & Associates, PE, PC		
ADDRESS 120 Broadway			ADDRESS 102 Madison Avenue, 11th floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10016
TELEPHONE +1.212.720.3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE +1.212.929.5656	EMAIL phahib@phaeng.com	
3. Action Classification and Type					
SEQRA Classification					
<input type="checkbox"/> UNLISTED <input checked="" type="checkbox"/> TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 6 NYCRR 617.4(b)(9)					
Action Type (refer to Chapter 2 , "Establishing the Analysis Framework" for guidance)					
<input checked="" type="checkbox"/> LOCALIZED ACTION, SITE SPECIFIC <input type="checkbox"/> LOCALIZED ACTION, SMALL AREA <input type="checkbox"/> GENERIC ACTION					
4. Project Description					
The application is for a CPC special permit pursuant to NYC Zoning Resolution Section 13-451 to allow for an increase in capacity (from 86 accessory spaces to 184 public spaces) of a below-grade parking garage accessed in a predominantly residential mixed-use building. The garage will be accessed via a two-way curb cut, which will be 25 feet wide (including splays) and located on W. 52nd Street approximately 303 feet east of 8th Avenue and approximately 371 feet west of Broadway that will be provided under both No-Action and With-Action conditions. Apart from the proposed parking, the development is being developed on an as-of-right basis as a 62-story, 675-foot tall building with two cellar levels and one curb cut and will contain approximately 426 dwelling units (DUs) and 16,713 gross square feet (gsf) of commercial space. The building is expected to be completed in 2018. Refer to Attachment A for details.					
Project Location					
BOROUGH Manhattan	COMMUNITY DISTRICT(S) 5	STREET ADDRESS 242 W. 53rd Street; also 239 W. 52nd Street, 261 W. 52nd Street			
TAX BLOCK(S) AND LOT(S) Block 1024, Lot 52			ZIP CODE 10019		
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The development site is midblock through-lot with frontage on W. 52nd and W. 53rd Streets, between Broadway and Eighth Avenue.					
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C6-5, Special Midtown District (MiD), Theater Subdistrict				ZONING SECTIONAL MAP NUMBER 8C	
5. Required Actions or Approvals (check all that apply)					
City Planning Commission: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> UNIFORM LAND USE REVIEW PROCEDURE (ULURP)					
<input type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION			
<input type="checkbox"/> ZONING MAP AMENDMENT	<input type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP			
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT			
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE			
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input type="checkbox"/> OTHER, explain:				
<input checked="" type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE:					
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 13-451 ("Additional Parking Spaces for Residential Growth")					

Board of Standards and Appeals: YES NO

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

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

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

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

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

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
<input type="checkbox"/> OTHER, explain:	

State or Federal Actions/Approvals/Funding: 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.): 29,197 sf (lot area) Waterbody area (sq. ft.) and type: 0
 Roads, buildings, and other paved surfaces (sq. ft.): 29,197 sf Other, describe (sq. ft.): 0

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 30,350 sf (total garage area; surface area occupied by the proposed 184 parking spaces will be built under No-Action conditions; there would be no net change in building area)
 NUMBER OF BUILDINGS: part of 1 building GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): approximately 30,350 gsf in an approximately 553,630-gsf building
 HEIGHT OF EACH BUILDING (ft.): 2 cellar levels space (approx. 25 feet deep) and part of 1st floor in a 675-foot-tall building. NUMBER OF STORIES OF EACH BUILDING: Parts of 2 cellar levels and 1st floor in a 62-story building.

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:

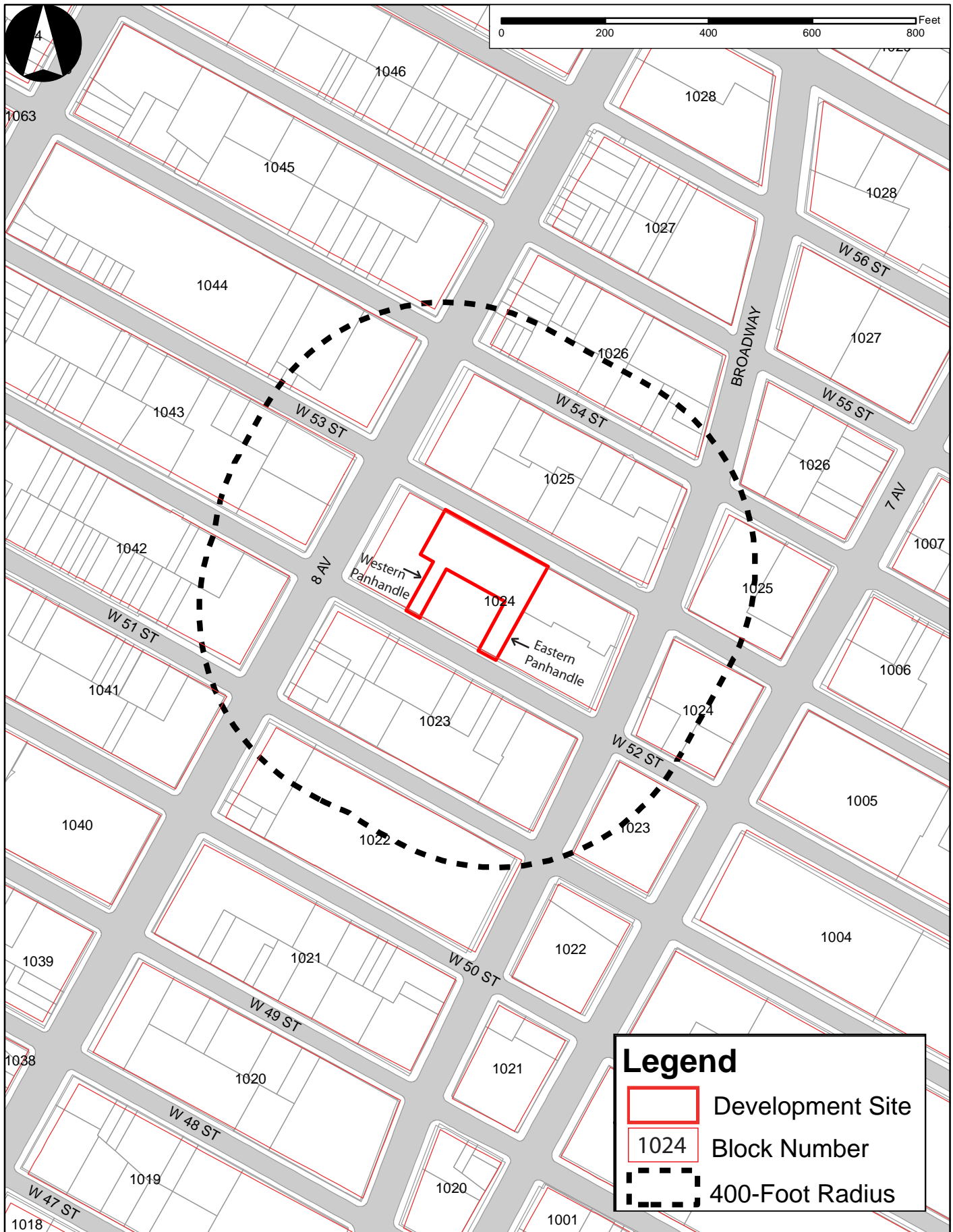
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO
 If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
 AREA OF TEMPORARY DISTURBANCE: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

8. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2018
 ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18 months (same as under the No-Action condition)
 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 type="checkbox"/> PARK/FOREST/OPEN SPACE	<input checked="" type="checkbox"/> OTHER, specify: Commercial theaters; institutional
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NYC Digital Tax Map

Effective Date : 05-20-2014 11:51:10
 End Date : Current
 Manhattan Block: 1024

Legend

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

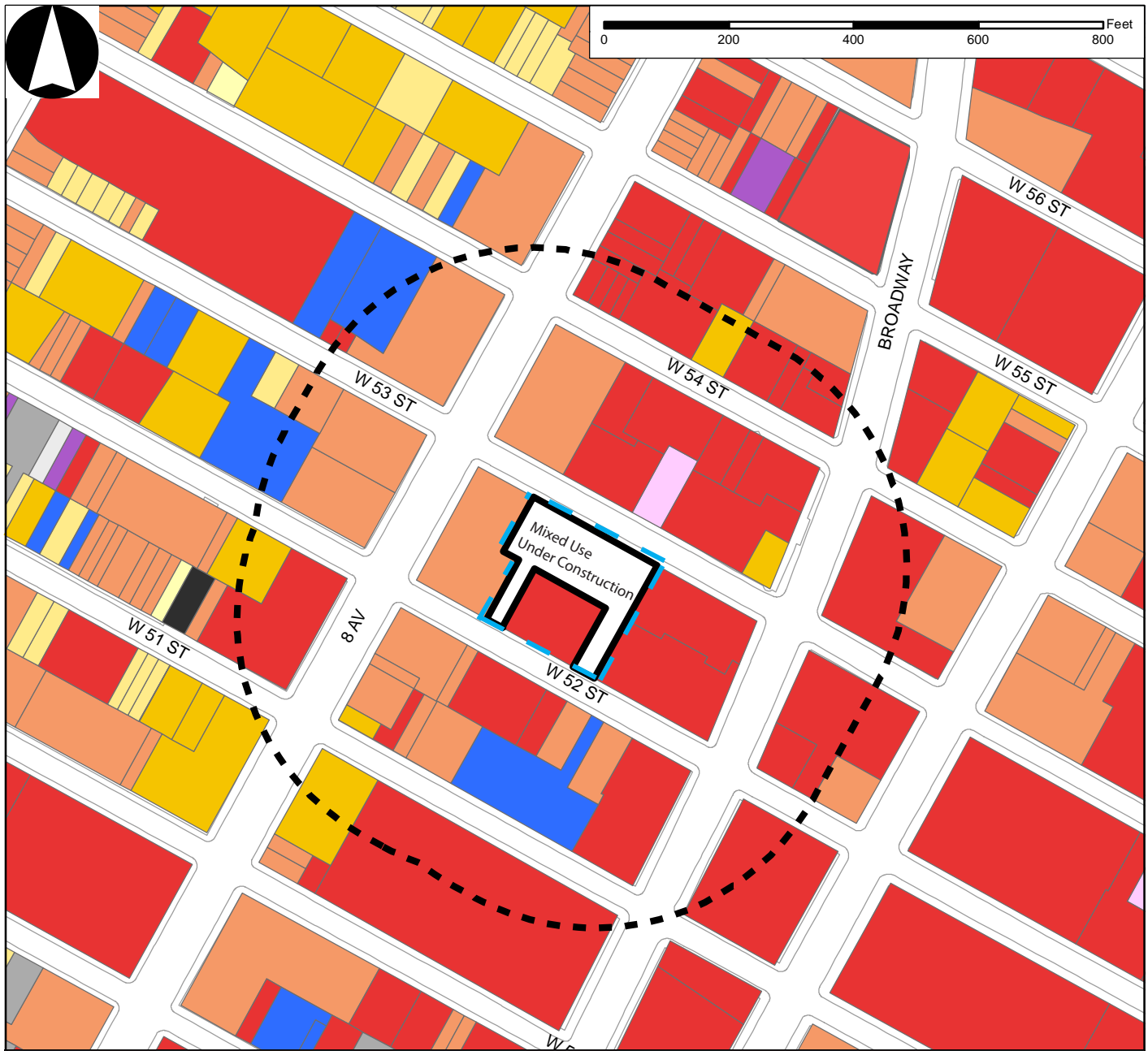


0 5 10 20 30 40 Feet


















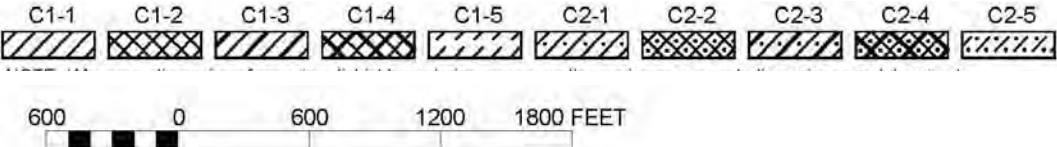
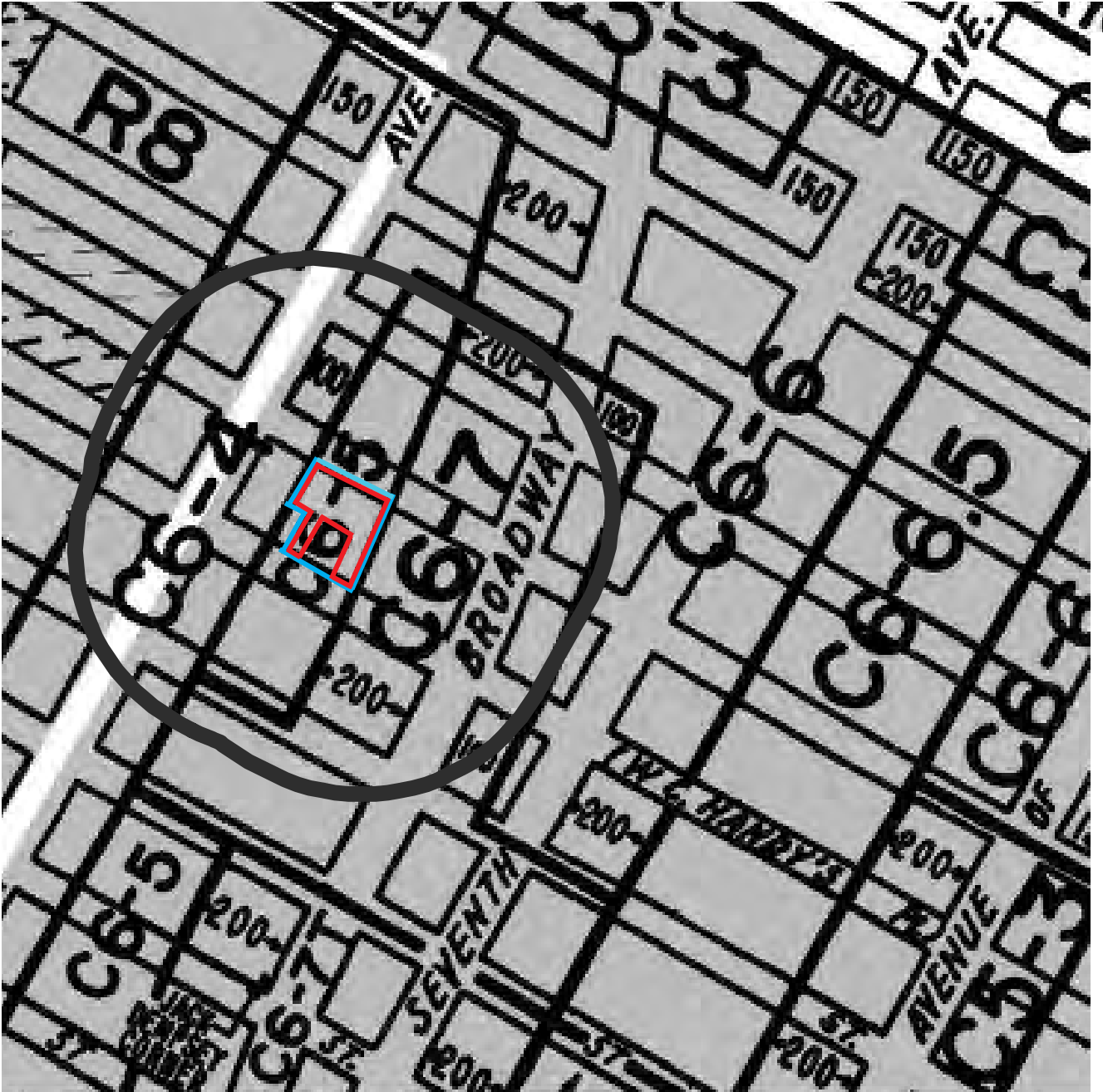
Legend

- - - - - Boundary of Development Site
- Zoning Lot



Legend

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





1. Looking towards site and adjacent sites from W. 52nd Street



2. Looking away from site from W. 52nd Street



3. Looking away from site from W. 52nd Street



4. Looking towards adjacent site from W. 52nd Street

Project Area Existing Conditions Photographs



5. Looking towards eastern panhandle of site from W. 52nd Street



6. Looking towards air rights parcel from W. 52nd Street



7. Looking towards adjacent site from W. 52nd Street



8. Looking towards western panhandle of site from W. 52nd Street

Project Area Existing Conditions Photographs



9. Looking adjacent sites from from W. 52nd Street



10. Looking towards site from W. 53rd Street



11. Looking towards site from W. 53rd Street



12. Looking towards adjacent sites from W. 53rd Street

Project Area Existing Conditions Photographs



13. Looking towards site and adjacent sites
W. 53rd Street



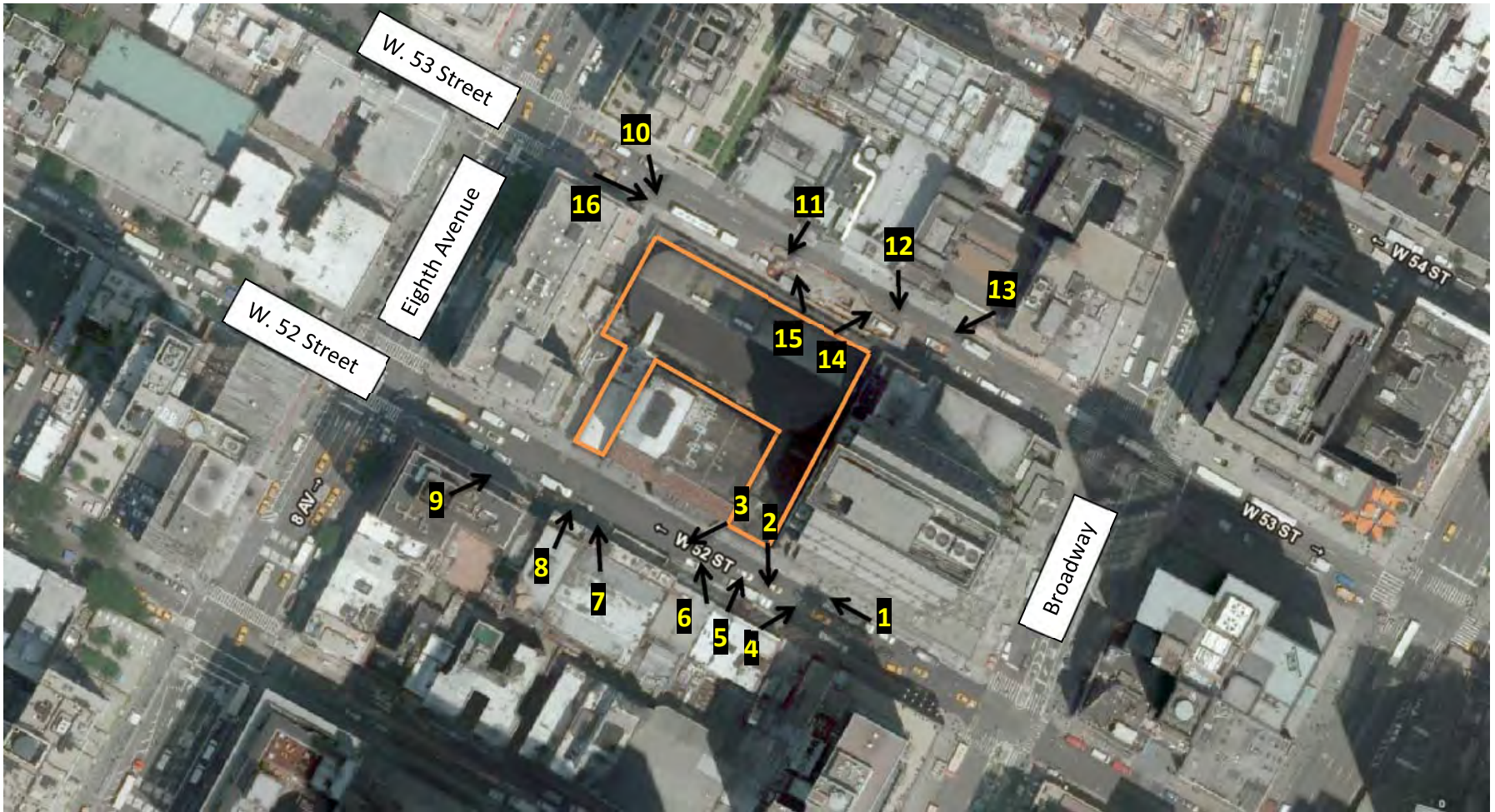
14. Looking away from site from W. 53rd Street



15. Looking away from site from W. 53rd Street



16. Looking towards site and adjacent sites from
W. 53rd Street



Legend



Development Site



Photo Views
(Refer to Figure 5)

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION		NO-ACTION CONDITION		WITH-ACTION CONDITION		INCREMENT
LAND USE							
Residential	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
Describe type of residential structures			Multi-family elevator		Multi-family elevator		No change
No. of dwelling units			426		426		No change
No. of low- to moderate-income units			0		0		No change
Gross floor area (sq. ft.)			487,937 gsf (above-grade); 20,730 gsf (below-grade non-garage area)		487,937 gsf (above-grade); 20,730 gsf (below-grade non-garage area)		No change
Commercial	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	
If "yes," specify the following:							
Describe type (retail, office, other)			Local retail		Local retail		No change
Gross floor area (sq. ft.)			16,713		16,713		No change
Manufacturing/Industrial	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
Type of use							
Gross floor area (sq. ft.)							
Open storage area (sq. ft.)							
If any unenclosed activities, specify:							
Community Facility	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," specify the following:							
Type							
Gross floor area (sq. ft.)							
Vacant Land	<input 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 checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	
If "yes," describe:	demolition/construction						
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		184		+184
No. of accessory spaces			86		0		-86
Operating hours			24 hours/7 days		24 hours/7 days		No change.
Attended or non-attended			Attended		Attended		No change.
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	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify number:	0	682	682	No change.
Briefly explain how the number of residents was calculated:	1.60 residents/DU, which is median household size for census tracts within a 1/4-mile radius of site.			
Businesses	<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. and type		Retail, one or more establishments	Retail, one or more establishments	No change
No. and type of workers by business		50 retail; 2 parking	50 retail; 4 parking	+2 parking workers
No. and type of non-residents who are not workers		Patrons, number n/a	Patrons, number n/a	No change
Briefly explain how the number of businesses was calculated:	Retail employees estimated at 3 per 1,000 gsf; parking employees at 1 per 50 spaces			
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	C6-5 (MiD, Theater Subdistrict)	Same as existing conditions	Same as existing conditions	No change.
Maximum amount of floor area that can be developed	Calculations are for zoning lot (42,327 sf) • 507,924 zsf residential, commercial, and community facility with bonuses	Same as existing condition.	Same as in existing condition.	No change.
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land use: Predominantly commercial uses, including office, hotel, retail, and commercial theatres. Also a number of residential and mixed-residential-commercial buildings, particularly along 8th Avenue corridor. Other uses include institutional buildings. Zoning: Districts include C6-4 along the 8th Avenue corridor, C6-7 along the Broadway corridor, and C6-5 along the midback areas between these two.	Land Use: Similar to existing conditions; development site redevelopment sa mixed-use. Zoning: No changes to zoning are expected.	Land Use: Same as No-Action Condition. Zoning: Same as No-Action condition.	Land Use; No qualitative change in land use conditions between RWCDs No-Action and RWCDs With-Action. Zoning: No changes to zoning between RWCDs No-Action and RWCDs With-Action

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.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?		
▪ If “yes,” answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?		
▪ If “yes,” answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?		
▪ If “yes,” answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?		
▪ If “yes,” answer question 2(b)(v) below.		
(b) If “yes” to any of the above, attach supporting information to answer the relevant questions below. If “no” was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?		
o If “yes,” is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
ii. Indirect Residential Displacement		
o Would expected average incomes of the new population exceed the average incomes of study area populations?		
o If “yes:”		
▪ Would the population of the primary study area increase by more than 10 percent?		
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?		
o If “yes” to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?		
iii. Direct Business Displacement		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?		
o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,		

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Attachment B (Supplemental Screening)		
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 type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input 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 type="checkbox"/>	<input checked="" 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: N/A	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed? See Attachment B	<input type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than that listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? **It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.	<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 checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/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 checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment C		
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"/>

	YES	NO
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008 ; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	<input type="checkbox"/>	<input type="checkbox"/>

16. NOISE: [CEQR Technical Manual Chapter 19](#)

(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See attachment B.		

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 checked="" type="checkbox"/>	<input 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. See Attachment B.		

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 type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Attachment B.		

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 Philip A. Habib, P.E.	SIGNATURE 	DATE Dec 30 th 2016
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PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

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

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

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

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

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

YES NO

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

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

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

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

4. LEAD AGENCY'S CERTIFICATION

TITLE Director, Environmental Assessment & Review Division	LEAD AGENCY New York City Department of City Planning
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Robert Dobruskin, AICP	DATE December 30, 2016
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SIGNATURE
Robert Dobruskin

**ATTACHMENT A:
PROJECT DESCRIPTION**

A. INTRODUCTION

This Environmental Assessment Statement (EAS) has been prepared in support of a Land Use Review Application filed with the New York Department of City Planning (DCP). The applicant, Roseland Development Associates, is seeking a zoning special permit pursuant to Section 13-451 of the New York City Zoning Resolution (ZR § 13-451), “Additional Parking Spaces for Residential Growth,” (the “proposed action”). The proposed action would allow an increase in capacity of a below-grade attended parking garage from 86 accessory spaces to 184 public spaces (an increment of 98 spaces) to be provided in an otherwise as-of-right new development currently under construction on the development site at 242 W. 53rd Street (Block 1024, Lot 52) in Midtown Manhattan, Community District 5.

Under No-Action conditions, the mixed-use building on the development site would include approximately 426 dwelling units (DUs), approximately 16,713 gsf of retail space, and approximately 86 spaces (per DOB filings) in conventional surface spaces. The building is permitted to provide 85 residential attended accessory parking spaces and approximately 4 commercial attended accessory parking spaces on an as-of-right basis but would only have area sufficient to provide 86 spaces and would not provide any stackers, although sufficient vertical clearance exists to do so.

Under With-Action conditions the garage would include 46 stackers, with 46 elevated parking spaces and 46 surface spaces beneath the lifted stacker tray plus 92 conventional surface spaces, for a total of 184 parking spaces (an increase in 98 spaces over No-Action conditions). In addition, the classification of the parking spaces would change from accessory under RWCDS No-Action conditions to public under RWCDS With-Action conditions. Apart from these changes, and a commensurate increase in parking garage employees (estimated to be two workers), there would be no changes to the development site between RWCDS No-Action and RWCDS With-Action conditions; there would be no change to the building’s residential and commercial development program, gross building area, building envelope, excavation, curb cut location, curb cut dimension, garage ramp configuration, parking area vertical clearance, and parking surface area. Further, the additional parking capacity will not change the duration or scope of construction, as the additional parking will be provided in double height stackers. The building currently under construction will be completed and occupied in 2018, including the proposed garage. The City Planning Commission is serving as the lead agency for environmental review.

B. PROJECT AREA EXISTING CONDITIONS

The 29,197-square-foot (sf) development site at 242 W. 53rd Street, which consists of Block 1024, Lot 52, is roughly “n”-shaped, with a rectangular portion that has 225 feet of frontage along the south side of W. 53rd Street and a depth of 100.42 feet, with two narrow “panhandles” extending south to W. 52nd Street. The western panhandle has 28 feet of frontage on W. 52nd Street and the eastern panhandle has 37.75 feet of frontage on W. 52nd Street; the two panhandles are located 130.75 feet apart. (Refer to Figure A-1, Development Site Dimensions and Figure A-2, Development Site Aerial Photo.) The addresses associated with the site include 242-264 W. 53rd Street, 239 W. 52nd Street, and 261 W. 52nd Street.

Currently, the applicant’s planned new building is under construction on the development site (DOB Job No. 121185966). Previously, the development site was occupied by Roseland Ballroom, a commercial entertainment venue. The development site included three structures including a main building facing W. 53rd Street and two small buildings on the W. 52nd Street panhandles. These structures were demolished prior to ongoing site construction. Under its previous use there were no curb cuts on the site though in certain locations the curb was in deteriorated condition.

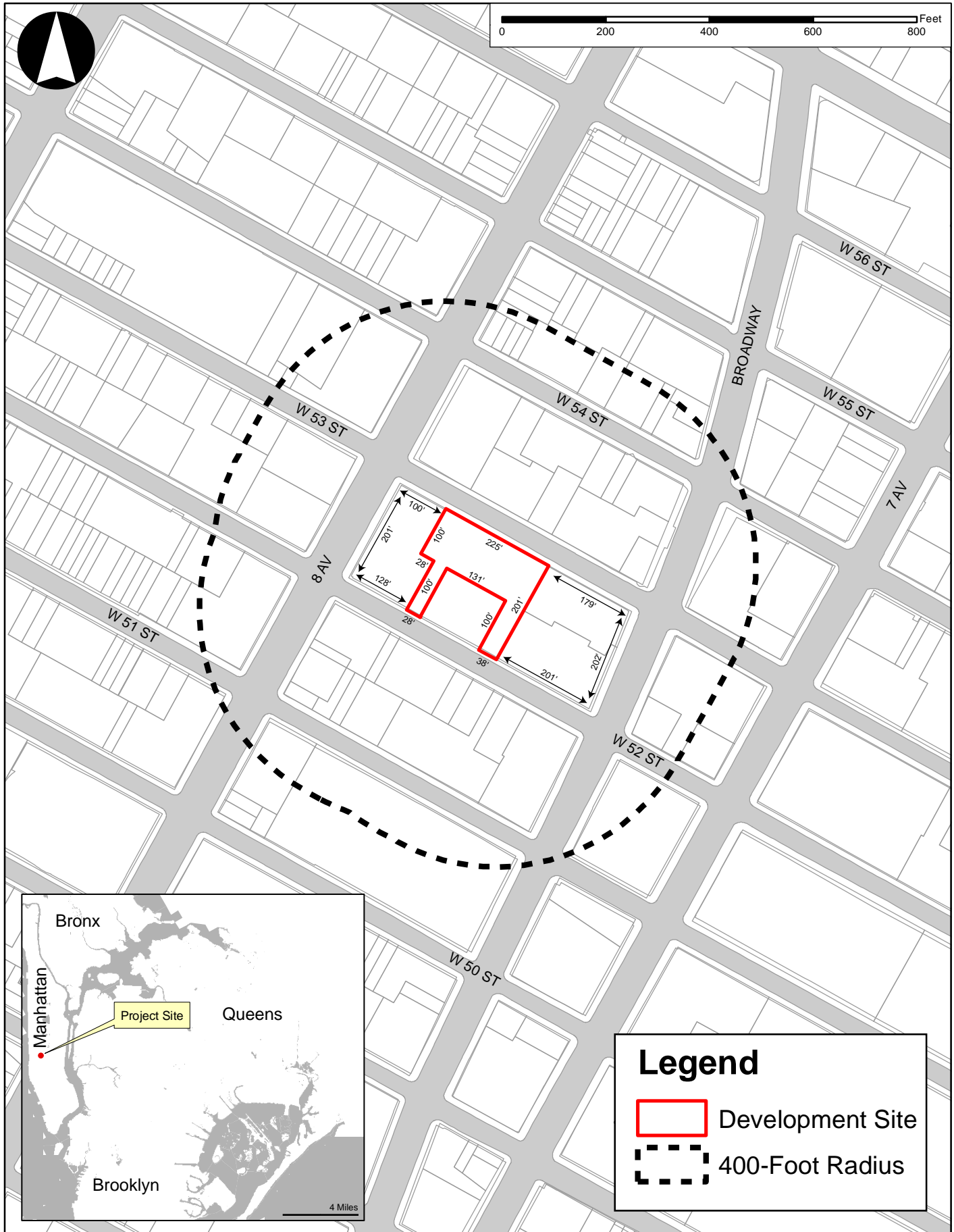
The development site is zoned C6-5 and is located in the Special Midtown District, a special purpose district zoning district identified as MiD on the NYC Zoning Map. Within the MiD, the development site is in the Theater Subdistrict.

The development site is part of a larger zoning lot that includes an adjoining property at 245 W. 52nd Street on Block 1024, Lot 7. For identification purposes, the term *development site* refers specifically to the property on which the new building is being constructed (Block 1024, Lot 52). The other property, which is part of the zoning lot but not being redeveloped (Block 1024, Lot 7) is transferring development rights to the development site and is referred to as the *air rights parcel*. Collectively, the two properties are referred to as the *zoning lot*.

The air rights parcel is a 13,130-sf rectangular property located at 245 W. 52nd Street that is surrounded by the development site on three sides. It is occupied by the August Wilson Theatre, a commercial Broadway theatre with a capacity of 1,275. As discussed in Attachment B, it is a designated NYC Landmark.

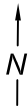
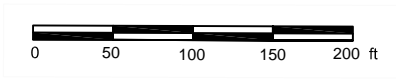
Table A-1 summarizes information about the development site and the zoning lot.

The “Manhattan Core” parking requirements outlined in Article I, Section 3 of the ZR are applicable to the development site and as such, any new development may provide accessory parking spaces equivalent to 20 percent of the number of new dwelling units and may provide one accessory parking space for every 4,000 sf of retail floor area.





Source: NYCity Map



Legend



Development Site

242 W. 53rd Street Garage Special Permit EAS

**Figure A-2
Development Site Aerial Photo**

Table A-1, Development Site and Zoning Lot Information

Block & Lot	Address	Lot Area (sf)	Frontage	Existing Condition	Zoning
1024; 52 (Development Site)	242 W 53 St (242-264 W 53 St); 239 W 52 St; 261 W 52 St	29,197	225' on W 53 St; 28' on W 52 St (west panhandle); 37.75' on W 52 St (east panhandle)	Construction site (mixed-use development under construction on an as-of-right basis)	C6-5 (MiD)
1024; 7 ("air rights" parcel)	245 W 52 St	13,130	130.75' on W 52 St	August Wilson Theatre (Broadway theatre, capacity 1,275)	
1024; 7, 52 (Zoning Lot total)	239-261 W 52 St 242-264 W 53 St	42,327	225' on W 53 St; 196.5' on W 52 St	The development site bounds the zoning lot parcel on 3 sides	

C. PROPOSED ACTION

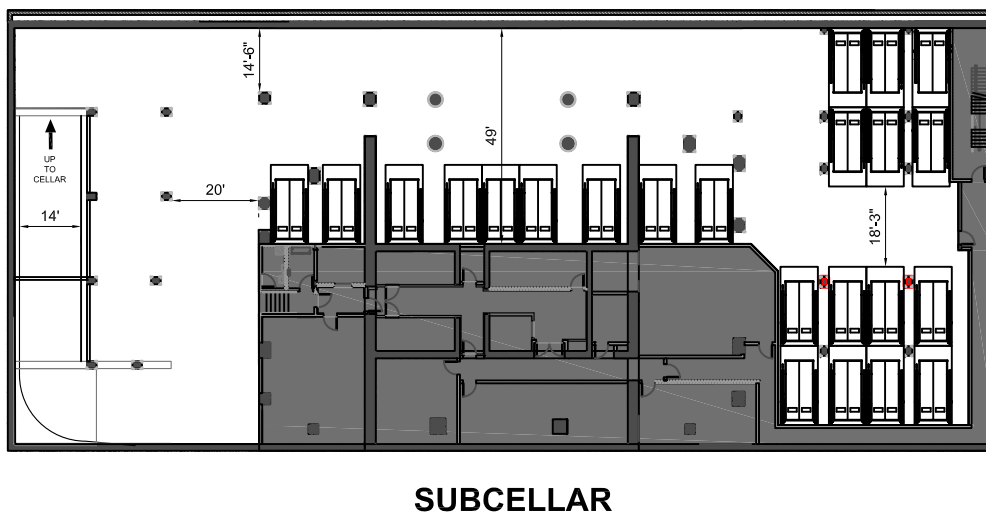
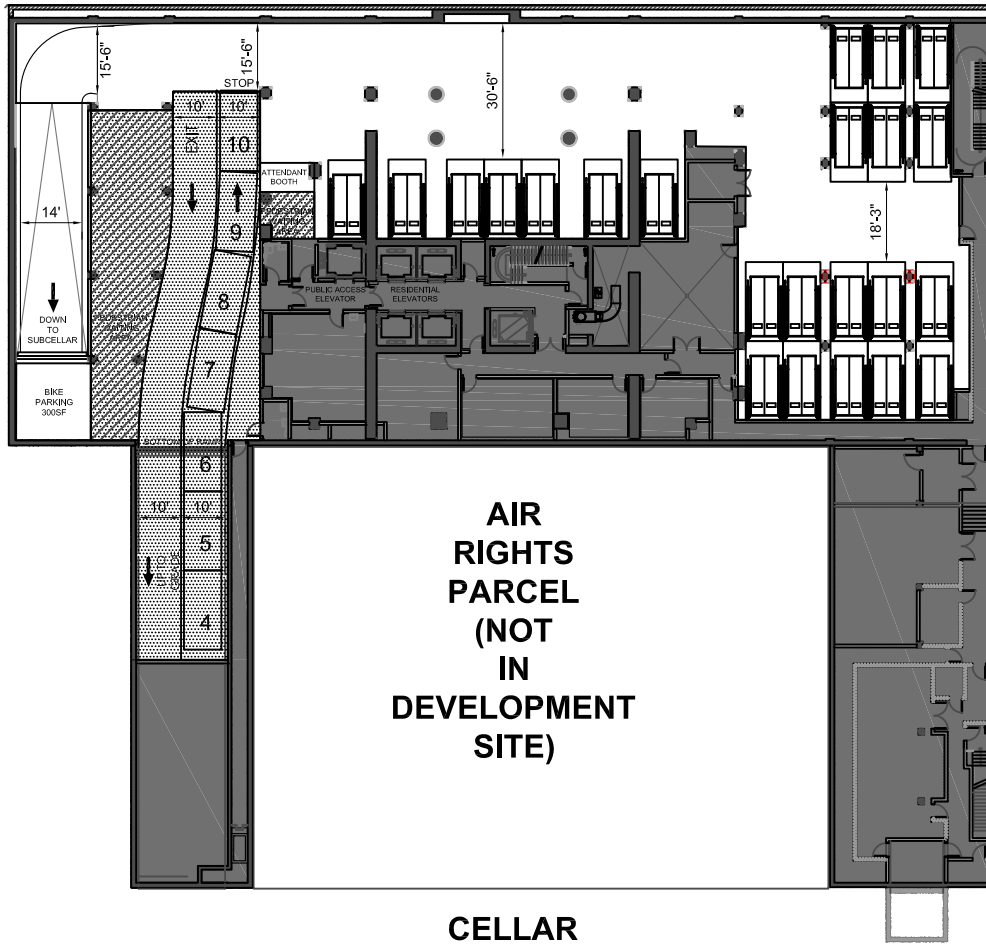
The proposed action consists of a City Planning Commission (CPC) zoning special permit, which is a discretionary action subject to the Uniform Land Use Review Procedure (ULURP). This special permit is pursuant to the New York City Zoning Resolution Sections (ZR §) 13-451, "Additional Parking Spaces for Residential Growth" to allow the new building on the development site to provide 98 additional attended parking spaces. The new as-of-right building on the development site would be permitted approximately 85 residential accessory parking spaces and approximately 4 commercial accessory parking spaces, for a total of 89 accessory parking spaces permitted as-of-right. However, per filings with the Department of the Buildings (DOB), under as-of-right conditions the garage would only have area sufficient to provide 86 spaces and would not provide any stackers, although sufficient vertical clearance exists to do so. Therefore, as a result of the proposed action there would be a 98-space increment in parking on the development site (for a total of 184 spaces), which would be facilitated by the use of 46 double-height stackers, and a shift in the classification of the spaces from accessory to public parking.

Table A-2 summarizes the required approval that comprises the proposed action. Figure A-3 shows the preliminary garage plan for the 184-space special permit application (RWCDS With-Action) for the cellar and sub-cellar levels.

Table A-2, Summary of Required Approvals

TYPE OF ACTION	BRIEF DESCRIPTION
Zoning Special Permit Pursuant to ZR § 13-451	To allow the proposed development to provide 184 public parking spaces, exceeding the number provided allowed as-of-right, which is 86 spaces. The additional parking would address growth in residential demand from the development under construction on the development site and the surrounding area, which would ease demand on the area's system of public off-street parking facilities which have not met DCP's 20% target ratio of increased supply relative to new residential development.

Preliminary RWCDs With-Action (Special Permit) Cellar Levels Plan

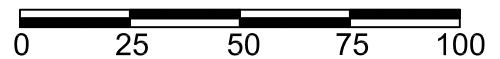


Other Areas (not subject to or affected by special permit)

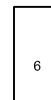


Parking Access Zone Areas

Scale in Inches



Double-height stacker



Reservoir Space

The new building on the development site would not require any other discretionary actions; it would comply with other zoning regulations including those related to use, density, and bulk.

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

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

RWCDS No-Action Conditions

Under the RWCDS No-Action scenario, the 553,630-gsf building currently under construction on the development site would be completed on an as-of-right basis pursuant to the C6-5 (MiD) zoning, with 86 accessory parking spaces.

The building is expected to include approximately 426 DUs (436,556 residential zsf; 487,937 above-ground residential gsf), approximately 16,713 gsf of above-grade retail space, and approximately 48,980 gsf of below-grade space. On an as-of-right basis, it is permitted to provide approximately 85 residential and 4 commercial accessory parking spaces. As noted above, consistent with approved filings with DOB, there would be 86 accessory parking spaces provided under RWCDS No-Action conditions, with 44 spaces on the sub-cellar level at 25.3 feet below grade and 42 spaces on the cellar level at 12.83 feet below grade (vertical clearances will vary but as noted above all areas proposed to have stackers under With-Action conditions will be built with vertical clearances of at least 10.6 feet). The 62-story development will be approximately 675 feet tall (roof height), with permitted mechanical elements on the roof. The development will include two below-grade levels excavated to a maximum depth of approximately 25.3 feet. In addition to parking areas, the cellar space will include approximately 20,730 gsf of non-garage space.

Vehicles would access the 86-space below-grade garage via the two-way ramp and a 25-foot wide curb cut (including splays) on W. 52nd Street. The garage would be an accessory parking facility and would operate as an attended parking facility (as described further below) with conventional surface parking spaces.

Garage Operations

Under both No-Action and With-Action conditions, motorists using the garage will enter and exit the garage via a 25-foot wide (including splays) curb-cut on W. 52nd Street. A two-way vehicular ramp through the western panhandle portion of the development site will connect the street access with the cellar level. The inbound ramp lane will provide the required 10 reservoir parking spaces. Upon arriving at the end of the 10-reservoir-space ramp and access way, vehicles will reach at a stop line where they will be met by a parking attendant staff who will greet the motorist and take the vehicle to be parked as the garage will be entirely attended-park

facility. Under RWCDs No-Action conditions the garage will operate with 86 conventional attended-park spaces, while under RWCDs With-Action condition will operate with 184 spaces in a mix of conventional and double-height vehicle stackers¹. Motorists will travel between the cellar and the ground floor via an elevator and at the ground floor a passage will connect the elevator landing with an entry onto W. 53rd Street. The building will also provide two stairways from the garage to the ground floor as a second means of egress. Refer to Figure A-4, Ground Floor Parking Plan, which would be the same for both RWCDs No-Action and RWCDs With-Action conditions, and Figure A-5, Preliminary RWCDs No-Action Parking Plan Cellar Level DOB approved plans for the cellar and sub-cellar level which include the garage parking areas.

The development is expected to be completed and occupied in 2018.

Refer to Table A-3, which summarizes the RWCDs for No-Action, With-Action, and Net Increment condition.

Table A-3, RWCDs

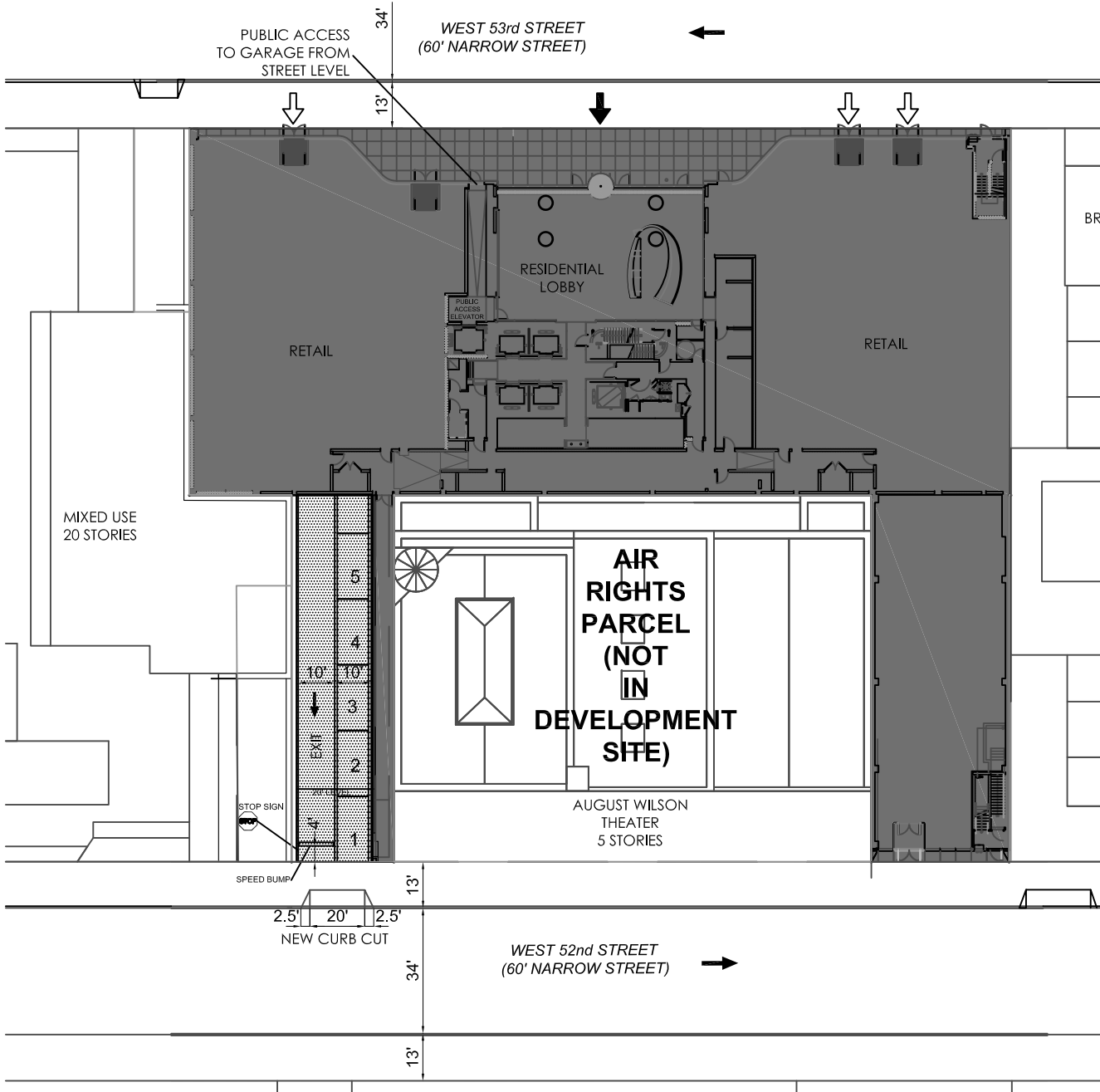
	No-Action Conditions	With-Action Conditions	Net Increment
Residential Units	426	426	0
Retail Space	16,713 gsf	16,713 gsf	0
Parking	86 spaces (accessory)	184 spaces (public)	+98 spaces (accessory to public)
Curb Cut	1 on W. 52 St.	1 on W. 52 St.	No change; same location, width
Building Height	675 feet	675 feet	0
Cellar Depth	24.3 feet (2 levels)	24.3 feet (2 levels)	0

With-Action Conditions

With the proposed action, the building on the development site would have 184 public parking spaces, in an approximately 30,350-gsf area on portions of the first floor, cellar, and sub-cellar levels. (The 30,350-gsf of parking area would include ground floor access zone of 2,100 gsf, cellar access zone of 2,680 gsf, cellar parking zone of 10,920 gsf, and sub-cellar parking zone of 14,650 gsf, as indicated on the application plans). The garage would operate with attended parking in a mix of conventional and double-height stacker spaces. The other elements of the building program would not change.

Table A-3 summarizes the RWCDs With-Action condition and Figure A-3 shows the proposed parking plans for the cellar and sub-cellar levels and Figure A-4 shows the ground floor plan for the parking garage access/egress ramp. As indicated on the plans, there would be 23 double-height stackers on the cellar level and 23 double-height stackers on the sub-cellar level.

¹ Double-height vehicle stackers can park one vehicle on the platform and one vehicle at floor level beneath the raised platform.



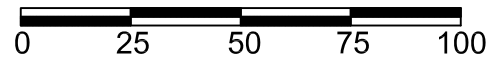
PUBLIC PARKING GARAGE

Level	Access Zone	Garage Area (s.f)		Total Garage Area
		Surface Area	Stacker Levels	
Ground Floor	2,100	0		
Cellar	2,975	10,225	23x153 = 3,519	
Sub Cellar	0	14,650	23x153 = 3,519	
TOTAL	5,075	24,875	7,038	36,988
		Parking Zone Total = 24,875+7,038=31,913		

This preliminary table refers to Special Permit (With-Action Conditions) only

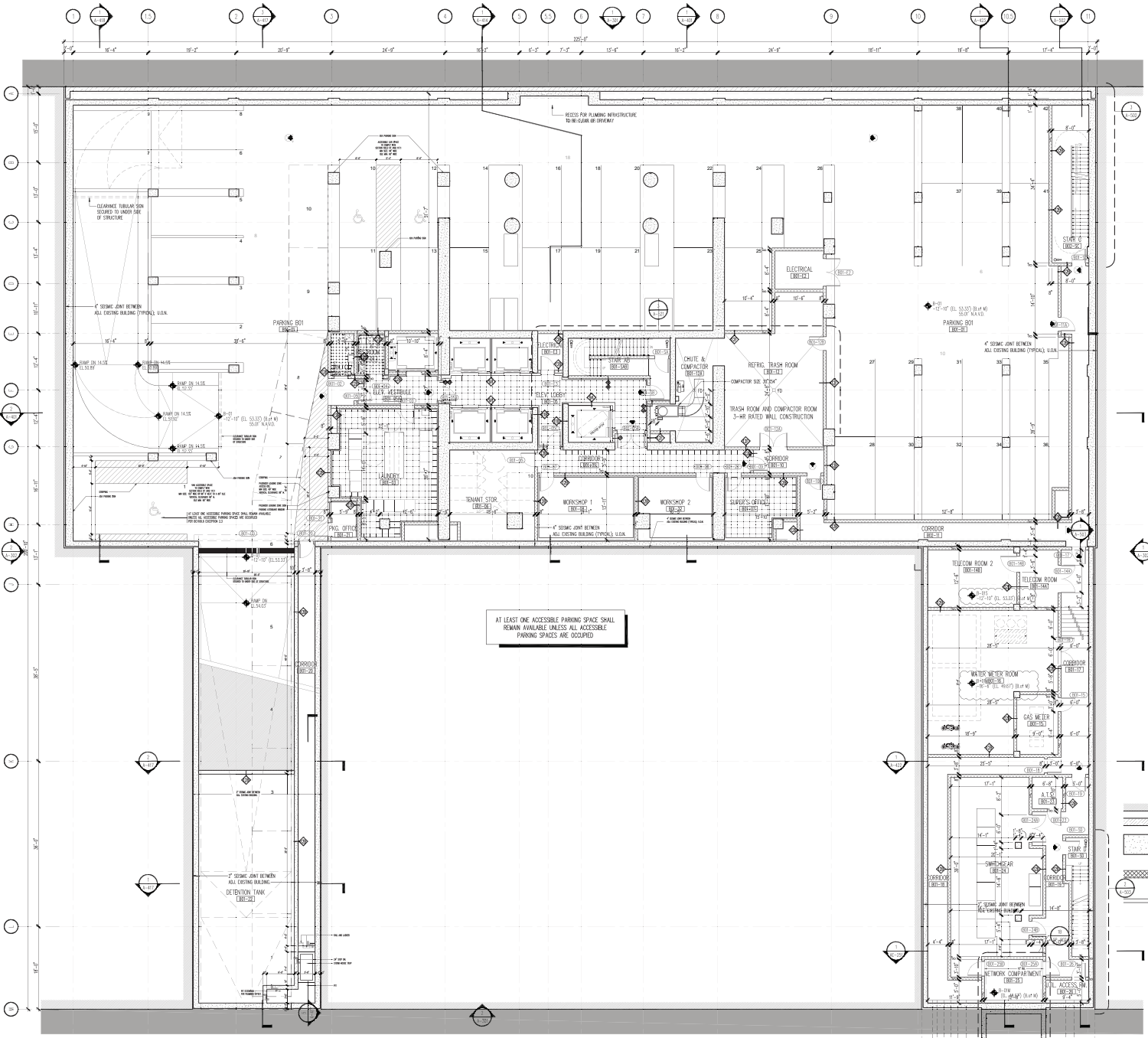
- Other Areas (not subject to or affected by special permit)
- Parking Access Zone Areas
- Reservoir Space

Scale in Inches



242
West 53rd Street
Residential Tower
New York, NY 10019

John A. Cetra Registered Architect State of New York No. 013887	Alm Management Co., LLC 185 Madison Avenue, Suite 1602 New York, NY 10016 T 212 213 1727 www.almgr.com
Cetraruddy Architecture P.C. 258 Broadway, Suite 401 New York, NY 10012 www.cetraruddy.com	Cosentino Associates Two Pennsylvania Plaza 38th Floor New York, NY 10021 T 212 675 3600 F 212 675 3700 www.cosentino.com
DeSimone Consulting Engineers 18 West 10th Street 10th Floor New York, NY 10011 T 212 475 2211 F 212 481 8148 www.desimone.com	Balfour Associates 566 Broadway Suite 1201 New York, NY 10012 T 212 471 9191 F 212 471 9816 www.balfour.com
Langan 21 Penn Plaza, 360 West 31st Street New York, NY 10001 T 212 479 5400 F 212 479 5444 www.langan.com	Buro Happold 100 Broadway 23rd Floor New York, NY 10005 T 212 262 3700 www.burohappold.com
Onyx Studio 158 West 29th Street 20th Floor New York, NY 10001 T 212 262 3700	Shen Mison & Wilke 417 Fifth Avenue 7th Floor New York, NY 10018 T 212 725 0822 F 212 725 0824 www.shenmison.com
Van Dusen & Associates 5 Riegel Street, Suite 524 Lanham, NJ 07630 T 845 562 0220 F 878 994 2539 www.vandusen.com	The Clarient Group 630 9th Avenue Suite 1212 New York, NY 10016 T 212 588 3840 F 212 588 2780 www.thecleargroup.com
Steehlys 401 South Water Street Newburgh, NY 12553 T 845 562 0870 www.steehlys.com	



NEW CONSTRUCTION LEGEND

- NEWER STRUCTURE NOT PART OF THIS PROJECT OR PERMIT
- EXISTING CAST-IN-PLACE STRUCTURE TO BE REMOVED
- CAST-IN-PLACE CONCRETE REFER TO WALL TYPES S-081.00 / S-411.00 / S-402.00
- CALL REFER TO WALL TYPES S-081.00 / S-411.00 / S-402.00
- NEW PARTITION REFER TO WALL TYPES S-081.00 / S-411.00 / S-402.00

PLAN NORTH

Daniel Titus
ARCHITECT
1225.00
NYC Development Hub

CETRARUDDY

B01
FLOOR PLAN

A-104.00

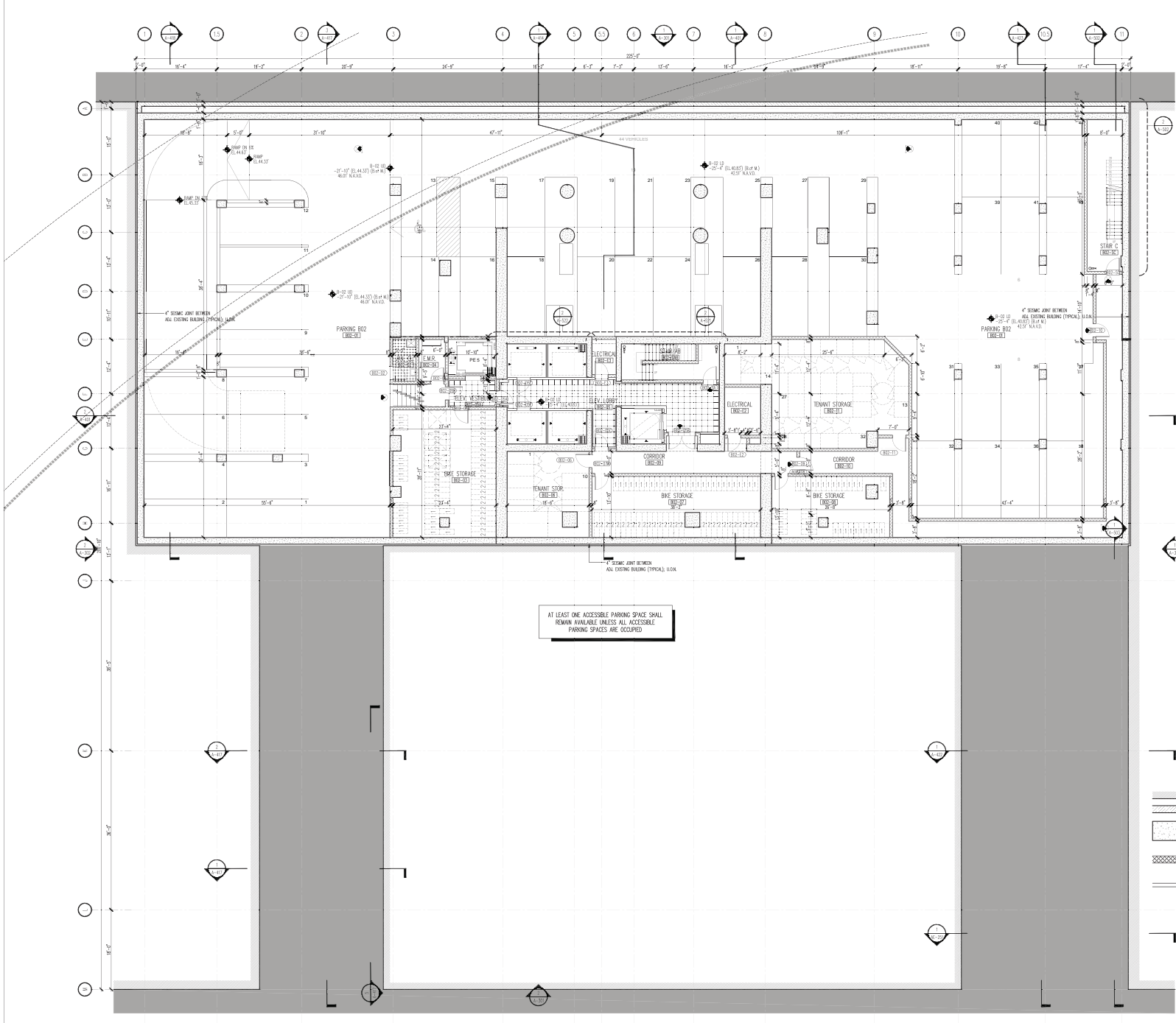
1/8" = 1'-0"

1225.00

CONSTRUCTION BULLETIN 1
 DRP-01 23 JAN 2016
 DRP-02 03 DEC 2016
 DRP-03 30 OCT 2016
 DRP-04 22 OCT 2016
 DRP-05 30 JULY 2016
 DRP-06 05 JUNE 2016
 DRP-07 02 MAY 2016

242

West 53rd Street
Residential Tower
New York, NY 10019



AT LEAST ONE ACCESSIBLE PARKING SPACE SHALL
REMAIN AVAILABLE UNLESS ALL ACCESSIBLE
PARKING SPACES ARE OCCUPIED.

- WALL CONSTRUCTION LEGEND**
- EXISTING STRUCTURE (NOT PART OF THIS PROJECT OR PERMIT)
 - EXISTING CAST-IN-PLACE STRUCTURE TO BE REMOVED
 - CAST-IN-PLACE CONCRETE
REFER TO WALL TYPES S-083.00
DN-40.00 / EN-402.00
 - CMU
REFER TO WALL TYPES S-083.00
DN-40.00 / EN-402.00
 - MASONRY PARTITION
REFER TO WALL TYPES S-083.00
DN-40.00 / EN-402.00



CONTRACTOR	GENERAL CONTRACTOR	MECHANICAL CONTRACTOR	ELECTRICAL CONTRACTOR	PLUMBING CONTRACTOR	PAINT CONTRACTOR	GLASS CONTRACTOR	IRONWORK CONTRACTOR	CONCRETE CONTRACTOR	ROOFING CONTRACTOR	LANDSCAPE CONTRACTOR		
John A. Cetra Registered Architect State of New York No. 013881	Alvin Management Co., LLC 180 Madison Avenue, Suite 1602 New York, NY 10016 T 212 213 1727 www.alvinny.com	Casparuddy Architecture PC 254 Broadway, Suite 401 New York, NY 10012 www.casparuddy.com	DeSimone Consulting Engineers 18 West 10th Street 10th Floor New York, NY 10011 T 212 652 2211 F 212 481 8148 www.desimone.com	Cosmetel Associates Two Pennsylvania Plaza 38th Floor New York, NY 10018 T 212 675 3600 F 212 675 3700 www.cosmetel.com	Langan 21 Penn Plaza, 360 West 31st Street 8th Floor New York, NY 10001 T 212 479 5400 F 212 479 5444 www.langan.com	Balfour Beatty Associates 564 Broadway Suite 1201 New York, NY 10012 T 212 431 9191 F 212 431 9816 www.balfour.com	Onuke Studio 158 West 29th Street 20th Floor New York, NY 10001 T 212 263 3700 www.onukestudio.com	Buro Happold 100 Broadway 23rd Floor New York, NY 10005 T 212 263 3700 www.burohappold.com	Van Deusen & Associates 5 Regent Street, Suite 524 Longmont, NJ 07030 T 973 994 9220 F 973 994 2539 www.vdausa.com	Shen Mison & Wilke 417 Fifth Avenue 8th Floor New York, NY 10016 T 212 728 0800 F 212 728 0804 www.smwco.com	Steehlys 403 South Water Street Newburgh, NY 12553 T 845 562 0800 F 845 562 0870 www.steehlyinc.com	The Clairmont Group 630 9th Avenue Suite 1212 New York, NY 10016 T 212 586 5840 F 212 586 2780 www.theclairmontgroup.com

DATE	DESCRIPTION
01 DEC 2014	ISSUED FOR CONSTRUCTION
30 OCT 2014	ISSUED FOR CONSTRUCTION
22 OCT 2014	DOB SUBMISSION
30 JULY 2014	10% CONSTRUCTION DOCS
09 JUNE 2014	55% CONSTRUCTION DOCS
02 MAY 2014	DOB SUBMISSION

B02
FLOOR PLAN

PLAN NORTH

A-103.00

1/8" = 1'-0"

1225.00

NYC Development Hub

Net Increment

The program for the planned development will be the same under both RWCDs No-Action and RWCDs With-Action conditions, as the scope of the proposed action would only affect the number of parking spaces provided in the development. As such, the proposed action would result in an approximately 98-space increase in parking. As a consequence, based on an average rate of 1 employee per 50 spaces, there would be a modest increase in parking garage employees, from approximately 2 to 4. The number of DUs, amount of retail space, curb cut location/dimensions, and building volume would not change. The only physical change to the development would occur in the use of some of the below-grade space. It should be noted that the cellar depth will be the same under both RWCDs No-Action and RWCDs With-Action conditions. Thus, there would be no incremental excavation or soil disturbance as a result of the with action condition.

Table A-3 includes a summary of program and building information for the RWCDs Net Increment.

E. PURPOSE AND NEED

Without the proposed action, the site would provide only the number of as-of-right accessory spaces indicated on its current DOB filings, i.e., 86 spaces, which the applicant believes would not fully address the new building's anticipated site-generated parking demand. In addition, the supply of residential parking in the vicinity of the development site has not met the targeted number of residential spaces identified for the growth in residential units, which is a required finding for the special permit. The proposed parking Special Permit would enable the building to provide additional parking spaces. The applicant further believes that the additional parking would serve its own on-site demand and accommodate additional demand from other residents in the surrounding area. As noted in the special permit application, there has been a shortfall in the supply of residential parking spaces relative to the change in the number of residential units developed in the vicinity of the development site. Several of the new developments in the area have replaced public parking facilities and some new residential developments in the vicinity have not provided permitted parking. Examples include The Link, 310 W. 52nd Street, a building with 215 DUs and no parking completed in 2007; and 135 W. 52nd Street, a building currently being converted from hotel use to 109 DUs with no parking.

**ATTACHMENT B:
SUPPLEMENTAL SCREENING**

A. INTRODUCTION

This Environmental Assessment Statement (“EAS”) has been prepared in accordance with the guidelines and methodologies presented in the 2014 *City Environmental Quality Review (“CEQR”) Technical Manual*. For each technical area, thresholds are defined, which if met or exceeded, require that a detailed technical analysis be undertaken. Using these guidelines, preliminary screening assessments were conducted for the proposed action to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. For those technical areas that warranted a “Yes” answer in Part II of the EAS Form, including Historic and Cultural Resources; Hazardous Materials; Air Quality; Noise; Public Health; and Construction, supplemental screening assessments are provided in this attachment. Per the screening assessments provided in this attachment, a detailed Air Quality analysis of garage emissions is required, which is provided in Attachment C. For the other technical areas, more detailed analyses of these technical areas is not warranted.

In addition, two technical areas, Land Use Zoning, and Public Policy; and Transportation, did not warrant a “Yes” answer in Part II of the EAS Form, but additional information is provided in this attachment for informational purposes and to support the “No” answers in Part II of the EAS Form.

The remaining technical areas detailed in the 2014 *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial *CEQR* thresholds and/or are unlikely to result in significant adverse impacts. These areas screened out from any further assessment include: Socioeconomic Conditions; Community Facilities and Services; Open Space; Shadows; Urban Design and Visual Resources; Natural Resources; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; Greenhouse Gas Emissions; and Neighborhood Character.

Table B-1 presents a summary of analysis screening information for the proposed action.

As described in Attachment A, “Project Description”, the applicant is seeking a zoning special permit to allow a 184-space public parking garage, an increase of 98 spaces over the 86 accessory spaces that would be provided as-of-right, in the new building that is currently being constructed on the development site on an otherwise as-of-right basis. Apart from an increase in the amount of parking that is provided as-of-right (approximately 86 spaces), there would be no change in the building program as a result of the proposed action. The proposed garage would operate as an attended-park facility. Refer to Attachment A for details. It is anticipated that the building, including the proposed garage, would be completed and occupied in 2018.

Table B-1. Summary of CEQR Technical Areas Screening

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

¹ An assessment of Land Use, Zoning, and Public Policy can be screened out per the EAS Form. A preliminary discussion is provided below for informational purposes and provide context for analyses provided in this EAS.

² An assessment of Transportation can be screened out per the EAS Form. Information supporting this determination is provided below.

The lead agency has determined that the proposed action is a Type I action under CEQR as the development site is substantially contiguous to a designated NYC Landmark, the August Wilson Theatre. As such, the proposed action is subject to CEQR.

B. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES

Land Use, Zoning, & Public Policy

Following 2014 *CEQR Technical Manual* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, including any future changes in zoning that could cause changes in land use, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. In addition, the preliminary assessment should include a basic description of the project facilitated by the proposed actions in order to determine whether a more detailed assessment of land use

would be appropriate. This information is essential for conducting the other environmental analyses and provides a baseline for determining whether detailed analysis is appropriate. *CEQR* requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas. A preliminary assessment of land use, zoning and public policy is provided for informational purposes and to demonstrate that more detailed analysis is not warranted.

This discussion of land use focuses on conditions on the development site and within a 400-foot radius study area.

Development Site and Zoning Lot

Refer to Section B of “Attachment A, Project Description,” which provides a detailed description of the land use and zoning characteristics of the development site and zoning lot.

As noted therein, the development site is 242 W. 53rd Street (Block 1024, Lot 52). The zoning lot also includes the “air rights” parcel at 245 W. 52nd Street (Block 1024, Lot 7), which would not be affected directly the planned development or the proposed action.

400-foot Radius Study Area

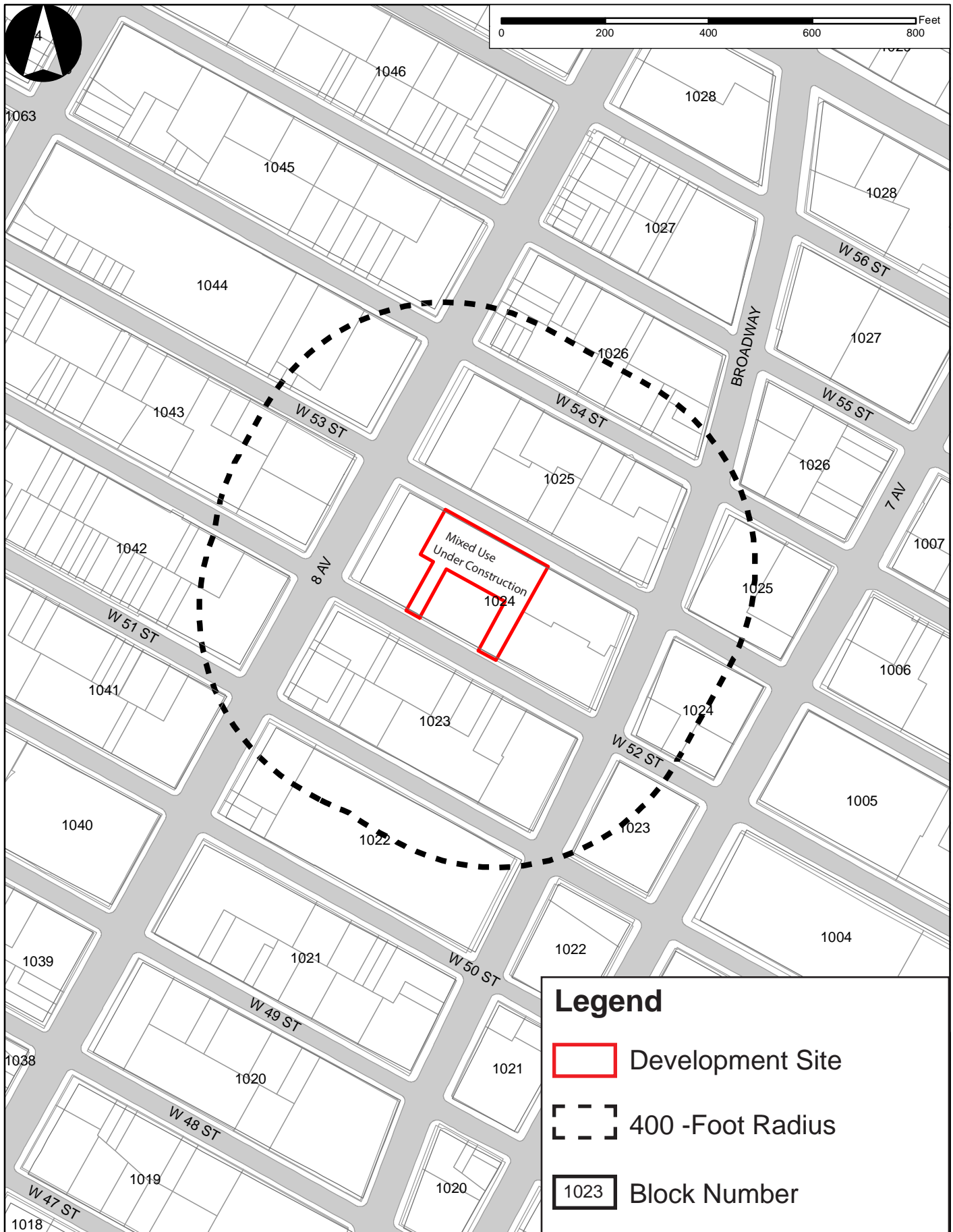
Land Use

The study area, which extends to the north side of W. 54th Street on the north, the east side of Broadway on the east, the south side of W. 51st Street on the south, and the west side of Eighth Avenue on the west, lies within the Midtown Manhattan central business district. Refer to Figure B-1, Land Use Study Area Boundary.

This area consists of a mix of commercial, residential, and institutional uses. High rise, high lot coverage buildings predominate, although there are also low-rise and mid-rise buildings. There are no surface parking lots or vacant land in the study area. Refer to Figure B-2, Study Area Land Uses.
















Study area commercial uses include offices, hotels, commercial theatres, and retail. There are a number of notable commercial buildings. A 38-story, approximately 1-million-gsf office building completed in 2013 at 255 W. 55th Street occupies the full frontage on the east side of Eighth Avenue between W. 54th and W. 55th Streets. Other office buildings include the 42-story 1700 Broadway, 41-story 810 Seventh Avenue, 35-story 1675 Broadway (immediately east of the development site’s W. 52nd Street side), and 48-story Paramount Plaza at 1633 Broadway. Paramount Plaza also contains two Broadway theatres, the Gershwin Theatre and Circle in the Square Theatre, and a school affiliated with the latter. There are public plazas (privately-owned public spaces) associated with 1700 Broadway and the Paramount Plaza building.

Hotels include a 34-story, 377-key Hilton Garden Inn at 237 W. 54th Street completed in 2013, a 68-story, 639-key Marriott Hotel at 1717 Broadway and also completed in 2013, the 13-story, 219-key Ameritania Hotel at 230 W. 54th Street; a 26-story, 400-key Novotel at 226 W. 52nd





Legend

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

Street, and an 11-story, 300-key Hampton Inn at 851 Eighth Avenue, and the 22-story, 689-key Manhattan at Times Square Hotel (formerly Sheraton Manhattan Hotel) at 790 Seventh Avenue.

The study area encompasses the northern portion of the Broadway theatre district and it includes several current and former commercial theatres. In addition to the two theatres located within Paramount Plaza and the aforementioned August Wilson Theatre, others in the study area include the Roundabout Theatre Company/Studio 54 at 254 W. 54th Street (the rear side of this theatre is across the street from the development site), the Broadway Theatre at 1681 Broadway (immediately east of the development site's W. 53rd Street side), the Neil Simon Theatre at 244-254 W. 52nd Street (across the street from the air rights parcel), and the Ed Sullivan Theater at 1697-1699 Broadway, now used as a television venue (Late Show with Stephen Colbert). In addition, Times Square Church at 217-239 W. 51st Street is a former Broadway theatre.

Other institutional uses include PS 35 at 317 W. 52nd Street and the NYPD Midtown North (MTN) Precinct 306 W. 54th Street.

The study area also includes several residential and mixed residential-commercial apartment buildings, particularly along the Eighth Avenue corridor. These include the 25-story, 252-DU Metro at 301 W. 53rd Street, a 25-story, 252-DU; the 43-story, 394-DU Marc at 260 W. 54th Street, completed in 2005; the 20-story, 383-DU building at 888 Eighth Avenue (immediately west of the development site); the 29-story, 216-DU Ellington at 260 W. 52nd Street; and two 6-story, 65-DU apartment buildings at 300 W. 53rd Street and 305 W. 52nd Street. The area also includes a number of smaller, low-rise multi-unit residential buildings.

Zoning

The C6-5 district covering the development site encompasses the midblock areas between Eighth Avenue and Broadway, extending from W. 51st Street on the south to the north side of W. 54th Street on the north. It includes all midblock areas more than 100 feet east of Eighth Avenue and more than 200 feet west of Broadway. As Broadway extends through the street grid on a diagonal alignment this C6-5 district is roughly wedge-shaped. Other nearby zoning districts within 400 feet of the development site include C6-4 along the Eighth Avenue corridor and C6-7 along the Broadway corridor. The C6-4 district along the Eighth Avenue corridor is divided into two special purposes with the side east of the avenue in the MiD District and the side west of the avenue in the Special Clinton District, which is recorded in Article IX, Chapter 6 of the ZR and identified on the Zoning Map as "CL." The C6-7 district along the Broadway corridor is entirely within MiD District and also extends into the midblock area of the block by W. 51st Street, Broadway, W. 50th Street, and Eighth Avenue. To the east of this C6-7 district, at the edge of the 400-foot radius from the site, there is a C6-6 (MiD) district along the Seventh Avenue corridor north of W. 51st Street.

Public Policy

There are no adopted City policies, as defined in the 2014 *CEQR Technical Manual*, applicable to the development site or the 400-foot radius study area.

Assessment

The proposed action would not introduce a new land use. It would only result in an increase in the amount of parking on the development site as compared to RWCDs No-Action conditions. This incremental increase in parking would be provided pursuant to a determination by the CPC that the application has met the required findings specified in the Zoning Resolution. Accordingly, the proposed action would not have a significant adverse impact on land use, zoning, and public policy.

Historic and Cultural Resources

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

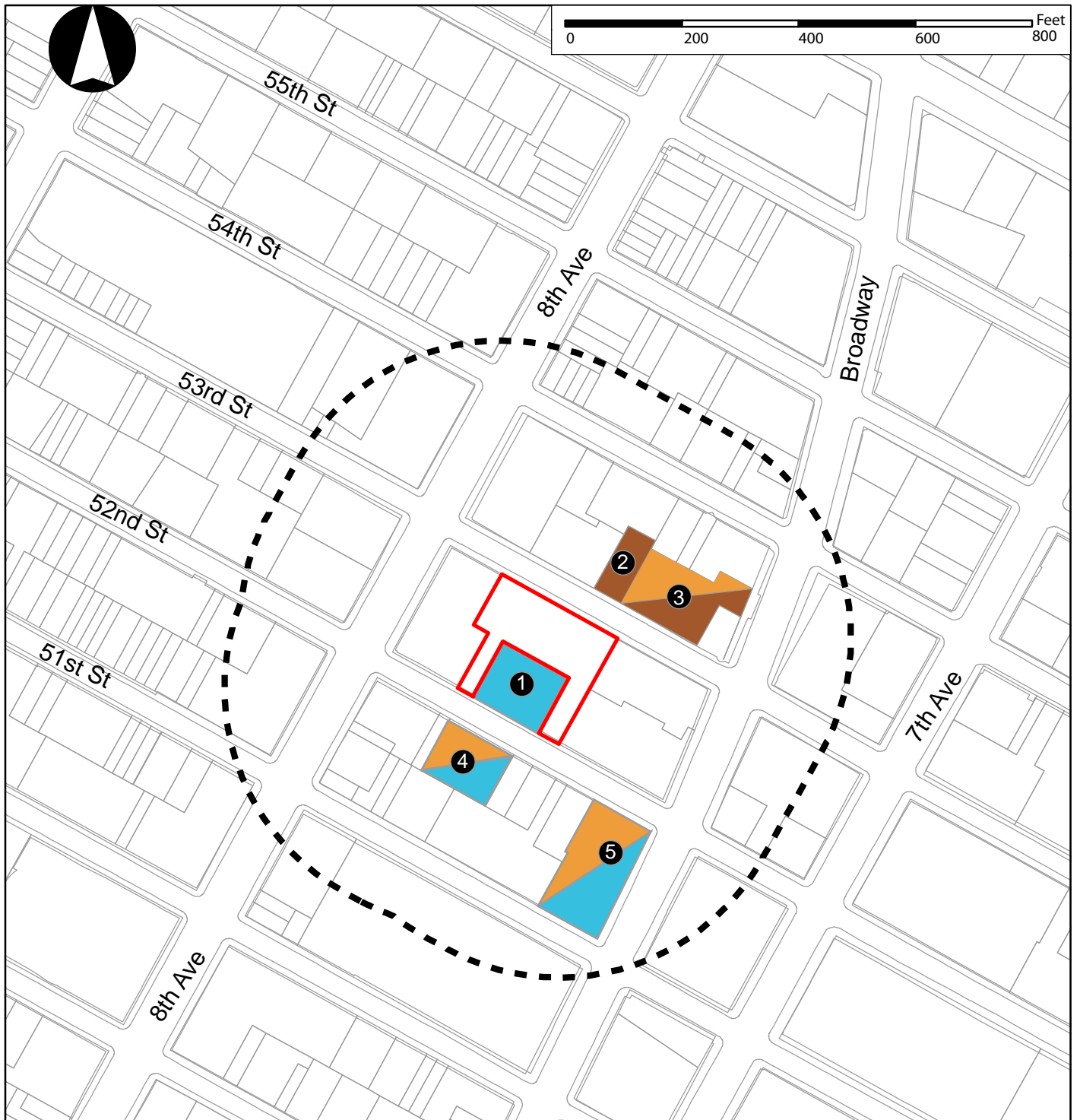
Architectural Resources

An assessment of architectural resources is usually required for projects that are located adjacent to historic or landmarked structures, or are located within a locally or nationally recognized historic district. The development site is not a historic or landmark structure and is not located within a locally or nationally recognized historic district. However, the development site is substantially contiguous to the August Wilson Theatre, a NYC Designated Landmark (NYC DL) which it borders on three sides. The theatre's earlier names include the Guild Theater, ANTA Theater, and Virginia Theater.

In addition, there are other historic resources located within the 400-foot radius historic resources study area. These include three theatre buildings and an early twentieth century utility building intended to imitate a stable or fire station.

Table B-2 identifies these historic resources located within the historic resources study area. The properties identified in Table B-1 are shown in Figure B-3.

A description of these historic resources, based on their NYC DL designation reports and S/NR nomination forms, is provided below. As noted, the four theatre buildings have all gone through name changes and the current name is not the name listed in formal listings. A "NYC Landmark" designation applies only to the exterior of the structure and not to the interior, while the opposite is true of an "NYC Interior Landmark."



Legend

- | | | |
|---|--|--|
|  NYC Landmark |  NYC Landmark and NYC Interior Landmark |  400-Foot Radius |
|  NYC Interior Landmark |  S/NR - Listing and NYC Interior Landmark |  Development Site |
|  S/NR- Listed | |  Historic Resource Key to Table B-2 |

August Wilson Theatre, formerly Guild Theater, ANTA Theater, Virginia Theater

August Wilson Theater was designated a NYC Landmark in 1985, when it was known as the Virginia Theater. Originally known as the Guild Theater, its landmark listing is under “ANTA Theater,” one of its subsequent names. Its current name was adopted in 2005. It is located at 245 W. 45th Street (Block 1024, Lot 7) and its side and rear lots lines are bounded by the development site. Built in 1924-25, the ANTA was constructed for the Theater Guild as a subscription playhouse, named the Guild Theater. It later housed the American National Theater Academy (ANTA). Besides its historical importance as Broadway's major repertory theatre, it is an exceptionally handsome theatre building. Its exterior, designed by prominent theatre architect C. Howard Crane with Kenneth Franzheim, drew inspiration from 15th-century Tuscan villas. With stuccoed walls framed by rusticated stone quoins at the corners, a tiled roof overhanging the facade, a small arched loggia and five second-story windows at the center framed by heavy rusticated blocks, the design suggests not so much a Broadway theatre as a transplanted manor house.

Table B-2, Historic Resources

No.	Name	Address	Status	Location
1	August Wilson Theatre (fka Guild Theater, ANTA Theater, Virginia Theater)	245 W. 52nd St.	NYC Landmark	Bounded by development site on 3 sides
2	Subway Substation 13	225 W. 53rd St.	S/NR-listed	60' from Development Site
3	Ed Sullivan Theater (fka Hammerstein's, Manhattan Theater, Billy Rose's Music Hall, CBS Studio 50, et al.)	1697-1699 Broadway	S/NR-listed; NYC Interior Landmark (first floor interior areas only)	60' from Development Site
4	Neil Simon Theatre (fka Alvin Theater)	244-254 W. 52nd St.	NYC Landmark & Interior Landmark (includes first floor interior areas)	60' from Development Site
5	Times Square Church (fka Hollywood Theater; Fifty-first Street Theater, Mark Hellinger Theater)	217-239 W. 51st St.	NYC Landmark & Interior Landmark (includes first floor interior areas)	160' from Development Site

Subway Substation 13

Subway Substation 13, located at 225 W. 53rd Street (Block 1025, Lot 11), was listed on the National Register in 2006 and the previous year on the State Register. Built in 1904 as part of the original Interborough Rapid Transit (IRT) system, it is a Beaux-Arts style 4-story structure with a basement. It appears to be an imitation of a period carriage house or fire station building, camouflaging the building's actual function as an electrical substation for the transit system. It has a high rusticated limestone ashlar base pierced by two arched portals and a small central window. The metal doors have wrought-iron ornament, as do the window grille and half-height metal gates. The upper stories are brick with limestone and terra cotta decorative trim and multiple windows and the side and rear walls are undecorated. It is owned by MTA NYC Transit.

Ed Sullivan Theater, originally Hammerstein's

The Ed Sullivan Theater was listed on the State and National Registers in 1997 and portions of the first floor inside the building were designated a NYC Interior Landmark in 1988. Its address is 1697-1699 Broadway (Block 1025, Lot 43) and although the primary entrance is on Broadway, this irregularly-shaped building and lot also has 150 feet of frontage on W. 53rd Street, spanning from 213-223 W. 53rd Street. It was built in 1927 and designed in a free interpretation of the Gothic style and despite a number of alterations many of its unique interior features remain intact. It was originally known as Hammerstein's although the name and its use was changed several times from the 1930s through 1960s. After being used for plays and other forms of entertainment it subsequently was used by CBS for radio plays and later for Ed Sullivan's television variety show, finally being renamed for him in 1967. In its more recent history, it hosted the "Late Show with David Letterman" from 1993 to 2015 and beginning in September 2015 it is the home of the "Late Show with Stephen Colbert." The building is 13-stories tall and contains office space above the theatre.

Neil Simon Theatre, originally Alvin Theater

The Neil Simon Theatre was designated a NYC Landmark and also portions of the first floor were designated a NYC Interior Landmark in 1985. Completed in 1927, it features a neo-Georgian facade and detailing described as Adamesque. The entire facade is linked by a rusticated base of glazed terra cotta simulating marble blocks. The base is surmounted by a continuous terra cotta frieze adorned with vertical striations and panels. The facade above the base is of red brick with contrasting terra cotta trim. The volume is arranged in an asymmetrical massing with a 5-story auditorium section and 6-story stage section with upper office floors above the theatre space. Its first floor landmarked interior spaces "has a special character, special historical and aesthetic interest and value." Originally known as the Alvin Theater, it was renamed for the famed playwright Neil Simon in 1983.

Times Square Church, originally Hollywood Theater

Times Square Church was designated a NYC Landmark in 1988 when it was known as the Mark Hellinger Theater. The previous year portions of the first floor were designated an Interior Landmark. Completed in 1930 as a "movie palace" called Warner Bros. Hollywood Theatre as a showcase for the new "talkies" being released by its owner. It was designed to also accommodate live performances and in 1935 was converted to use as a Broadway theatre, although it rotated between cinema and Broadway theatre use over the following years. It has been a church since 1989. The design features patterned brickwork and vertical design motifs, surmounted by a zigzagged parapet. Its interior is an "unusually opulent space, reflecting Baroque inspiration."

Archaeological Resources

The proposed action would not have the potential to result in any effects on archaeological resources. The approval of the proposed garage special permit would not result in any incremental

change in excavation (the same area and same volume of excavation) and in-ground disturbance as compared to conditions under No-Action conditions.

Effects of the Proposed Action

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

Assessment of Direct Effects, Construction Effects, and Indirect Effects

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

The proposed action would not have construction or indirect effects on any architectural historic resources as it would only involve construction changes within the interior of the building that will be constructed on the development site on an otherwise as-of-right basis.

With or without the proposed action, the new building on the development site will be completed and will be required to comply with all applicable construction regulations to protect nearby historic resources, including DOB's *Technical Policy and Procedure Notice (TPPN) #10/88*. *TPPN 10/88* supplements the standard building protections afforded by the Building Code C26-112.4 by requiring a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. Under *TPPN 10/88*, a construction protection plan (CPP) must be provided to LPC for review and approval prior to construction. When required, a CPP would follow the guidelines set forth in LPC's *Guidelines for Construction Adjacent to a Historic Landmark and Protection Programs for Landmark Buildings*. With these measures, which are required for the historic resources within 90 feet of the development site, significant, adverse construction-related impacts would not occur.

With *TPPN 10/88* and other required processes in place, protection of nearby historic resources would be provided under both No-Action and With-Action conditions and as such there would be no incremental change in the construction effects of the development site's new building or the garage allowed by the proposed special permit on historic architectural resources.

In conclusion, the proposed action does not have the potential to result in significant adverse historic and cultural resources impacts and no further analysis is necessary.

NYC Landmarks Preservation Commission Environmental Review

LPC has reviewed the text provided herein and indicated that it finds the text acceptable. Please refer to the Environmental Review letter dated June 8, 2016, provided in Appendix A, Agency

Hazardous Materials

As defined in the 2014 *CEQR Technical Manual*, a hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semivolatile organic compounds, methane, polychlorinated biphenyls and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the 2014 *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials can occur when: (a) hazardous materials exist on a site, and (b) an action would increase pathways to their exposure; or (c) an action would introduce new activities or processes using hazardous materials.

As noted in Attachment A, the as-of-right building is currently being constructed, pursuant to buildings permits issued by DOB (Job No. 121185966).¹ As such soil disturbance on the development site would occur under both No-Action and With-Action conditions. There will be no incremental increase in excavation or duration of construction as a result of the proposed project.

Because the building is being constructed as-of-right in accordance with applicable laws and regulations and there is no incremental excavation, soil disturbance as a result of the proposed project, the proposed action would not result in any significant adverse hazardous materials impacts and no further analysis is warranted.

Transportation

The objective of a transportation analysis is to determine whether a proposed action may have a potentially significant adverse impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking or goods movement.

The 2014 *CEQR Technical Manual* identifies minimum incremental development densities that potentially require a transportation analysis. Development at less than the development densities shown in Table 16-1 of the 2014 *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse impacts are considered unlikely. In Zone 1 (which includes the project site) the development thresholds include an increment of 85 parking spaces for new off-street parking facilities, which the proposed action exceeds.

¹ As disclosed on the EAS Form, a Phase I Environmental Site Assessment was completed for the development site. This report, which was completed in June 2014 prior to the applicant initiating the special permit application, was at the applicant's own initiative for insurance and due diligence purposes. Its completion was not related to the CEQR process.

According to the 2014 *CEQR Technical Manual*, if an action would result in development greater than one of the minimum development density thresholds in table 16-1, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of the city, including the project area, if the proposed actions are projected to result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, or 200 peak-hour pedestrian trips, it is unlikely that further analysis would be necessary. If these trip-generation screening thresholds are exceeded, a Level 2 (Project-generated Trip Assignment) Screening Assessment should be prepared to determine if the proposed action would generate or divert 50 peak-hour vehicle trips through any intersection, 200 peak-hour subway trips through a single station, 50 peak-hour bus trips on a single bus route in the peak direction, or 200 peak-hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, detailed analysis for the respective mode is required.

A travel demand forecast was prepared for the proposed action, based on the RWCDS No-Action 86-space accessory garage, RWCDS With-Action 184-space public garage, in order to identify the incremental travel demand associated with the action's 98-space net increment. The purpose of this forecast is to determine if the proposed action would result in 50 or more action-generated vehicle trips, 200 or more action-generated transit trips, or 200 or more pedestrian action-generated trips. This forecast is detailed in a technical memorandum provided in Appendix B, "Travel Demand Forecast Memo."

As summarized in the memo, the proposed action would generate less than 50 vehicle trips, less than 200 transit trips, and less than 200 pedestrian trips in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours. Accordingly, the proposed action would be unlikely to result in any significant adverse transportation impacts and no further analysis is warranted.

Air Quality

According to the guidelines provided in the 2014 *CEQR Technical Manual*, air quality analyses are conducted in order to assess the effect of an action on ambient air quality (i.e., the quality of the surrounding air), or effects on the project because of ambient air quality. Air quality can be affected by "mobile sources," pollutants produced by motor vehicles, and by pollutants produced by fixed facilities, i.e., "stationary sources." As per the 2014 *CEQR Technical Manual*, an air quality assessment should be carried out for actions that can result in either significant adverse mobile source or stationary source air quality impacts. Per the EAS Form, further analyses of air quality mobile sources from action-generated and/or action-diverted vehicle trips and from on-site stationary sources has been screened out in accordance with 2014 *CEQR Technical Manual* assessment screening thresholds. In addition, the proposed action would not introduce any air quality sensitive receptors as the only incremental change in the development program attributable to the proposed action is an increase in the number of parking spaces in a building that is otherwise as-of-right.

Mobile Source: Garage Emissions

As the proposed action would result in a parking garage of greater than 85 parking spaces that would mechanically ventilate vehicle emissions to a vent, per 2014 *CEQR Technical Manual* Chapter 17, “Air Quality,” Section 210, a consultation with the lead agency is recommended to determine whether an air quality analysis should be conducted. The lead agency determined that a mobile-source garage emissions analysis is warranted for the proposed action. The air quality analysis, provided in Attachment C, determined that the proposed action would not result in any significant adverse air quality impacts.

Noise

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

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

As indicated on the EAS Form, the proposed action would generate or re-route vehicular traffic — specifically, vehicle trips to and from the garage that, under RWCDs No-Action Conditions, would be made to other parking facilities or to on-street parking spaces. However, as noted above the proposed action would not exceed the Level 1 (Project Trip Generation) Screening Assessment for peak hour vehicular trips. In addition, as the proposed action would expand the size of a parking garage to be used by personal vehicles, it would not result in an appreciable increase in diesel-powered vehicles. Therefore, the proposed action would not result in a 100 percent or more increase in noise passenger car equivalents (PCE) on W. 52nd Street and the other streets surrounding the development site, which are public streets that carry significant vehicle traffic. The 2014 *CEQR Technical Manual* states that, if existing Noise PCE values are not increased by 100 percent or more, it is likely that the proposed project would not cause a significant adverse vehicular noise impact. Therefore, no further vehicular noise analysis is needed.

Assessment

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

Public Health

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

According to the guidelines of the 2014 *CEQR Technical Manual*, a public health assessment may be warranted if a project results in a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; b) increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect ground water to be used as a source of drinking water; c) solid waste management practices that could attract vermin and result in an increase in pest populations; d) potentially significant adverse impacts to sensitive receptors from noise and odors; e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts; or f) exceedances of accepted federal, state, or local standards.

As discussed herein, detailed analysis of air quality is required for the proposed action due to the potential effects of emissions vented from the garage. As detailed in the analysis provided in this EAS, the proposed action would not result in significant adverse air quality impacts. Therefore, the proposed action does not have the potential to result in significant adverse public health impacts and further assessment is not warranted.

Construction

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Based on 2014 *CEQR Technical Manual* guidelines, where the duration of construction is expected to be short-term (less than two years), any impacts resulting from construction generally do not require detailed assessment. Construction of the building on the development site is expected to be completed within approximately 18 months and the duration will be the same under both No-Action and With-Action conditions. The only changes between No-Action and With-Action conditions would be in some changes to interior fit-out and finishes of space, specifically installation of stackers and related mechanical work but this would not change the overall construction schedule. This work, which would be initiated upon approval of the application, would occur concurrently with fit-out and finishes for other portions of the development and there would be similar construction activity in this area of the building under No-Action conditions.

While overall construction will have a duration of less than two years and there will not be an incremental change in the construction schedule as a result of the proposed action, a preliminary screening of construction impacts resulting from the project is recommended because the proposed action could result in construction activities that may require the short-term closing, narrowing, or otherwise impeding of traffic, transit or pedestrian elements (roadways, parking spaces, sidewalks, crosswalks, corners, etc.) along streets bordering the site. In addition, construction activities on the

site are occurring within 400 feet of historic and cultural resources, as identified in the “Historic and Cultural Resources” section above.

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

Preliminary Screening

As described in Attachment A, the proposed action would facilitate a 184-space accessory parking facility in a new development currently under construction; the proposed action would result in a 98-space incremental increase in spaces as compared to the approximately 86 spaces permitted on the site on as-of-right basis. All incremental construction activities generated by the proposed action would occur internally within the structure as there would be no change in the amount of excavation or change in the building envelope. Construction impacts are usually important when construction activity could affect the integrity of historical and archaeological resources, hazardous materials, traffic conditions, air quality, and noise conditions. A discussion of these areas of concern is provided below for informational purposes.

Historic and Cultural Resources

As described in the “Historical and Cultural Resources” section above, the proposed action would not have the potential to have construction effects on any architectural or archaeological resources as it would only involve construction changes within the interior of the building under construction on the development site. In any event, all of the historic resources in the vicinity of the development site are subject to the special protective measures required by DOB’s TPPN 10/88.

Hazardous Materials

As described in the “Hazardous Materials” section above, the applicant is undertaking excavation of the site on an as-of-right basis given that the proposed action would only alter the amount of parking spaces in the new otherwise as-of-right building under construction on the development site. The building footprint and volume of excavation would not change as a result of the proposed action. If the applicant identifies any hazardous materials in the course of site excavation for the building on the development site, it will report the presence to applicable regulating agencies of same and dispose of at a facility approved to receive such materials and in accordance with all applicable laws and regulations.

Transportation

The development site is a midblock lot on W. 53rd Street between Broadway and Eighth Avenue with two separate “panhandles” extending to W. 52nd Street. The site is located in Midtown

Manhattan but is not located along an arterial or major thoroughfare. There are no designated bicycle routes, bus lanes or routes, or access points to transit in the immediate vicinity of the development site. During construction, which as noted above is will be of the same duration and general scope under both No-Action and With-Action conditions, the sidewalks along these streets adjacent to the site may need to be closed at times in order to accommodate construction vehicles, equipment, and supplies. Under both No-Action and With-Action conditions, if sidewalk closure is necessary, Jersey barriers or other protective structures would be erected and a covered pedestrian walkway would be created to accommodate pedestrian traffic around the property. Short-term closure of the parking lanes adjacent to the project site also may be necessary. These closures would be considered to be a routine closure that would be addressed by a permit (and pedestrian access plan) to be issued by the NYC Department of Transportation (DOT) Office of Construction Mitigation and Coordination (OCMC) at the time of closure so that impacts are not expected to occur. Standard practices would be followed to ensure safe pedestrian and vehicular access to nearby buildings and along affected streets and sidewalks. During construction, access to all adjacent businesses, residences, and other uses would be maintained according to the regulations established by the DOB. In addition, it is not anticipated that all vehicle moving lanes adjacent to the site would need to be closed during construction. There would be no incremental change in transportation construction conditions between No-Action and With-Action conditions.

Vehicular access to/from the project site for construction vehicles would be via westbound W. 53rd Street and eastbound W. 52nd Street. An analysis of transportation impacts from construction of the project is not required as the project construction period is less than two years and most construction traffic would take place outside of the AM and PM traffic peak hours in the vicinity of the site due to typical construction hours. As discussed above, there is not expected to be any substantial increase in the duration of construction or size of construction workforce compared to RWCDs No-Action conditions.

Accordingly, the proposed action would not result in any significant adverse transportation impacts during project construction.

**ATTACHMENT C:
AIR QUALITY: GARAGE EMISSIONS ANALYSIS**

**242 W. 53rd Street Garage Special Permit EAS
Attachment C: Air Quality Garage Emissions Analysis**

A. INTRODUCTION

The applicant, Roseland Development Associates, (the “Applicant”) is seeking a special permit to allow a 184-space parking garage to be built within a new 553,630-gross-square-foot (gsf) residential apartment building at 242 W. 53rd Street (Block 1024, Lot 52) in Midtown Manhattan. Without the proposed permit, the building would have only 86 accessory parking spaces. The proposed parking garage would be used by residents of the new building, residents of other nearby buildings, and visitors to the area. The expanded garage, which will have two levels and be equipped with stackers, is expected to be operational in 2018.

As noted on the EAS Form and in Attachment B, analyses of air quality mobile sources from action-generated and/or action-diverted vehicle trips and from on-site stationary sources has been screened out in accordance with 2014 *CEQR Technical Manual* assessment screening thresholds. In addition, the proposed action would not introduce any air quality sensitive receptors as the only incremental change in the development program attributable to the proposed action is an increase of 98 additional parking spaces in a building that is otherwise as-of-right.

Emissions from the vehicles using the proposed garage could potentially affect pollutant levels at nearby sensitive land uses and pedestrians. An analysis was therefore conducted to estimate whether the potential air quality impacts of these emissions would be significant.

Vehicles utilizing the parking garage would enter and exit garage from W. 52nd Street (Figure C-1). Garage parameters (lengths, widths, and total ramp lengths) used in this analysis were obtained from the proposed garage plan.

B. GARAGE ANALYSIS

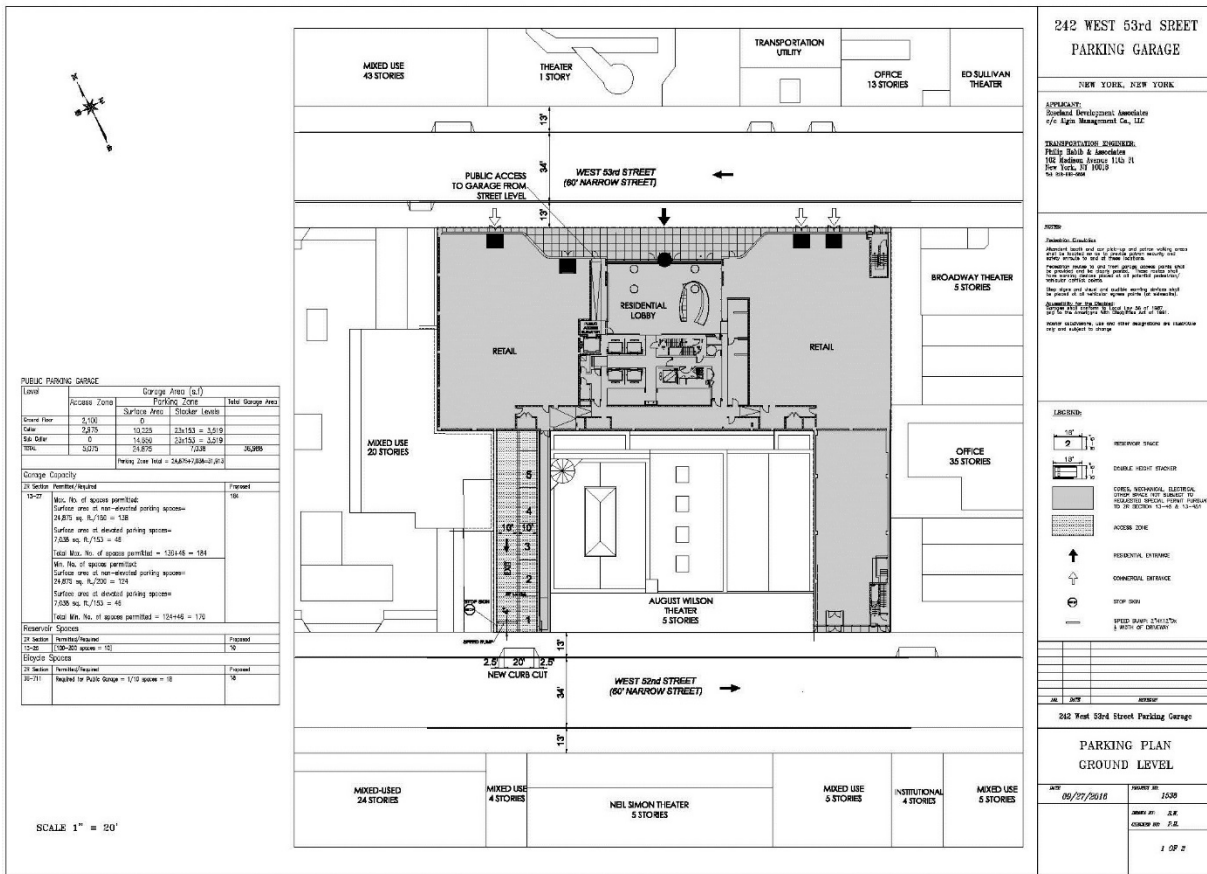
Traffic Data

Traffic data on weekday parking accumulation, which include vehicular trips in and out of garage for all uses (residential and transient) under the Proposed Action, are provided in Table C-1. The maximum number of vehicles entering and leaving the garage would be 30 in and 32 out, respectively. These maximum values were used in this analysis.

In addition to the total vehicular trips generated by the garage under the Proposed Action, emissions from background traffic in the vicinity of site were accounted for in the analysis. While a detailed transportation analysis was not conducted for this project, traffic data (peak hour volumes) were obtained for road segments near the study area from the New York State Department of Transportation traffic count hourly report. Based on this report, peak hourly traffic volume on W. 53rd Street between Broadway and Fifth Avenue is 578 vehicles per hour. However,

because no data are available for the W 52nd Street, traffic volumes for W. 50th Street between Tenth and Fifth Avenues (698 vehicles per hour) were conservatively used.

Figure C-1: Parking Garage Plan



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

Methodology

The pollutants of concern for parking facilities are carbon monoxide (CO) and particulate matter smaller than 2.5 microns (PM_{2.5}). This analysis was conducted in accordance with guidelines provided in the 2014 *City Environmental Quality Review (CEQR) Technical Manual Appendices* for parking facilities.

The proposed garage would be a totally enclosed facility with mechanical ventilation. To estimate pollutant concentrations, the garage’s exhaust vent was analyzed as a “virtual point source” using the computational procedure provided in EPA’s Workbook of Atmospheric Dispersion Estimates (AP-26), as referenced in the *CEQR Technical Manual* on Page 17-30. This methodology estimates

concentrations at various distances from the vent (using appropriate initial horizontal and vertical dispersion coefficients) assuming that the concentrations within the garage are equal to the concentrations in the vent exhaust.

Table C-1: With Action Conditions: Total Weekday Parking Accumulation (All Uses)

Time	184-space Garage			Accumulation
	In	Out	Total	
12-6:00 AM	5	5	10	184
6-7	1	2	3	183
7-8	5	11	16	177
8-9	23	30	53	170
9-10	16	18	34	168
10-11	17	12	29	173
11-12	12	10	22	175
12-1 PM	14	11	25	178
1-2	10	9	19	179
2-3	10	10	20	179
3-4	14	14	28	179
4-5	19	16	35	180
5-6	30	32	62	182
6-7	24	21	45	183
7-8	14	23	27	184
8-9	12	12	24	184
9-10	4	8	12	180
10-11	5	2	7	183
11-12	4	3	1	184
Total	239	239	478	

Source: Travel Demand Forecast Memo, December 22, 2015

In accordance with *CEQR* guidance, pollutant concentrations were estimated at locations on the near and far pedestrian sidewalks to ensure that the maximum cumulative effects from on-street traffic and garage emissions are estimated. Concentrations were also estimated at a window (receptor) located directly above the vent.

Contributions from on-street CO and PM_{2.5} vehicular emissions at these receptor locations were calculated through dispersion modeling analyses using EPA's AERMOD dispersion model, which is currently recommended by EPA for mobile source (intersection or highway) modeling, and these values were added to garage-generated impacts and appropriate background levels to estimate the total cumulative pollutant concentrations.

Pollutant concentrations within the garage were calculated assuming a minimum ventilation rate, as per New York City Building Code requirements, of 1 cubic foot per minute of fresh air per gross square foot of garage area.

To determine compliance with the 8-hour CO National Ambient Air Quality Standard (NAAQS) and the 24-hour PM_{2.5} *CEQR* significant incremental impact criteria, maximum CO concentrations

were predicted for an 8-hour averaging period and maximum PM_{2.5} concentrations were predicted for a 24-hour time period.

The 24-hour PM_{2.5} CEQR significant incremental impact criteria was estimated as half the difference between NAAQS of 35 ug/m³ and the applicable PM_{2.5} background concentration recorded in Manhattan. As the 3-year 98% percentile of 24-hour PM_{2.5} background concentrations recorded at the Junior High School 45 monitoring station in Manhattan is 22.3 ug/m³ (for 2012-2014), half the difference between NAAQS of 35 ug/m³ and 22.3 ug/m³ is 6.35 ug/m³. This incremental value was used as the threshold level to determine whether the PM_{2.5} garage emissions together with on-site mobile source emissions could cause exceedances of CEQR significant impact criteria.

Emission Factors

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

Emission factors estimated using the MOVES model (in both grams/vehicle-mile for moving vehicles and grams per hour for idling vehicles) were used to estimate garage exhaust impacts and model CO and PM_{2.5} emissions from on-street traffic with the AERMOD dispersion model.

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

Fugitive dust was estimated using equations from Section 13.2.1-3 of EPA's AP-42 for roadways with more than 5,000 vehicles a day, which is applicable for roadways in the vicinity of the garage, which can be classified as principal or minor arterials. The formulas are based on an average fleet weight, which varies according to the vehicular mix for a given roadway, and a silt loading factor. A silt loading factor of 0.1 g/m², applicable for principal and minor urban arterials roads, was used, as recommended by the *CEQR Technical Manual*.

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

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

Dispersion Analysis

The AERMOD dispersion model was used to estimate CO and PM_{2.5} contribution from the vehicular traffic on the nearby roadway links as components of the total predicted pollutant concentrations. AERMOD is currently recommended by EPA as preferred model to estimate concentration from vehicular traffic at intersections, highways, by simulating them as a line or of volume sources. The advantage of using AERMOD over the previously used model (CAL3QHCR) for mobile source modeling is associated with the ability to use five (5) consecutive years on meteorological data in one modeling run and obtain maximum concentrations over the 5-years period.

Traffic links were modeled as volume sources. Inputs to the model included total emission rates in grams per second, link coordinates, adjusted road widths, and volume source heights. Total emission rates were estimated based on MOVES emissions factors in grams per vehicle-mile, length of the roadway link, and total number of vehicles traveling on the link. Based on total emission rates and road widths, the model calculates emission rates for each volume source and assigns the initial lateral and vertical dispersion parameters. Meteorological data from LaGuardia Airport for 2010-2014 years were used for this analysis.

For the conservative purposes, one garage exhaust was assumed for the analysis to be located closer to W 53rd Street. Concentrations were estimated for receptors at the near sidewalk and the far sidewalk at W 53rd Street, and a window directly above the exhaust vent. The vent was assumed to be 12 feet above the ground and the window above the vent was assumed to be 5 feet higher than the vent (17 feet). In order to maximize impact, the pedestrian receptor at the near sidewalk was assumed to be 6.5 feet from the garage vent and a pedestrian standing on the far sidewalk across W 53rd Street was approximately 53 feet from the vent (in the middle of sidewalk).

The analysis for estimating pollutant concentrations was conducted based on the computational procedures provided in the *CEQR Technical Manual*, which uses spreadsheets that include garage dimensions and total parking area, vent height(s), receptor distances from the vent, number of vehicles entering and exiting garage, emission factors for moving and idling vehicles, and pre-tabulated dispersion parameters to estimate concentration at the near and far sidewalks and windows above the vent. CO and PM_{2.5} concentrations from the on-street sources were added to garage impacts on far sidewalk receptors and the total CO and PM_{2.5} concentrations were estimated by adding together the contributions from the garage exhaust vent, on-street sources, and background levels. The maximum estimated total 8-hour CO concentration was compared to the 8-hour CO NAAQS of 9 ppm and the maximum estimated 24-hour PM_{2.5} impact was compared to the PM_{2.5} significant incremental impact threshold.

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

Results

The results of the garage analyses are summarized in Table C-2. As shown, the maximum estimated total 8-hour CO concentrations (impacts plus background) are 1.3, 1.4, and 1.3 ppm for the near sidewalk, the far sidewalk, and the window above the vent, respectively. These values are all less than the 8-hour CO NAAQS of 9 ppm. The maximum PM_{2.5} impact at these locations is also less than the CEQR significant incremental impact threshold of 6.4 ug/m³. It should be noted that the impacts from garage-generated vehicular traffic are substantially less than the impacts of on-street traffic emissions.

Conclusion

The result of this analysis is that garage emissions, together with on-street mobile source emissions, would not cause a significant adverse air quality impact.

**Table C-2: Estimated Cumulative Pollutant Concentrations from
Garage and On-Street Mobile Sources Emissions**
Vent near W 53rd Street

CO Analysis	CO Concentrations		
	Near Sidewalk	Far Sidewalk	Window Above
Distance to Vent (feet)	6.5	53	5
Vent height (feet)	12	12	12
Receptor Height (feet)	6	6	17
Averaging Period	8-hour	8-hour	8-hour
Garage CO (ppm)	0.16	0.09	0.15
Line Source (ppm)	NA	0.19	NA
Background Value (ppm)	1.1	1.1	1.1
Total Concentration (ppm)	1.3	1.4	1.3
NAAQS, CO (ppm)	9	9	9
Significant Impact?	No	No	No

Vent near W 53rd Street

	PM _{2.5} Concentrations		
	Near Sidewalk	Far Sidewalk	Window Above
Distance to Vent (feet)	6.5	53	5
Vent height (feet)	12	12	12
Receptor Height (feet)	6	6	17
Averaging Period	24-hour	24-hour	24-hour
Garage PM _{2.5} (ug/m ³)	0.8	0.5	0.5
Line Source (ug/m ³)	NA	1.45	NA
Background Value (ug/m ³)	NA	NA	NA
Total Impacts (ug/m ³)	0.8	1.45	0.5
CEQR Significant Impact Criteria (ug/m ³)	6.4	6.4	6.4
Significant Impact?	No	No	No

**APPENDIX A:
AGENCY CORRESPONDENCE**

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 16DCP161M
Project: 242 W. 53 ST. PARKING GARAGE
Address: 242 WEST 53 STREET, **BBL:** 1010240052
Date Received: 6/3/2016

Comments: The LPC is in receipt of the EAS of 5/11/16. The text is acceptable for historic and cultural resources.

Gina Santucci

6/8/2016

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 31534_FSO_DNP_06082016.doc

**APPENDIX B:
TRAVEL DEMAND FORECAST**



MEMORANDUM

To: New York City Department of City Planning, Environmental Review Team

From: PHA On behalf of Roseland Development Associates, c/o Algin Management Co., LLC

Date: December 22nd, 2015; revised July 21st, 2016, December 14th, 2016

Re: **Travel Demand Forecast for 242 W. 53rd Street Parking Garage Special Permit
Project ID: P2016M0122; CEQR No. TBD: (PHA No. 1538)**

I. INTRODUCTION

The applicant, Roseland Development Associates, is seeking a CPC zoning special permit pursuant to New York City Zoning Resolution Sections (“ZR §”) 13-45 and 13-451, “Special Permits for Additional Parking Spaces” and “Additional Parking Spaces for Residential Growth,” (the “Proposed Action”). The proposed action would allow a 184-space public parking garage to be built within a new 553,630-gross-square-foot (gsf) apartment building that is being constructed on an otherwise as-of-right basis on the development site at 242 W. 53rd Street, located on Block 1024, Lot 54 in Midtown Manhattan, Community District 5 (CD5). Without the proposed special permit the building would have 86 accessory parking spaces, as indicated on plans filed with NYC Department Buildings (DOB), which represents the baseline RWCDS No-Action condition for the development site. Under With-Action conditions the garage would include 46 stackers, with 46 elevated parking spaces and 46 surface spaces beneath the lifted stacker tray plus 92 conventional surface spaces, for a total of 184 parking spaces (an increase in 98 spaces over No-Action conditions). Under RWCDS No-Action conditions the garage would operate with attended-parking with conventional surface spaces, but under With-Action conditions the garage would operate with a mix of conventional surface spaces and double-height stacker spaces. In addition, the classification of the parking spaces would change from accessory under RWCDS No-Action conditions to public under RWCDS With-Action conditions. Apart from these changes, there would be no changes to the development site between RWCDS No-Action and RWCDS With-Action conditions; there would be no change to the building’s residential and commercial development program, gross building area, building envelope, excavation, curb cut location or use, garage ramp configuration, and parking surface area.

To determine whether detailed quantified traffic, parking, transit, and pedestrian analyses would be needed as part of the environmental review for this project, travel demand generated by the RWCDS incremental development was determined. The findings presented in this memo are that, per *City Environmental Quality Review (“CEQR”) Technical Manual (2014)*¹ guidance, detailed analyses of traffic, parking, transit, and pedestrians can be screened out.

¹ The City of New York, Mayor’s Office of Environmental Coordination, *City Environmental Quality Review Technical Manual*, March 2014.

Development Site Conditions

The development site is located at 242 W. 53rd Street (Block 1024, Lot 52) in Midtown Manhattan in Community District 5 (CD5). The 29,197-square-foot (sf) development site is roughly “n”-shaped, with a rectangular portion that has 225 feet of frontage along the south side of W. 53rd Street and a depth of 100.42 feet, with two narrow “panhandles” extending south to W. 52nd Street. The western panhandle has 28 feet of frontage on W. 52nd Street and the eastern panhandle has 37.75 feet of frontage on W. 52nd Street; the two panhandles are located 130.75 feet apart. The addresses associated with the site include 242-264 W. 53rd Street, 239 W. 52nd Street, and 261 W. 52nd Street.

The building on the development site will have one curb cut, approximately 20 feet wide (including splays), located on the western panhandle portion of the development site’s W. 52nd Street frontage. This curb cut will provide two-way vehicular access to the below-grade parking via a ramp. The curb cut will be located 2.5 feet west of the western panhandle’s side lot line with Lot 7. It will be located approximately 133.5 feet east of Eighth Avenue and approximately 372.25 feet west of Broadway. The curb cut location would not change as a result of the proposed action.

Under both RWCDs No-Action conditions (86 parking spaces) and RWCDs With-Action conditions (184 spaces), the garage on the development site will be operated as an attended-park facility.

II. DEVELOPMENT DENSITY THRESHOLD SCREENING

The 2014 *CEQR Technical Manual* identifies minimum development densities that potentially require transportation analysis. Development at less than the development densities shown in Table 16-1 of the 2014 *CEQR Technical Manual* generally result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, and 200 peak-hour pedestrian trips, where significant adverse impacts are considered unlikely. In Zone 1 (which includes the Project Site, since it is in Manhattan south of 110th Street), the development threshold for off-street parking facilities is 85 new spaces, which the proposed project exceeds. As the project would not involve any incremental change to the residential or commercial development programs, only the parking screening threshold is applicable to the proposed action.

According to the 2014 *CEQR Technical Manual*, if an action would result in development greater than the minimum development density thresholds, a Level 1 (Project Trip Generation) Screening Assessment should be prepared. In most areas of the city, including the project area, if the proposed actions are projected to result in fewer than 50 peak-hour vehicle trips, 200 peak-hour subway/rail or bus transit riders, or 200 peak-hour pedestrian trips, it is unlikely that further analysis would be necessary. If these trip-generation screening thresholds are exceeded, a Level 2 (Project-generated Trip Assignment) Screening Assessment should be prepared to determine if the proposed action would generate or divert 50 peak-hour vehicle trips through any intersection, 200 peak-hour subway trips through a single station, 50 peak-hour bus trips on a single bus route in the peak direction, or 200 peak-hour pedestrian trips through a single pedestrian element. If any of these Level 2 screening thresholds are met or exceeded, detailed analysis for the respective mode is required.

Traffic and Parking

As the proposed project exceeds the 85-space development density screening threshold for off-street parking, a Level 1 (Project Trip Generation) Screening Assessment has been prepared.

Transit and Pedestrians

As noted above, the proposed action would only exceed the development density screening threshold for off-street parking and there would be no incremental change in the residential or retail development programs.

The proposed parking garage would be used by not only building residents, but also by residents of other nearby buildings, and visitors to the area (aka, transient parkers) who would travel on foot to and from the garage. Therefore the garage would generate pedestrian trips and a Level 1 (Project Trip Generation) Screening Assessment has been prepared for pedestrian trips. Few, if any, trips by garage patrons would be made via transit, thus the proposed action would not have the potential to result in significant adverse transit impacts and no further transit assessment is warranted. Any transit or pedestrian trips by staff would be negligible as the expected incremental increase in parking employees is expected to be approximately four per day.

III. LEVEL 1 (PROJECT TRIP GENERATION) SCREENING: TRAFFIC

A Level 1 (Project Trip Generation) Screening Assessment has been prepared to determine if the proposed action would generate or divert 50 or more vehicle trips in any peak hour. (A Level Screening Assessment of pedestrian trips is provided following the traffic screening.)

A. RWCDS No-Action Conditions

Under RWCDS No-Action Conditions, an as-of-right building will be completed and its uses will include approximately 86 off-street parking spaces, approximately 426 dwelling units (DUs), and 16,713 gsf of local retail space. In the RWCDS No-Action scenario, the off-street parking spaces are conservatively assumed to be used by building residents only and building retail generated vehicles.

B. RWCDS With-Action Conditions

Under RWCDS With-Action conditions, the proposed project would include approximately 184 off-street public parking spaces. The residential and retail development programs would be the same as under RWCDS No-Action conditions, i.e., 426 DUs and 16,713 gsf of local retail space.

In the RWCDS With-Action scenario it is assumed that during the overnight period (when residential parking demand peaks) the 184 spaces would be fully used by building residents and residents of other buildings in the area. This is consistent with the “residential growth” parking study prepared for the applicant’s ULURP application which has demonstrated that the supply of residential parking has not grown proportionally with the increase in demand for residential parking in the vicinity of the project site. It is conservatively assumed for CEQR purposes that spaces not used by residents during the day would be available for public use by non-residents. The information for RWCDS No-Action and RWCDS With-Action conditions is summarized in Table 1.

Table 1. Development Site RWCDS No-Action and RWCDS With-Action Conditions

RWCDS No-Action			RWCDS With-Action			RWCDS Increment		
DUs	Retail gsf	Parking spaces	DUs	Retail gsf	Parking spaces	DUs	Retail gsf	Parking spaces
426	16,713	86	426	16,713	184	--	--	+98

C. Net Project-generated Trips

Traffic and Parking

Methodology

The net change in development on the project site from RWCDS No-Action to RWCDS With-Action conditions is 98 parking spaces, with a change from accessory to public parking spaces. In order to identify the resulting incremental change in site-generated vehicle trips, parking demand utilization patterns were forecasted for the site under both RWCDS No-Action and RWCDS With-Action conditions.

The analysis conservatively assumes that under RWCDS No-Action conditions the accessory garage would be used by residents only, as the on-site 16,713-gsf local retail space would generate negligible parking demand. The analysis assumes that the 86-space facility would have an overnight residential parking demand of 100 percent. Consistent with these assumptions, a trip generation pattern for residential parking was taken from the 2004 *Hudson Yards FGEIS* and adjusted to reflect the auto mode split for census tracts within a quarter-mile radius of the study area and conservatively assuming an auto vehicle occupancy rate of 1.0.²

For RWCDS With-Action conditions, it is assumed that the proposed 184-space public parking garage would be utilized by both residential users and transient users (typically commuters and other visitors). Consistent with the ULURP application findings (parking study memo), it is assumed that overnight the 184-space would be fully utilized by residents, both from the on-site 426 DUs and from the surrounding community. The trip generation pattern for the residential user population is the same as is used for the RWCDS No-Action forecast. As the proposed garage would operate as a public facility, it is further assumed that to the extent feasible spaces available during the day due to residential vehicles leaving the garage would be used by transient vehicles. A trip generation pattern for transient parking was taken from count data used at a public parking lot located at 7 W. 21st Street, also in CD5 and which was used for the TPF Memo for the 7 W. 21st Street project (CEQR No. 15DCP009M).

RWCDS No-Action Vehicle Trips

Under RWCDS No-Action conditions, with the as-of-right 86-space accessory garage fully utilized by residential parkers overnight and the assumption that no transient parkers would use the garage, the number of hourly auto trips would be relatively low. There would be 17, 8, and 20 auto trips in the weekday AM (8-9 AM), midday (12-1 PM), and PM (5-6 PM) peak hours, respectively. Refer to Table 2.

During the Saturday midday period under RWCDS No-Action conditions, there would be 17 auto trips in the midday (12-1 PM) peak hour, which would be the highest number of hourly trips on Saturday. Refer to Table 3.

² The auto mode split is 6.2%. Source: US Census American Community Survey, 5-year data 2009-2013, for Census Tracts 125, 127, 131, 133, 137, 139.

Table 2. RWCDS No-Action Conditions: Weekday Parking Accumulation

86-space Accessory Garage				Residential Trip Pattern*			
	In	Out	Total	Accumulation	In (% of all trips)	Out (% of all trips)	Total (% of all trips)
12-6 AM	2	2	4	86	1.75%	1.75%	3.50%
6-7	0	1	1	85	0.09%	0.51%	0.60%
7-8	1	6	7	80	0.59%	3.32%	3.90%
8-9	3	14	17	69	1.50%	8.50%	10.00%
9-10	2	9	11	62	1.49%	5.12%	6.60%
10-11	3	5	8	60	2.00%	3.00%	5.00%
11-12	4	4	8	60	2.20%	2.20%	4.40%
12-1 PM	4	4	8	60	2.50%	2.50%	5.00%
1-2	4	4	8	60	2.30%	2.30%	4.60%
2-3	4	4	8	60	2.10%	2.10%	4.20%
3-4	5	4	9	61	3.24%	2.16%	5.40%
4-5	8	4	12	65	5.04%	2.16%	7.20%
5-6	14	6	20	73	7.70%	3.30%	11.00%
6-7	11	5	16	79	6.58%	2.82%	9.40%
7-8	7	5	12	81	3.89%	2.91%	6.80%
8-9	6	4	10	83	3.47%	2.33%	5.80%
9-10	1	3	4	81	0.73%	1.68%	2.40%
10-11	3	0	3	84	1.65%	0.66%	2.31%
11-12	2	0	2	86	1.20%	0.70%	1.90%
Total	84	84	168		50.00%	50.00%	100.00%

* Residential accumulation pattern source: *Hudson Yards FEIS*

Table 3. RWCDS No-Action Conditions: Project Site Saturday Parking Accumulation

86-space Accessory Garage				Residential Trip Pattern*			
	In	Out	Total	Accumulation	In (% of all trips)	Out (% of all trips)	Total (% of all trips)
12-6 AM	2	2	4	86	1.57%	1.63%	3.20%
6-7	0	1	1	85	0.15%	0.35%	0.50%
7-8	1	3	4	83	0.50%	1.50%	2.00%
8-9	3	7	10	79	1.50%	3.50%	5.00%
9-10	6	8	14	77	2.80%	4.20%	7.00%
10-11	6	8	14	75	2.80%	4.20%	7.00%
11-12	7	7	14	75	3.50%	3.50%	7.00%
12-1 PM	9	8	17	76	4.00%	4.00%	8.00%
1-2	7	7	14	76	3.50%	3.50%	7.00%
2-3	7	7	14	76	3.60%	3.60%	7.20%
3-4	9	8	17	77	4.32%	2.88%	7.20%
4-5	9	4	13	82	5.04%	2.16%	7.20%
5-6	7	5	12	84	3.46%	2.74%	6.20%
6-7	7	7	14	84	3.50%	3.50%	7.00%
7-8	7	5	12	86	3.51%	2.49%	6.00%
8-9	4	4	8	86	2.00%	2.00%	4.00%
9-10	3	3	6	86	1.50%	1.50%	3.00%
10-11	3	3	6	86	1.50%	1.50%	3.00%
11-12	2	2	4	86	1.25%	1.25%	2.50%
Total	99	99	198		50.00%	50.00%	100.00%

* Residential accumulation pattern source: *Hudson Yards FEIS*

RWCDS With-Action Vehicle Trips

Under RWCDS With-Action conditions, the proposed 184-space garage would be fully utilized overnight by residents, consisting of a mix of building residents and residents of other nearby buildings. During the day, it is conservatively assumed that some transient parkers, such as commuters and other visitors to the area, would utilize available capacity at the garage. Tables 4a, 4b, and 4c show the weekday accumulation patterns for the residential users, transient users, and the combined total usage, respectively. As shown in Table 4c, there would be 56, 28, and 68 site-generated vehicle trips under RWCDS With-Action conditions in the weekday AM (8-9 AM), midday (12-1 PM), and PM (5-6 PM) peak hours, respectively.

Table 4a. RWCDS With-Action Conditions: Weekday Accumulation, Residential Users

	184-space Public Garage				Residential Trip Pattern*		
	In	Out	Total	Accumulation	In (% of all trips)	Out (% of all trips)	Total (% of all trips)
12-6 AM	4	4	8	184	1.75%	1.75%	3.50%
6-7	0	2	2	182	0.09%	0.51%	0.60%
7-8	2	13	15	171	0.59%	3.32%	3.90%
8-9	6	30	36	148	1.50%	8.50%	10.0%
9-10	4	19	23	133	1.49%	5.12%	6.60%
10-11	6	11	17	128	2.00%	3.00%	5.00%
11-12	9	9	18	128	2.20%	2.20%	4.40%
12-1 PM	9	9	18	128	2.50%	2.50%	5.00%
1-2	9	9	18	128	2.30%	2.30%	4.60%
2-3	9	9	18	128	2.10%	2.10%	4.20%
3-4	11	9	20	131	3.24%	2.16%	5.40%
4-5	17	9	26	139	5.04%	2.16%	7.20%
5-6	30	13	43	156	7.70%	3.30%	11.00%
6-7	24	11	35	169	6.58%	2.82%	9.40%
7-8	15	11	26	173	3.89%	2.91%	6.80%
8-9	13	9	22	178	3.47%	2.33%	5.80%
9-10	2	6	8	173	0.73%	1.68%	2.40%
10-11	6	0	6	180	1.65%	0.66%	2.31%
11-12	4	0	4	184	1.20%	0.70%	1.90%
Total	180	183	363		50.0%	50.0%	100.00%

* Residential accumulation pattern source: *Hudson Yards FEIS*

Table 4b. RWCDS With-Action Conditions: Weekday Accumulation, Transient (Non-Residential) Users

	184-space Public Garage				Transient Trip Pattern**		
	In	Out	Total	Accumulation	In (% of all trips)	Out (% of all trips)	Total (% of all trips)
12-6 AM	0	0	0	0	0.00%	0.00%	0.00%
6-7	1	0	1	1	0.57%	0.00%	0.57%
7-8	3	0	3	4	1.72%	0.00%	1.72%
8-9	19	1	20	22	12.07%	0.57%	12.64%
9-10	11	1	12	32	7.47%	0.57%	8.05%
10-11	10	2	12	40	6.32%	1.15%	7.47%
11-12	5	3	8	42	3.45%	1.72%	5.17%
12-1 PM	6	4	10	44	4.02%	2.30%	6.32%
1-2	4	2	6	46	2.30%	1.15%	3.45%
2-3	4	4	8	46	2.30%	2.30%	4.60%
3-4	3	7	10	42	2.30%	4.60%	6.90%
4-5	3	9	12	36	1.72%	5.75%	7.47%
5-6	3	22	25	17	1.72%	12.07%	13.79%
6-7	3	12	15	8	2.30%	8.05%	10.34%
7-8	1	4	5	5	0.57%	2.87%	3.45%
8-9	1	4	5	2	0.57%	2.87%	3.45%
9-10	2	3	5	1	0.57%	1.72%	2.30%
10-11	0	0	0	1	0.00%	1.15%	1.15%
11-12	0	1	1	0	0.00%	1.15%	1.15%
Total	79	79	158		50.00%	50.00%	100.00%

** Transient accumulation pattern source: based on 7 W. 21st St. Public Parking Lot data, Tuesday-Thursday average for October 2013; used in 7 W. 21st St. TPF Memo

Table 4c. RWCDS With-Action Conditions: Total Weekday Parking Accumulation (All Users)

	184-space Garage				Available Spaces
	In	Out	Total	Accumulation	
12-6 AM	4	4	8	184	0
6-7	1	2	3	183	1
7-8	5	13	18	175	9
8-9	25	31	56	170	14
9-10	15	20	35	165	19
10-11	16	13	29	168	16
11-12	14	12	26	170	14
12-1 PM	15	13	28	172	12
1-2	13	11	24	174	10
2-3	13	13	26	174	10
3-4	14	16	30	173	11
4-5	20	18	38	175	9
5-6	33	35	68	173	11
6-7	27	23	50	177	7
7-8	16	15	31	178	6
8-9	14	13	27	180	4
9-10	4	9	13	174	10
10-11	6	0	6	181	3
11-12	4	1	5	184	0
Total	259	262	521		

Tables 5a, 5b, and 5c show the Saturday accumulation patterns for the residential users, transient users, and the combined pattern, respectively. As shown in Table 5c, during the Saturday midday peak hour (12-1 PM) under RWCDS With-Action conditions, there would be 47 auto trips.

Table 5a. RWCDS With-Action Conditions: Saturday Accumulation, Residential Users

	184-space Public Garage				Residential Trip Pattern*		
	In	Out	Total	Accumulation	In (% of all trips)	Out (% of all trips)	Total (% of all trips)
12-6 AM	4	4	8	184	1.57%	1.63%	3.20%
6-7	0	2	2	182	0.15%	0.35%	0.50%
7-8	2	6	8	178	0.50%	1.50%	2.00%
8-9	6	15	21	169	1.50%	3.50%	5.00%
9-10	13	17	30	165	2.80%	4.20%	7.00%
10-11	13	17	30	160	2.80%	4.20%	7.00%
11-12	15	15	30	160	3.50%	3.50%	7.00%
12-1 PM	19	17	36	163	4.00%	4.00%	8.00%
1-2	15	15	30	163	3.50%	3.50%	7.00%
2-3	15	15	30	163	3.60%	3.60%	7.20%
3-4	19	17	36	165	4.32%	2.88%	7.20%
4-5	19	9	28	175	5.04%	2.16%	7.20%
5-6	15	11	26	180	3.46%	2.74%	6.20%
6-7	15	15	30	180	3.50%	3.50%	7.00%
7-8	15	11	26	184	3.51%	2.49%	6.00%
8-9	9	9	18	184	2.00%	2.00%	4.00%
9-10	6	6	12	184	1.50%	1.50%	3.00%
10-11	6	6	12	184	1.50%	1.50%	3.00%
11-12	4	4	8	184	1.25%	1.25%	2.50%
Total	210	211	421		50.00%	50.00%	100.00%

* Residential accumulation pattern source: *Hudson Yards FEIS*

Table 5b. RWCDS With-Action Conditions: Saturday Accumulation, Transient (Non-Residential) Users

	184-space Public Garage				Transient Trip Pattern**		
	In	Out	Total	Accumulation	In (% of all trips)	Out (% of all trips)	Total (% of all trips)
12-6 AM	5	5	10	0	4.69%	4.69%	9.38%
6-7	0	0	0	0	0.31%	0.00%	0.31%
7-8	1	0	1	1	0.63%	0.00%	0.63%
8-9	2	0	2	3	2.19%	0.32%	2.51%
9-10	3	0	3	6	2.81%	0.32%	3.14%
10-11	5	2	7	9	4.38%	1.61%	5.99%
11-12	5	2	7	12	4.06%	1.94%	6.00%
12-1 PM	8	3	11	17	6.25%	2.58%	8.83%
1-2	6	4	10	19	5.00%	3.87%	8.87%
2-3	4	7	11	16	3.75%	5.48%	9.23%
3-4	3	6	9	13	2.81%	5.53%	8.35%
4-5	2	8	10	7	1.88%	6.48%	8.36%
5-6	1	6	7	2	1.13%	4.84%	5.96%
6-7	0	2	2	0	0.35%	2.55%	2.90%
7-8	3	3	6	0	2.46%	2.46%	4.92%
8-9	2	2	4	0	1.95%	1.95%	3.90%
9-10	3	3	6	0	2.35%	2.35%	4.70%
10-11	2	2	4	0	1.66%	1.66%	3.32%
11-12	1	1	2	0	1.36%	1.36%	2.72%
Total	56	56	112		50.00%	50.00%	100.00%

** Transient accumulation pattern source: based on 7 W. 21st St. Public Parking Lot data, Saturday average for October 2013

Table 5c. RWCDS With-Action Conditions: Total Saturday Parking Accumulation (All Users)

184-space Public Garage					
	In	Out	Total	Accumulation	Available Spaces
12-6 AM	9	9	18	184	0
6-7	0	2	2	182	2
7-8	3	6	9	179	5
8-9	8	15	23	172	12
9-10	16	17	33	171	13
10-11	18	19	37	169	15
11-12	20	17	37	172	12
12-1 PM	27	20	47	180	4
1-2	21	19	40	182	2
2-3	19	22	41	179	5
3-4	22	23	45	178	6
4-5	21	17	38	182	2
5-6	16	17	33	182	2
6-7	15	17	32	180	4
7-8	18	14	32	184	0
8-9	11	11	22	184	0
9-10	9	9	18	184	0
10-11	8	8	16	184	0
11-12	7	7	14	184	0
Total	266	267	533		

Incremental Vehicle Trips

Based on the RWCDS No-Action and RWCDS With-Action trip forecasts, the incremental vehicle trips generated or diverted by the proposed action would consist of 39, 20, 48, and 30 in the weekday AM, weekday midday, weekday PM, and Saturday midday peak hours, respectively. This increment would include vehicle trips by on-site residents using the garage, vehicle trips by residents of nearby buildings using the garage, and visitors to the area, i.e., transient parkers. Incremental parking demand driving to and from the 184-space garage would likely be present in the Midtown area under RWCDS No-Action conditions and would utilize this facility instead of parking on-street or at other off-street parking facilities. However, to be conservative, for the purpose of this analysis these incremental trips are considered to be new trips generated as a result of the proposed action.

As the maximum number of action-generated incremental vehicle trips would be less than the Level 1 50-trip screening threshold in all peak hours, the proposed action is considered unlikely to have the potential to result in significant adverse impacts and therefore no further analysis is warranted.

Table 6. Peak Hour Vehicle Trips

	RWCDS No-Action			RWCDS With-Action			RWCDS Increment		
	In	Out	Total	In	Out	Total	In	Out	Total
Weekday AM	3	14	17	25	31	56	22	17	39
Weekday Midday	4	4	8	15	13	28	11	9	20
Weekday PM	14	6	20	33	35	68	19	29	48
Saturday Midday	9	8	17	27	20	47	18	12	30