



## City Environmental Quality Review

## ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

## Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?  YES  NO

If "yes," STOP and complete the [FULL EAS FORM](#).

2. **Project Name** Columbus House, 95 West 95<sup>th</sup> Street

3. **Reference Numbers**

CEQR REFERENCE NUMBER (to be assigned by lead agency)

17DCP195M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

M920493(J)ZAM

OTHER REFERENCE NUMBER(S) (if applicable)

(e.g., legislative intro, CAPA)

4a. **Lead Agency Information**

NAME OF LEAD AGENCY

Department of City Planning

4b. **Applicant Information**

NAME OF APPLICANT

Columbus 95<sup>th</sup> Street LLC

NAME OF LEAD AGENCY CONTACT PERSON

Robert Dobruskin

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Equity Environmental Engineering LLC

ADDRESS 120 Broadway, 30th Floor

ADDRESS 500 International Drive, Suite 150

CITY New York

STATE NY

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5. **Project Description**

The applicant, Columbus 95th Street LLC, is seeking to modify the previously-approved West Side Large Scale Residential Development (CP-18505, "LSRD") within the former West Side Urban Renewal Area ("WSURA"), pursuant to ZR Section 78-06(b)(3), in order to utilize available floor area for commercial and community facility use by constructing a two-story enlargement of the first and second floor of the building located at 95 West 95th Street (Block 1209, Lot 1 the "Development Site"). The proposed modification would result in an increase in the building's gross floor area from 305,793 square feet to 328,542 square feet, an increment of 22,749 gross square feet. The amount of accessory residential floor area would decrease by 10,011 square feet due to the reallocation of accessory, residential parking space to below-grade commercial space and first floor community facility space, and the amount of non-residential floor area would increase by 32,760 gross square feet. There would be no changes to first floor residential floor area or residential dwelling units, as required under Z.R. Section 73-06(b) and no changes to the upper floors. The proposed modification would increase commercial floor area by 20,819 gross square feet, from 11,217 gross square feet to 32,036 gross square feet, and would allow for 11,941 gross square feet of community facility space.

**Project Location**

BOROUGH Manhattan

COMMUNITY DISTRICT(S) 7

STREET ADDRESS 95 West 95<sup>th</sup> Street

TAX BLOCK(S) AND LOT(S) Block 1209, Lot 1

ZIP CODE 10025

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS East side of Columbus Avenue between West 95<sup>th</sup> Street and West 96<sup>th</sup> Street

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY C1-9 and R9, Large Scale Residential Development

ZONING SECTIONAL MAP NUMBER 5D

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

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

 CITY MAP AMENDMENT ZONING CERTIFICATION CONCESSION ZONING MAP AMENDMENT ZONING AUTHORIZATION UDAAP ZONING TEXT AMENDMENT ACQUISITION—REAL PROPERTY REVOCABLE CONSENT



<b>Size</b> (in gross sq. ft.)		32,036	11,941	
<b>Type</b> (e.g., retail, office, school)	units	retail	medical office	
Does the proposed project increase the population of residents and/or on-site workers? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 64 Provide a brief explanation of how these numbers were determined: assume 2 community facility or retail staff per additional 1,000 sf				
Does the proposed project create new open space? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," specify size of project-created open space: sq. ft.				
Has a No-Action scenario been defined for this project that differs from the existing condition? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO If "yes," see <a href="#">Chapter 2</a> , "Establishing the Analysis Framework" and describe briefly:				
<b>9. Analysis Year</b> <a href="#">CEQR Technical Manual Chapter 2</a>				
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2019				
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18-24				
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO IF MULTIPLE PHASES, HOW MANY?				
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction would be limited to alterations of existing 1 <sup>st</sup> and 2 <sup>nd</sup> floor space and filling in of open plaza area on the project site.				
<b>10. Predominant Land Use in the Vicinity of the Project</b> (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 type="checkbox"/> OTHER, specify:				

**Part II: TECHNICAL ANALYSIS**

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

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

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

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

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): 5,056		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): 5,296,105		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in <a href="#">Chapter 18</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in <a href="#">Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

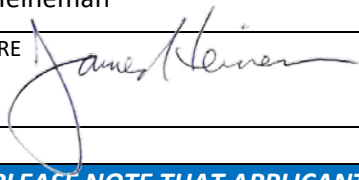


	YES	NO
<p>(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a>, "Public Health." Attach a preliminary analysis, if necessary. No adverse impacts would occur to any of the technical areas that affect public health</p>		
<p><b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a></p>		
<p>(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a>, "Neighborhood Character." Attach a preliminary analysis, if necessary. No adverse impacts would occur to any of the constituent elements of neighborhood character.</p>		
<p><b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a></p>		
<p>(a) Would the project's construction activities involve:</p>		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a>, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.</p>		
<p>All construction activities would be performed in compliance with relevant DOT and DOB regulations.</p>		

**20. APPLICANT'S CERTIFICATION**

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

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

APPLICANT/REPRESENTATIVE NAME James Heineman	DATE September 1, 2017
SIGNATURE 	

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

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

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

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

**Potentially Significant Adverse Impact**

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

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


YES  NO

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





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

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

**4. LEAD AGENCY'S CERTIFICATION**




TITLE Deputy Director, Environmental Assessment & Review Division	LEAD AGENCY New York City Department of City Planning
NAME Olga Abinader	DATE September 1, 2017
SIGNATURE 	



-  Development Site
-  Building Footprint
-  400 Ft Radius
-  Block Number

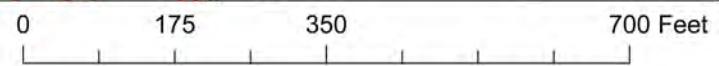




-  Development Site
-  400 Ft Radius
-  Block Number



TAX MAP









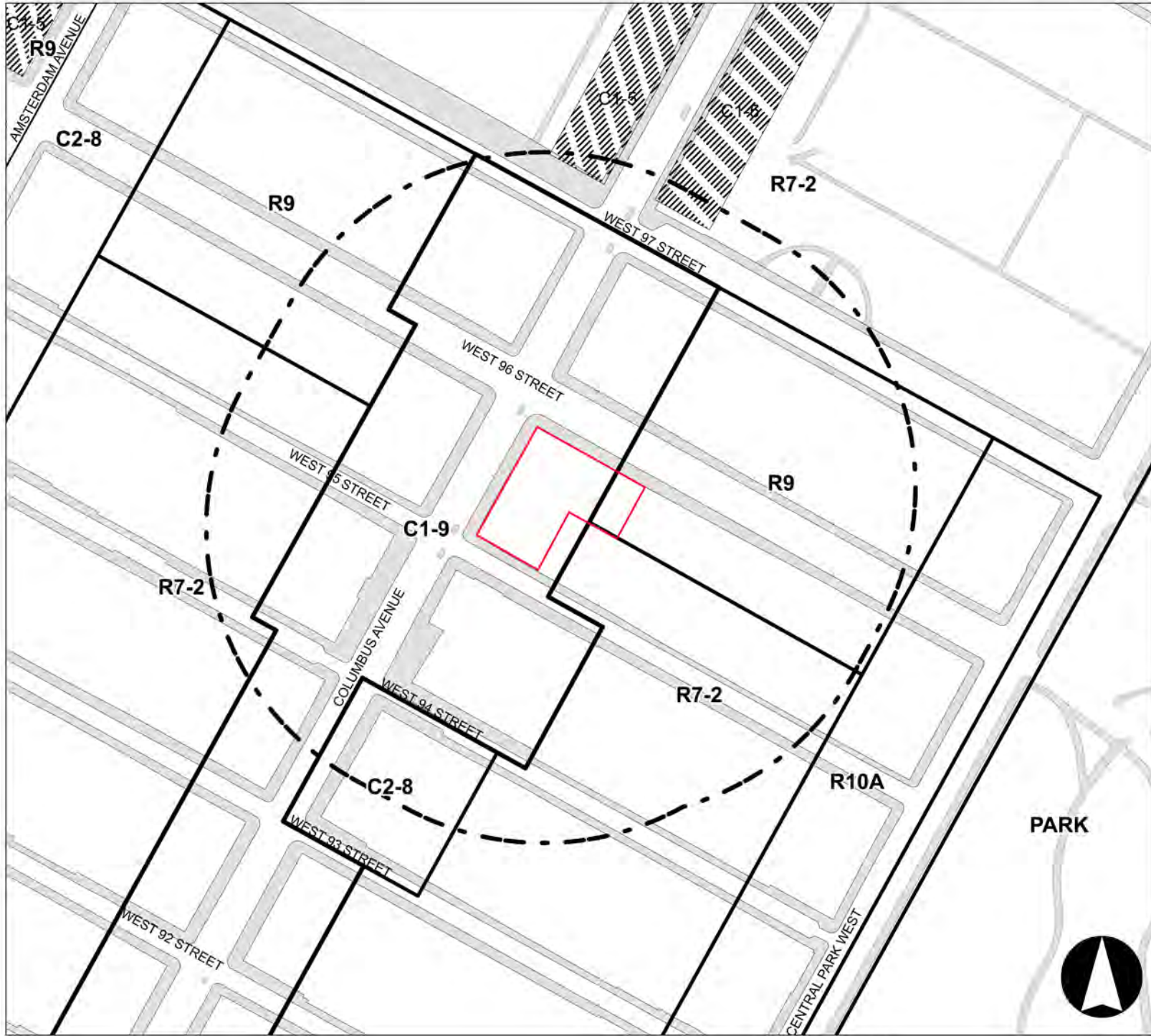
- Development Site
- 400 Ft Radius
- 1 - 2 Family Residential
- Multifamily Walkup
- Multifamily Elevator
- Mixed Commercial / Residential
- Commercial & Office
- Industrial & Mfg
- Transportation & Utility
- Public Facilities & Institutions
- Open Space
- Parking
- No Data

LAND USE MAP





-  Development Site
-  400 Ft Radius
-  Zoning District
-  C1-5



0 175 350 700 Feet



FIGURE 5: WEST SIDE URA MAP

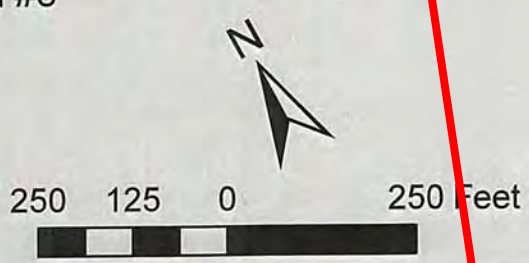
# 95 WEST 95TH STREET

Project Site

**Key To Land Use Colors**

- 01 - One & Two Family Buildings
- 02 - MultiFamily Walkup Buildings
- 03 - MultiFamily Elevator Buildings
- 04 - Mixed Commercial/Residential Buildings
- 05 - Commercial/Office Buildings
- 06 - Industrial/Manufacturing
- 07 - Transportation/Utility
- 08 - Public Facilities & Institutions
- 09 - Open Space
- 10 - Parking Facilities
- 11 - Vacant Land
- All Others or No Data

- Zoning Districts
- URA Boundary
- Special Enh. Comm. Districts #2 and #3
- C1-5 Comm. Overlay
- Building Footprints







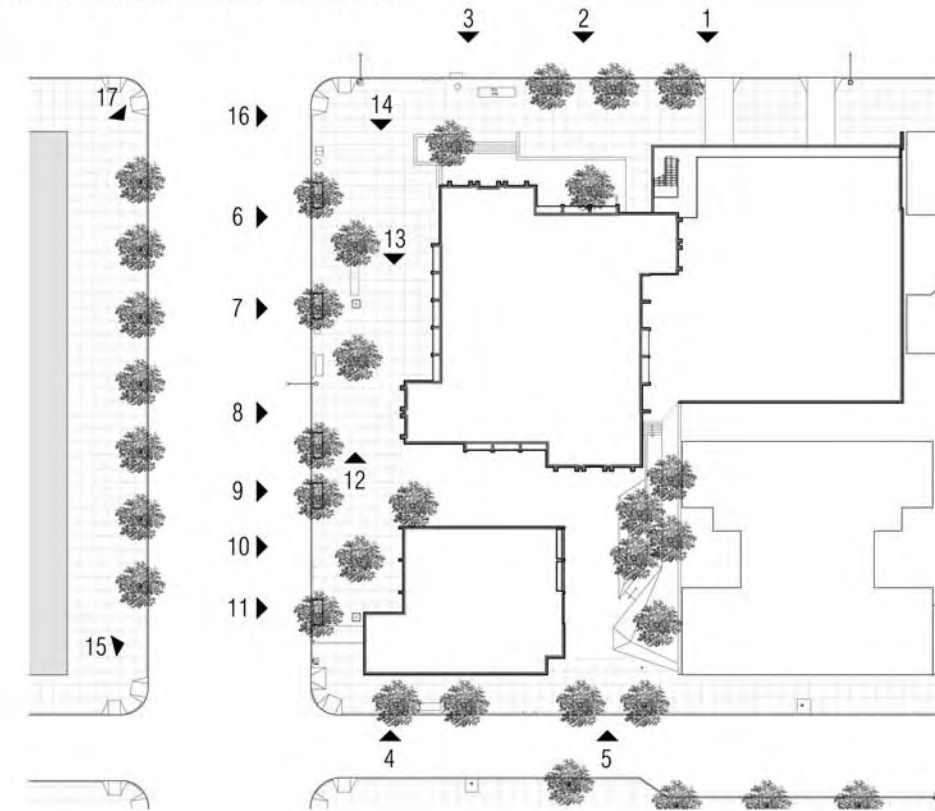
01 96TH ST ELEVATION LOOKING SOUTH



02 96TH ST ELEVATION LOOKING SOUTH



03 96TH ST ELEVATION LOOKING SOUTH



PROJECT  
 COLUMBUS HOUSE ENLARGEMENT  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

10.21.16  
 01.13.17  
 06.08.17  
 N.T.S

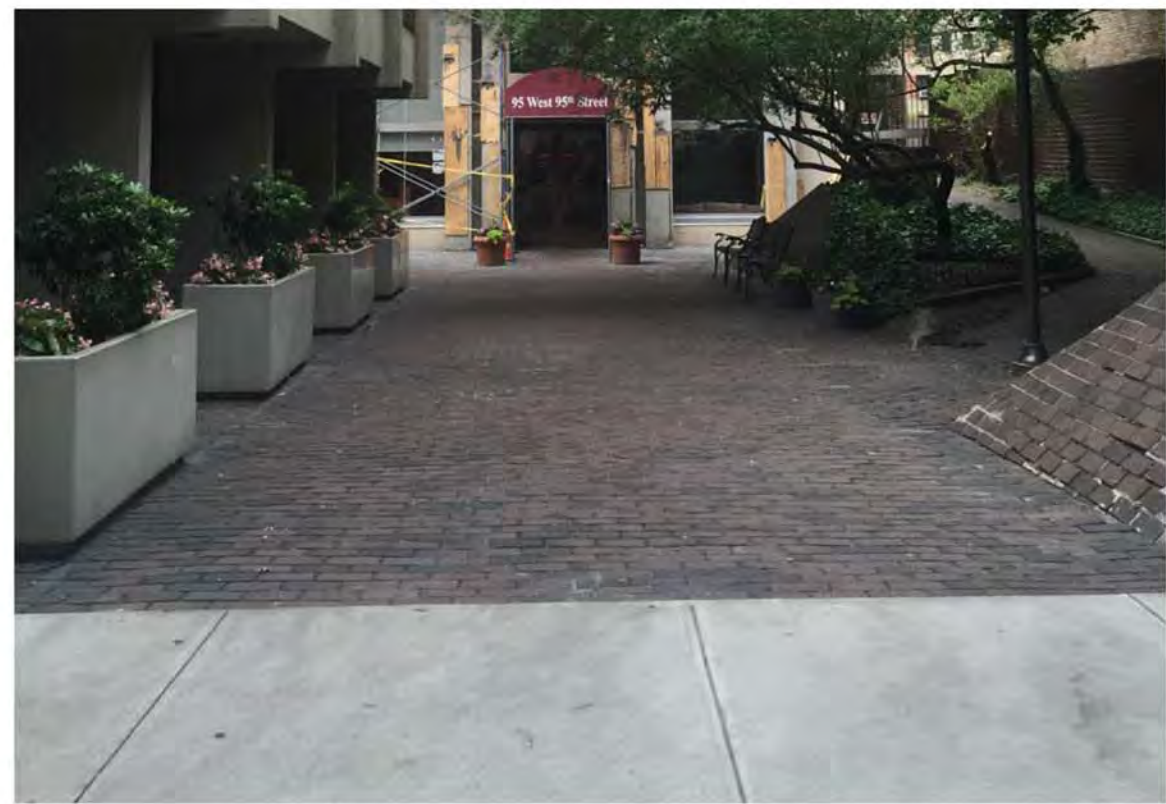
SCALE:  
 TITLE:

EXISTING CONDITIONS PHOTOS





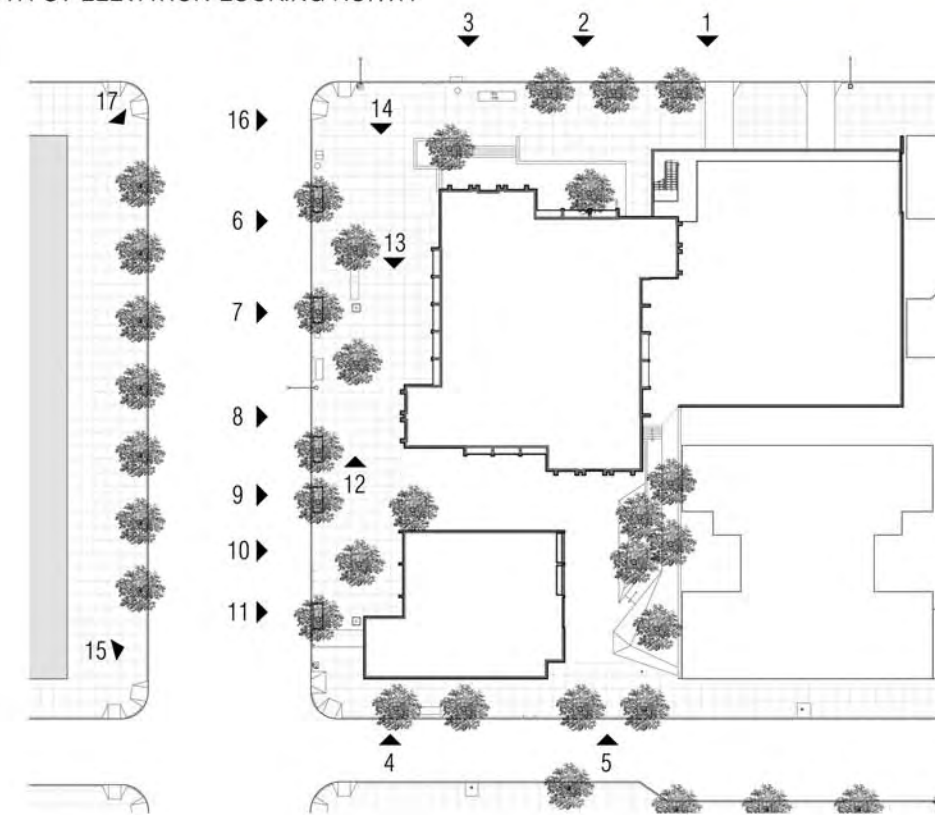
04 95TH ST ELEVATION LOOKING NORTH



05 95TH ST ELEVATION LOOKING NORTH

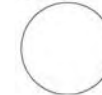


06 COLUMBUS AVE ELEVATION LOOKING EAST



PROJECT  
 COLUMBUS HOUSE ENLARGEMENT  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

10.21.16  
 01.13.17  
 06.08.17

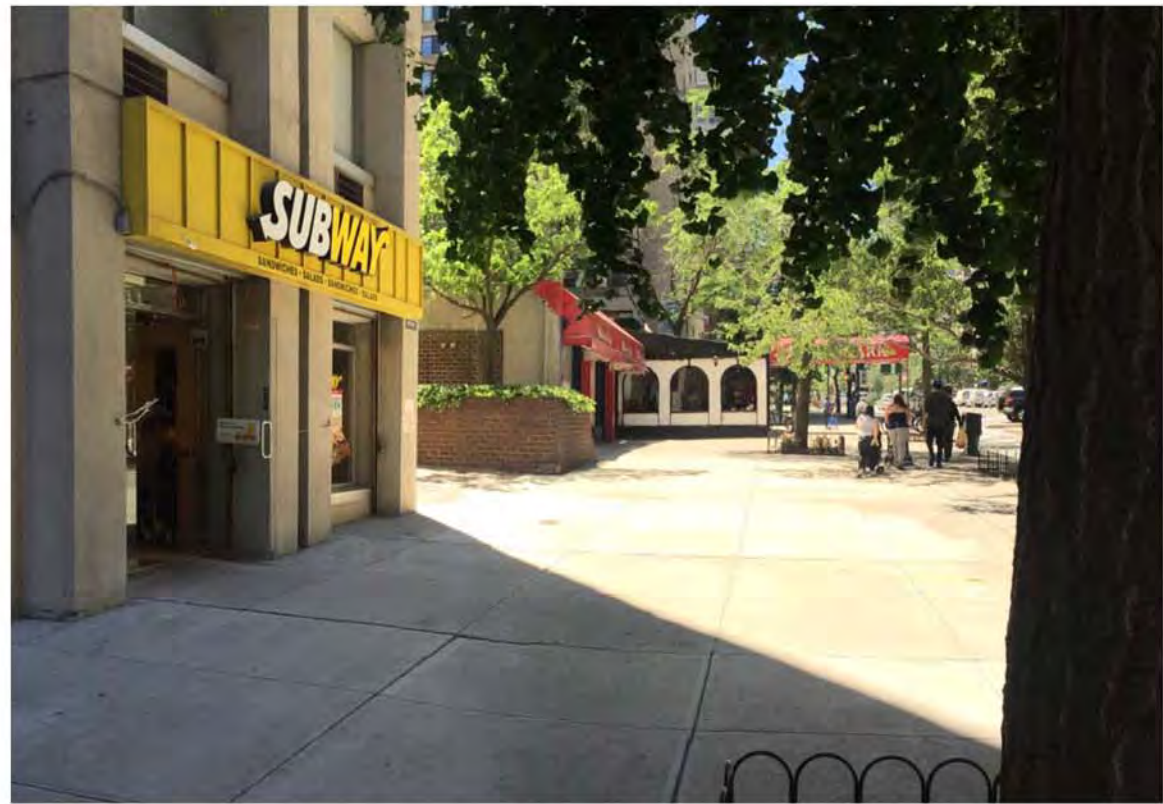
N.T.S.  
 SCALE:  
 TITLE:

EXISTING CONDITIONS PHOTOS

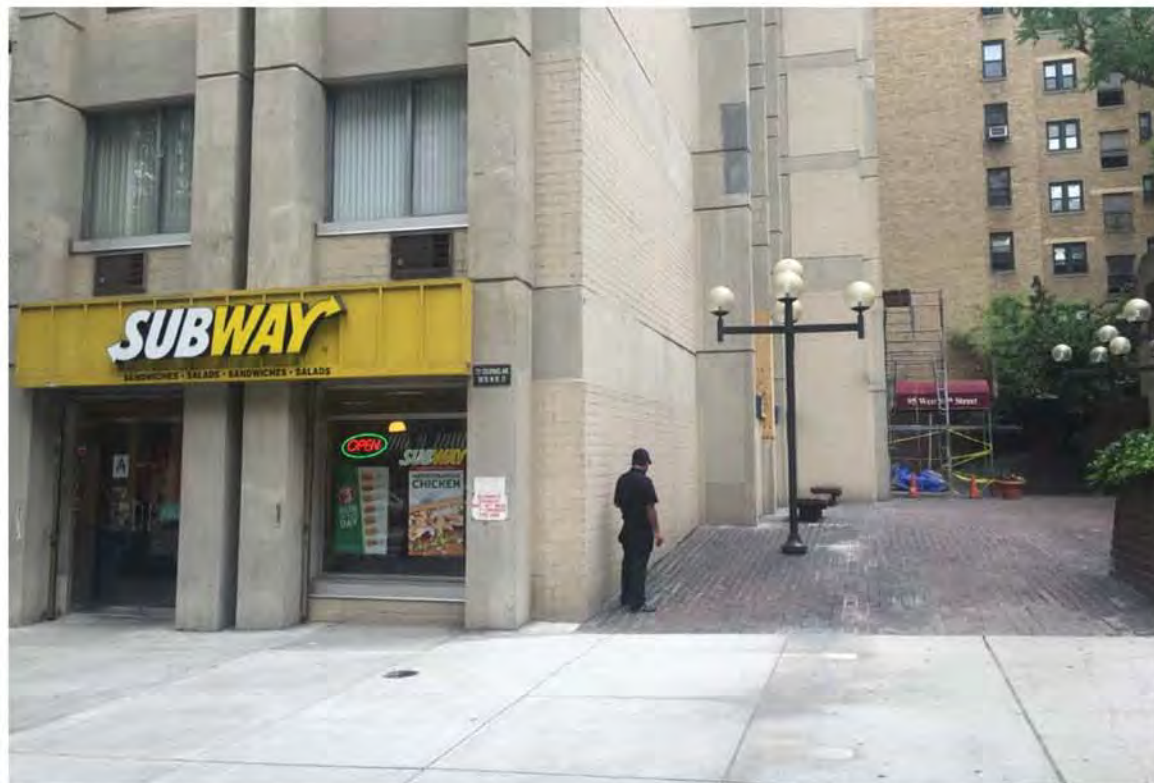




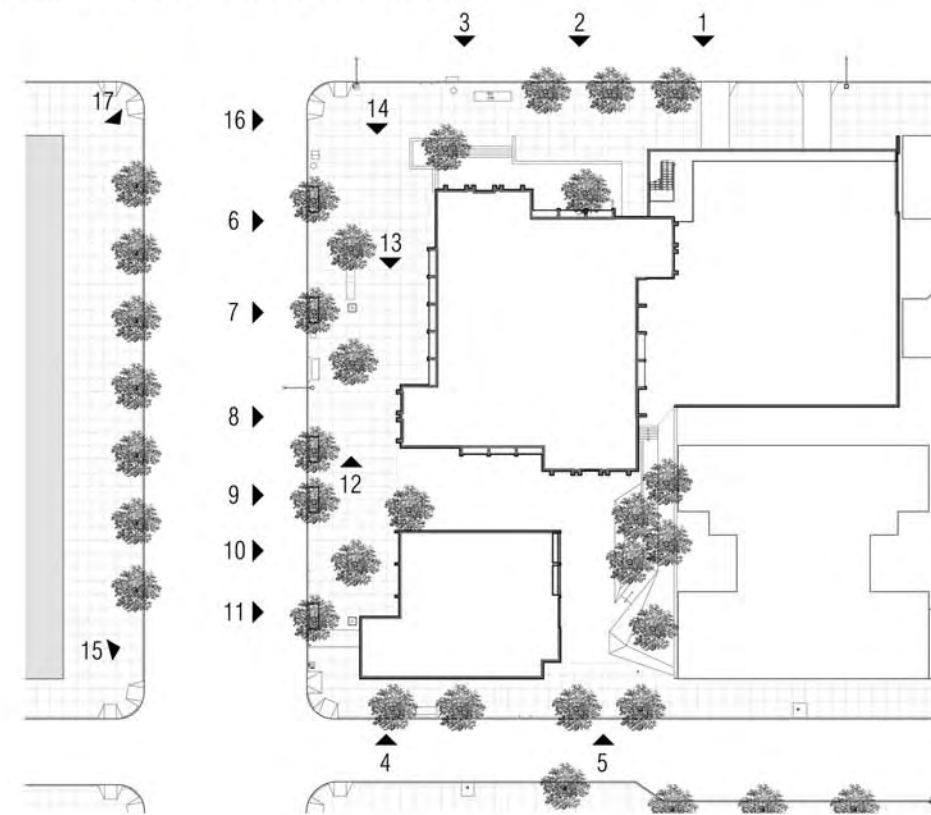
07 COLUMBUS AVE ELEVATION LOOKING EAST



08 COLUMBUS AVE ELEVATION LOOKING EAST

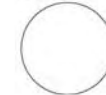


09 COLUMBUS AVE ELEVATION LOOKING EAST



PROJECT  
 : COLUMBUS HOUSE ENLARGEMENT  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH

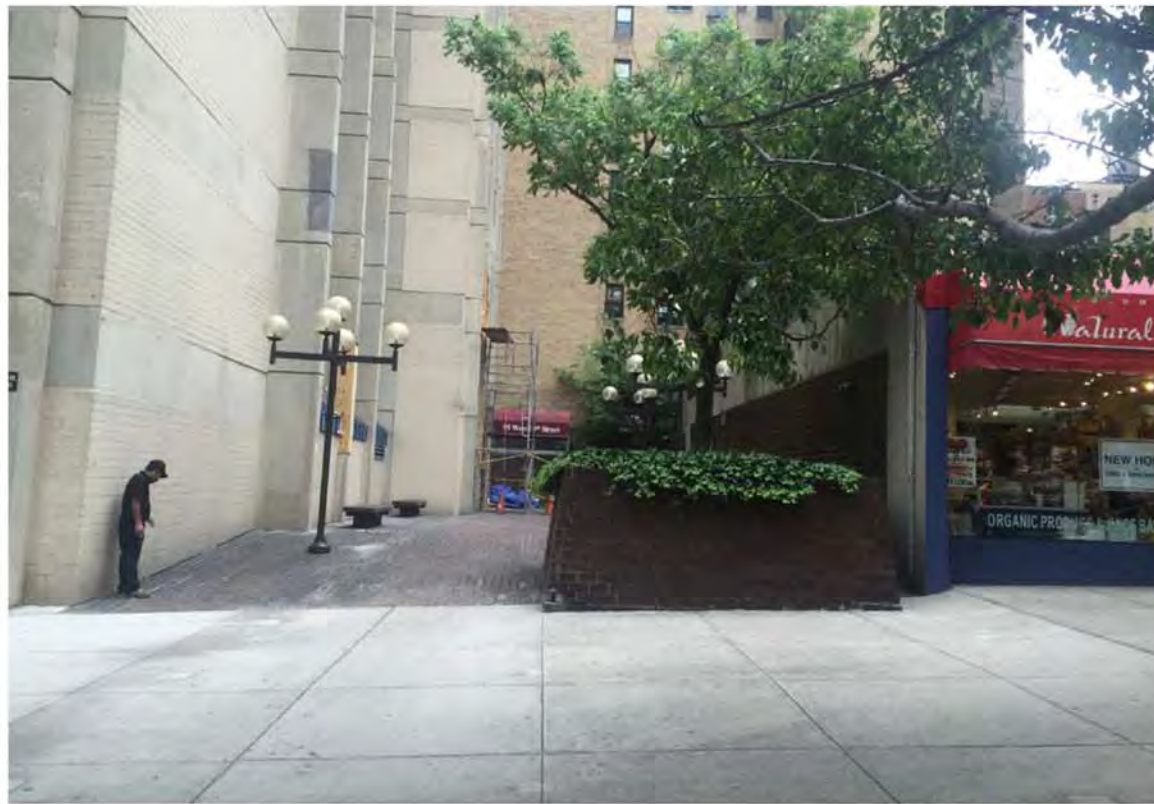


DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

10.21.16  
 01.13.17  
 06.08.17  
 N.T.S

SCALE:  
 TITLE: EXISTING CONDITIONS PHOTOS

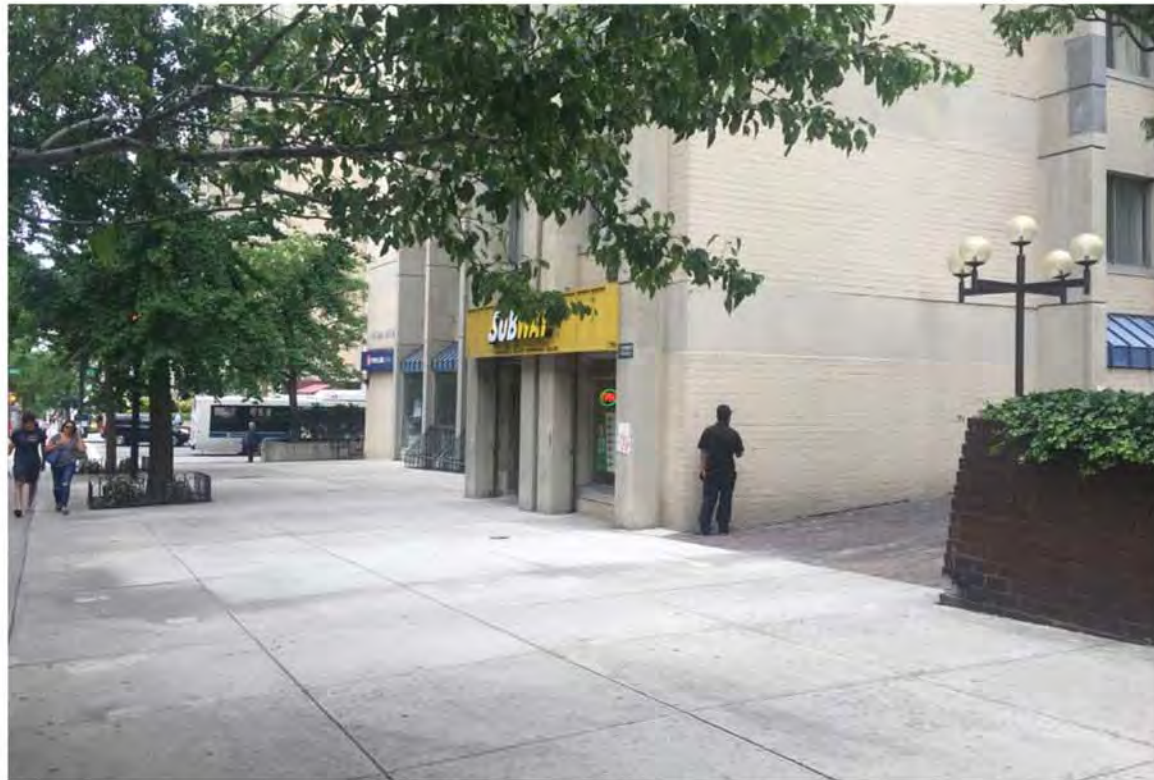




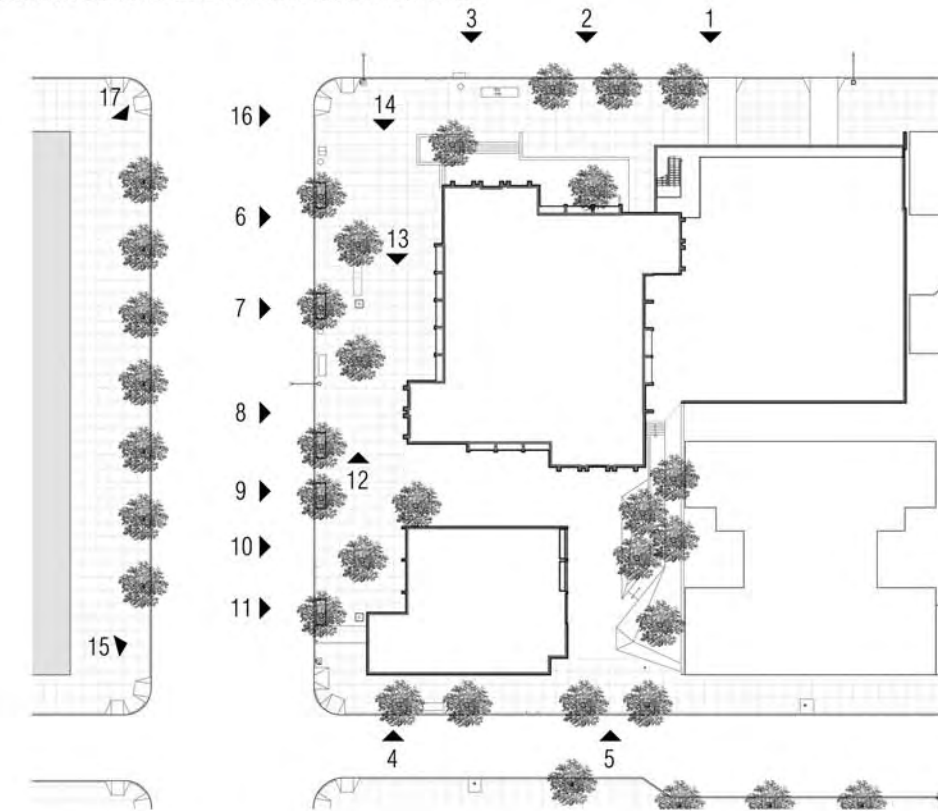
10 COLUMBUS AVE ELEVATION LOOKING EAST



11 COLUMBUS AVE ELEVATION LOOKING EAST

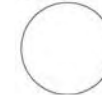


12 COLUMBUS AVE STREETScape LOOKING NORTH



PROJECT  
 COLUMBUS HOUSE ENLARGEMENT  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH



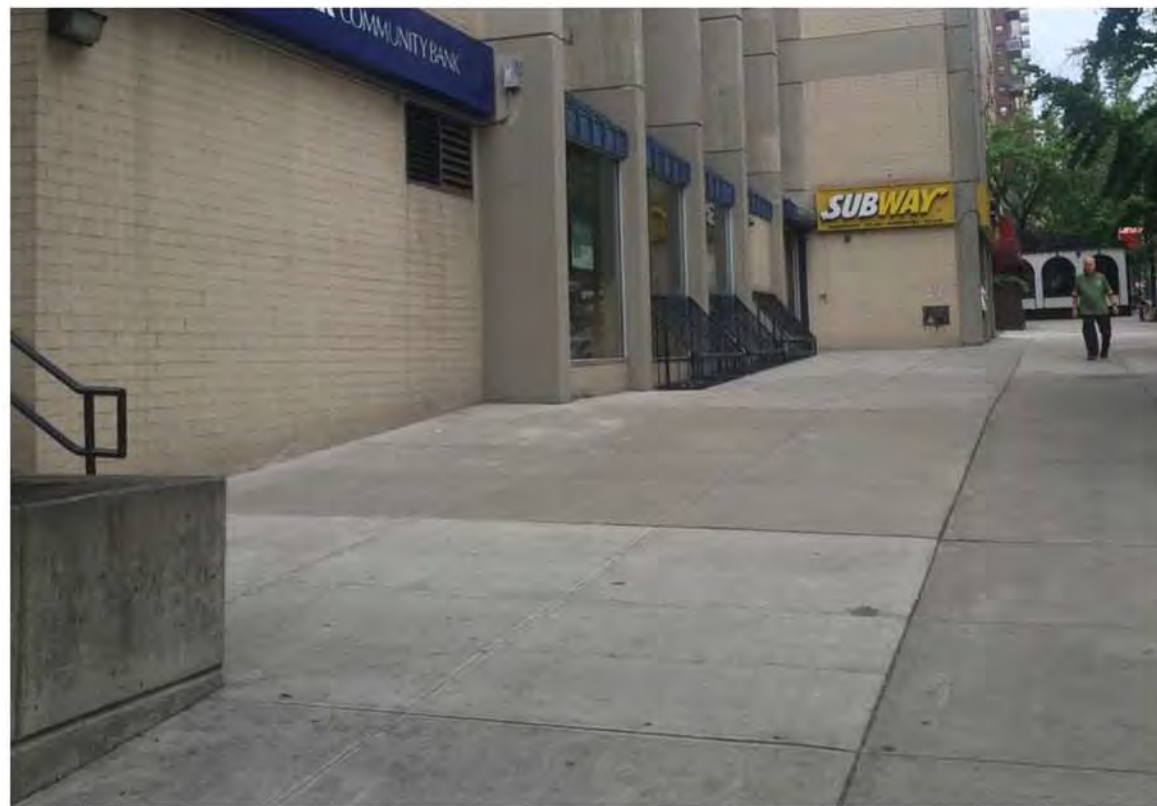
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 DATE REVISED: 05.27.16

10.21.16  
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 06.08.17  
 N.T.S

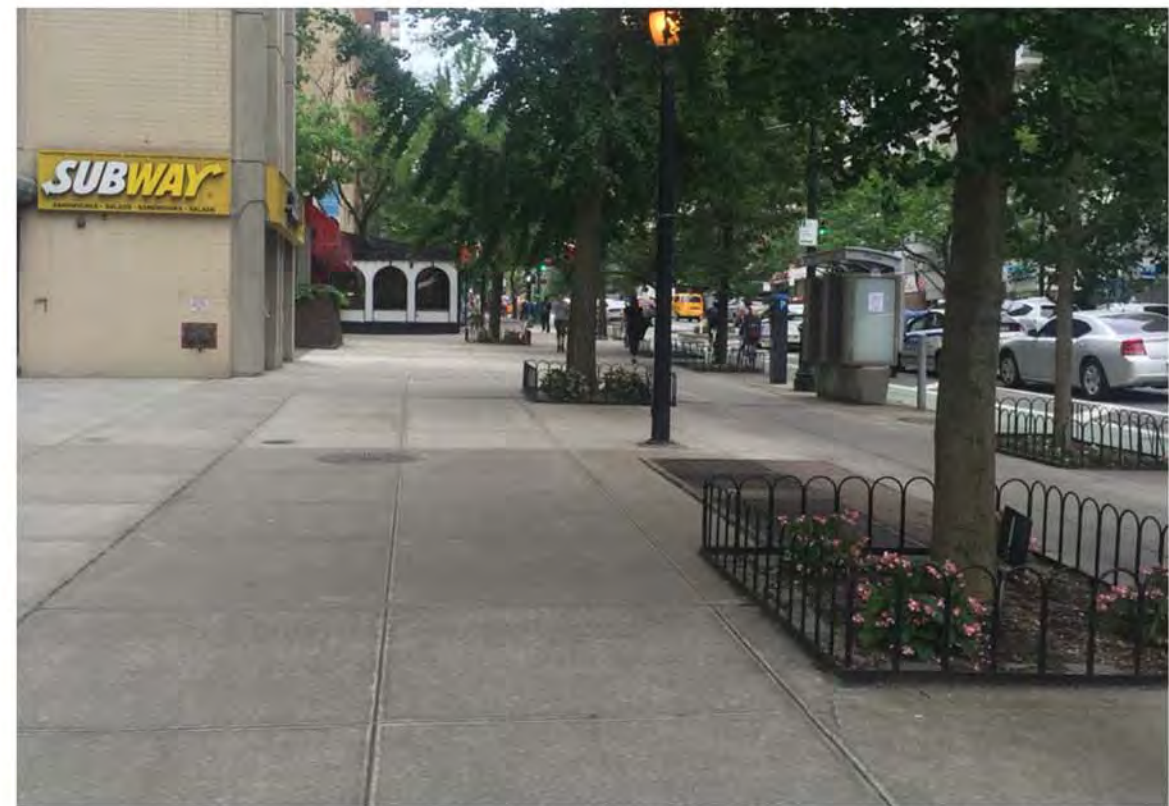
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EXISTING CONDITIONS PHOTOS





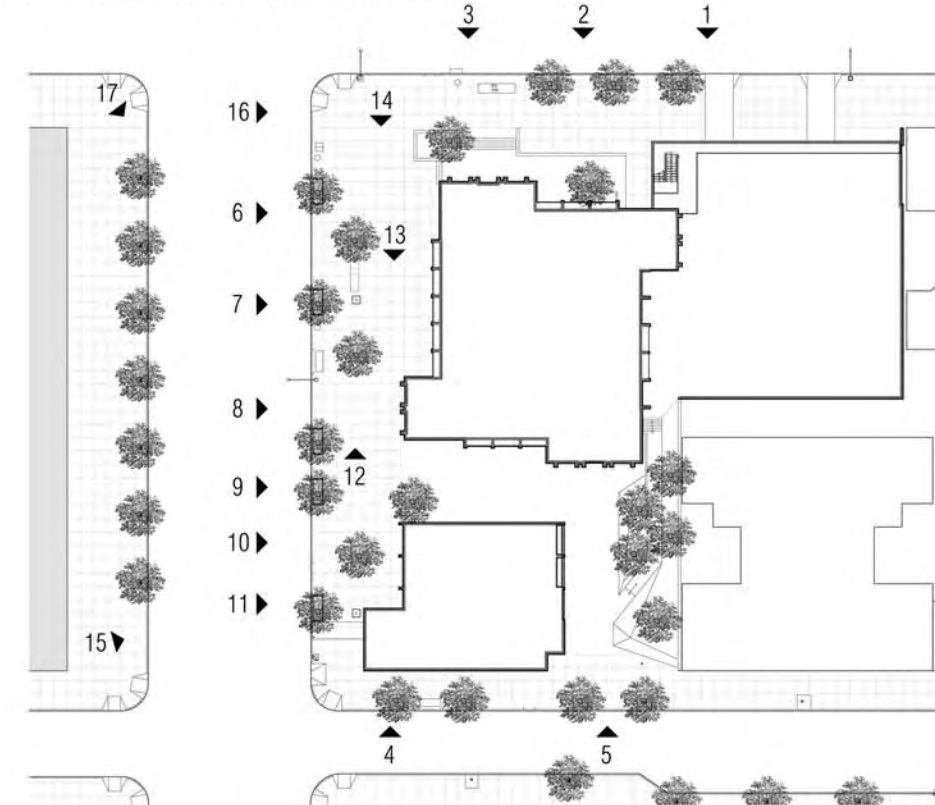
13 COLUMBUS AVE STREETSCAPE LOOKING SOUTH



14 COLUMBUS AVE STREETSCAPE LOOKING SOUTH



15 COLUMBUS AVE ELEVATION FROM NORTHEAST CORNER OF 96TH ST LOOKING EAST



PROJECT  
 COLUMBUS HOUSE ENLARGEMENT  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

10.21.16  
 01.13.17  
 06.08.17  
 N.T.S

SCALE:  
 TITLE: EXISTING CONDITIONS PHOTOS

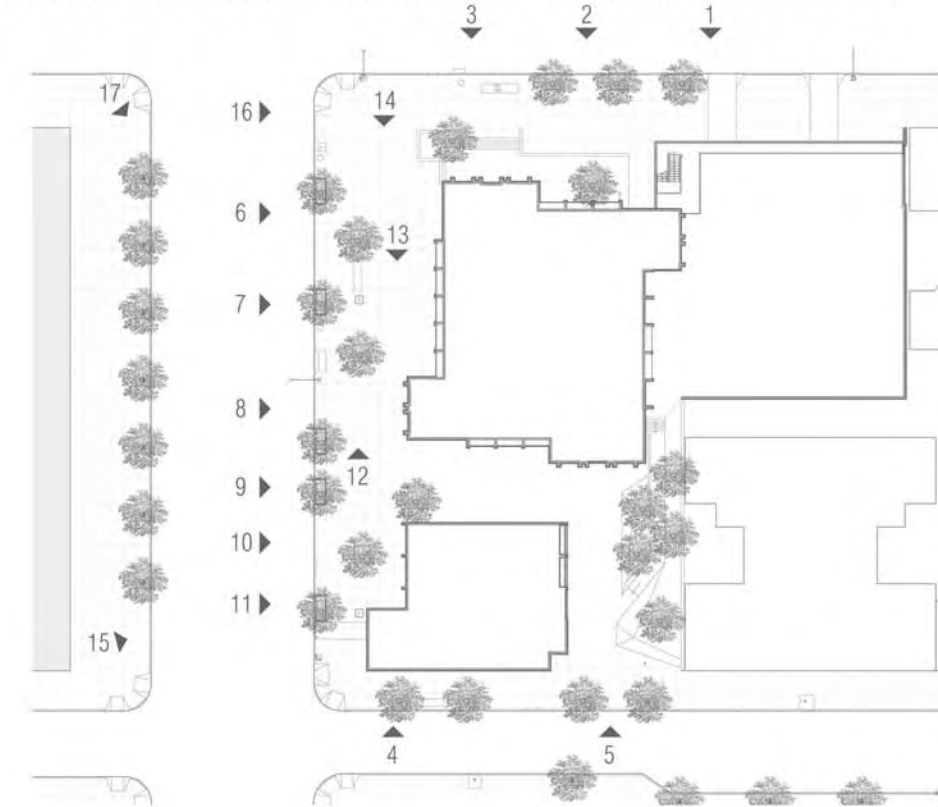




16 COLUMBUS AVE & 96TH ST CORNER LOOKING EAST



17 COLUMBUS AVE ELEVATION FROM NORTHEAST CORNER OF 96TH ST LOOKING SOUTH



PROJECT  
 COLUMBUS HOUSE ENLARGEMENT  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

10.21.16  
 01.13.17  
 06.08.17  
 N.T.S

SCALE:  
 TITLE: EXISTING CONDITIONS PHOTOS





NYC Digital Tax Map

Effective Date : 12-16-2013 09:37:59

End Date : Current

Manhattan Block: 1209



Legend

- Streets
- Miscellaneous Text
- ↓ Possession Hooks
- - - Boundary Lines
- ↓ Lot Face Possession Hooks
- Regular
- Underwater
- Yellow Tax Lot Polygon
- Blue Condo Number
- Light Blue Tax Block Polygon
- - - PROJECT AREA

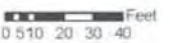
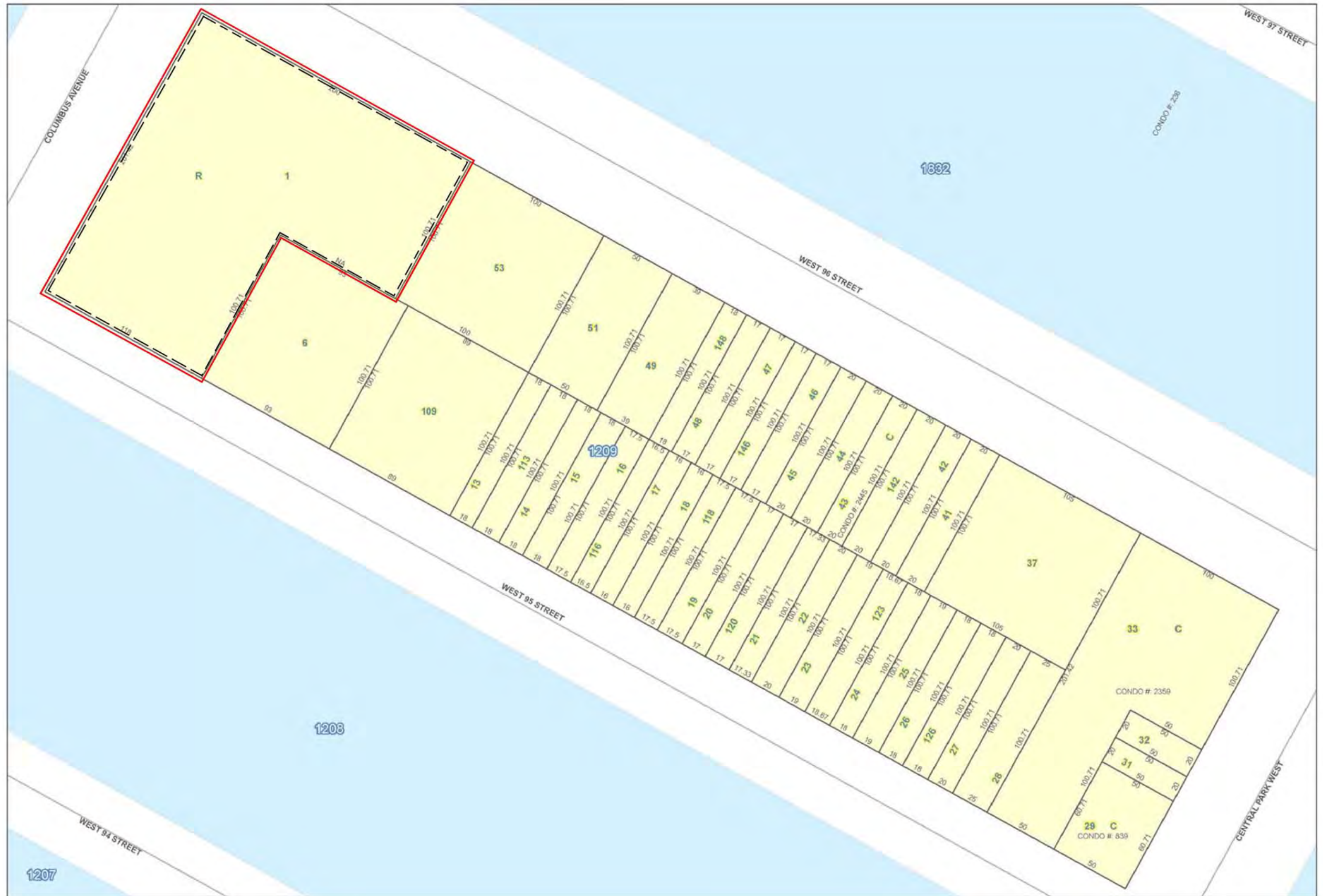


FIGURE 6: TAX MAP



8/25/2017

OASIS Map

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FIGURE 7  
HISTORIC RESOURCES

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## 1.0 Project Description

### 1.1 Introduction

This section provides a description of the proposed action and the resulting development, as well as the purpose and need for the proposed action. Section 2.0 of the attachment examines the potential for the proposed action to result in significant adverse impacts, based on the procedures set forth in the *City Environmental Review (CEQR) Technical Manual (2014 Edition)*. Section 3.0 of the attachment examines the potential for the proposed action to result in significant adverse impacts when considered cumulatively with other developments occurring in the vicinity pursuant to modifications of the West Side Large Scale Residential Development.

The applicant, Columbus 95<sup>th</sup> Street LLC, is seeking to modify the previously-approved West Side Large Scale Residential Development (CP-18505, “LSRD”) within the former West Side Urban Renewal Area (“WSURA”) which expired in 2002, pursuant to ZR Section 78-06(b)(3), in order to construct a two-story enlargement containing retail and community facility uses (the “proposed project”) at the existing mixed-use building, known as Columbus House, located at 95 West 95<sup>th</sup> Street (Block 1209, Lot 1, the “Development Site”). The Development Site is also known as Site 10 in the LSRD. The proposed enlargement would be constructed at or within approximately 6’-6” of the street lines along the Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Street frontages. The enlargement would reinforce the established character of the Upper West Side by locating retail uses along the major avenues, anchor the major intersection of West 96<sup>th</sup> Street and Columbus Avenue with inviting and transparent storefronts, provide more neighborhood retail opportunities for local residents, and replace uninviting and poorly defined open areas with a more vibrant pedestrian experience.

The applicant is pursuing a modification to the LSRD associated with only one zoning lot. However, as discussed later in Section 3.0, a separate cumulative analysis was also performed, pursuant to Section 78-06(b)(3)( of the Zoning Resolution. Section ZR 78-06(b)(3) outlines the requirements for a cumulative analysis as follows:

*“In addition, any significant adverse impacts resulting from a #development# or #enlargement# pursuant to such modifications, considered in combination with #developments# or #enlargements# within the former urban renewal area listed in paragraph (b)(2), previously the subject of modifications under this paragraph, (b)(3), shall have been avoided or minimized to the maximum extent practicable by incorporating as conditions to the modification those mitigative measures that have been identified as practicable.”*

The cumulative analysis serves to analyze the effects of the proposed action in combination with other modifications within the former WSURA that have been previously approved or are anticipated to be approved in the same timeframe as the proposed action.

### 1.2 The Project Site

The Project is located at 95 West 95<sup>th</sup> Street (Manhattan Block 1209, Lot 1) in the Upper West Side of Manhattan in Community District 7. The Development Site occupies the entire eastern block front of Columbus Avenue, between West 95<sup>th</sup> Street and West 96<sup>th</sup> Street. The Development Site is an irregularly shaped lot of 32,025 square feet that extends 200 feet east along West 96<sup>th</sup> Street and 118 feet east along West 95<sup>th</sup> Street. The Site is a split lot, with the portion of the Site within 150 feet of Columbus Avenue (26,990 square feet of lot area) in a C1-9 (R10 equivalent) zoning district and the portion of the Site more than 150 feet from Columbus Avenue (5,035 square feet of lot area) in a R9 zoning district. The Development Site is identified in the expired WSURA as Site 10. The Development Site is developed with two buildings that were erected in 1969-71: a 33 story primarily residential tower (“Columbus House”) with 249 units and a separate small single story commercial building on the southwest corner of the Site. Total Built FAR on the lot is 8.03. Columbus House was constructed under the Mitchell-Lama program, but is no longer subject to the Mitchell-Lama program.

The Development Site’s frontage along Columbus Avenue is located in a C1-9 zoning district and the eastern portion of the lot is located in a R9 zoning district. The C1-9 portion of the Development Site is developed with 284,796 gross

square feet of residential floor area and 11,217 gross square feet of ground floor commercial space. The commercial space includes three retail spaces, two of which, a bank, Banco Popular, and a Subway restaurant, are located in the tower, which is set back approximately 33 – 47 feet from the streetline on Columbus Avenue and West 96th Street. A Chinese restaurant and health food store occupy a 3,570-square foot single story commercial building, which is set back 30 feet from the street line on Columbus Avenue and West 95th Street. There is a 30 foot-wide paved open space between the two buildings, as well as a 16 foot-wide entry plaza to the residential building on West 95th Street, to the immediate east of the one-story commercial building. There are a total of 15 street trees on the sidewalks adjacent to the Site, including a double row of eight trees along Columbus Avenue.

The R9 portion of the Development Site is currently developed with two accessory garages with a total of 98 parking spaces. The garages are located on the east side of the residential tower in a single story (ground floor) portion of Columbus House, and below the tower along Columbus Avenue. The garages are entered from West 96th Street, through two existing curb cuts. Other than the accessory garage, there is no development in the R9 zoning district; the portion of the accessory garage that is located above grade in the R9 portion of the Site is not more than 23 feet above curb level and therefore does not constitute floor area pursuant to the definition of floor area in Section 12-10 of the Zoning Resolution. The residential gross floor area within the R9 portion of the site is 9,780 gross square feet.

### 1.3 Project Site History

The Development Site was designated Site 10 in the WSURA and was developed in accordance with the WSURP. Although the Urban Renewal Plan has expired, the Site remains subject to the controls of the LSRD adopted in 1963 under Article VII, Chapter 8 of the Zoning Resolution, and subsequently modified.

The WSURA was designated in the late 1950s and the WSURA Plan was enacted in 1962. The WSURA covered a 20 block area bounded by West 87th Street, Amsterdam Avenue, West 97th Street and Central Park West and included 37 redevelopment sites, mostly located along Amsterdam and Columbus Avenues. In 1963, the LSRD was adopted (CP-18505), which set maximum floor area for residential, commercial and community facility uses and minimum open space requirements for each redevelopment site and the entire LSRD. The WSURA Plan and the LSRD were intended to control the rehabilitation and redevelopment of the portion of the Upper West Side within the LSRD.

Although the WSURA expired in 2002, the LSRD continues to control maximum floor area and minimum open space on properties subject to the LSRD. For many of these sites, including Site 10, the LSRD controls have significantly limited the commercial and community facility floor area below the floor area that would otherwise be permitted by the Zoning Resolution. The LSRD currently limits commercial floor area to 349,780 square feet and community facility floor area to 1,898,476 square feet. The proposed floor area limits for the LSRD are provided in Appendix A: Proposed Maximum Development Versus Zoning Capacity. These amounts are greater than what is currently developed within the LSRD but less than what is permitted by the underlying zoning. These controls have also led to a development pattern with buildings and retail space set back from the street line and large amounts of privately-owned open, paved areas between the street lines and the retail spaces.

After the WSURA expired and prior to 2008, modifying the LSRD was difficult, because Section 78-06 of the Zoning Resolution provided that modification of a large scale residential development may only be made by application of the owners of all land within such development area or, for an urban renewal plan that has not expired, the New York City Department of Housing Preservation and Development (“HPD”). Given the large number of property owners in the LSRD, it would be difficult, if not impossible to get all property owners to sign an application for an individual property, and the expiration of the WSURA meant that HPD could not submit an application, thus effectively preventing any changes to the LSRD.

To resolve this problem, in 2008, the New York City Planning Commission (“CPC”) approved an amendment to Section 78-06 of the Zoning Resolution to allow owners of developed sites in the LSRD to make an application to increase the commercial and community facility floor area on developed sites without having to obtain the consent of all other owners in the LSRD. These enlargements are limited to increases in commercial and community facility floor area,

and are subject to a series of conditions enumerated in the 78-06(b)(3) text. The CPC has approved four enlargements pursuant to ZR Section 78-06 (b)(3) thus far, the most recent being 70 West 93rd Street (M 920493 H ZAM).

In September, 2007, the CPC approved an application (C 070381 ZSM, CEQR #07DCP013M) for the grant of a special permit pursuant to ZR Sections 13-562 and 74-52 for the Development Site to allow an attended public parking garage with a maximum capacity of 100 spaces, including 43 accessory spaces, on portions of the ground floor, cellar, and subcellar, and to allow floor space up to a height of 23 feet above curb level to be exempted from the definition of floor area as set forth in ZR Section 12-10, within the C1-9 portion of the existing building on the Site. In February, 2015, the CPC approved two subsequent three-year renewals of the special permit, the first of which (N 120092 CMM) terminated on October 29, 2014, with the second and final renewal (N 150119 CMM) terminating on October 29, 2017. The public parking garage has not been implemented, and the existing garage continues to be used as an accessory garage with 98 spaces.

#### 1.4 Project Area

The Development Site is located in Manhattan's Upper West Side, a predominantly residential area. The area surrounding the Development Site is characterized by high density residential towers, with local retail and service uses found in the ground floors along the avenues. Due to the controls laid out in the LSRD, the buildings are generally set back from the streetline. The buildings immediately to the north and south on the east side of Columbus Avenue are brick and concrete residential towers set back from the street line, similar to Columbus House, which occupies the Site. The building on the west side of Columbus Avenue between West 95th and West 96th Streets is a red brick residential building built to the street line, with ground floor retail use. Adjacent to the Development Site on both West 95th and West 96th Streets are large residential buildings built to the street line. Zoning districts to the south of the Site and north to West 97th Street primarily consist of R10A and R10 equivalent districts (C1-9 and C2-8) along the Avenues, with R7-2 and R9 districts in the midblocks, which are not within the WSURA and are generally developed with four- and five-story brownstones. North of West 97th Street, the neighborhood is primarily zoned R7-2 with some R8 and R8B districts, and C1-5 overlay districts along the avenue frontages.

Though the Development Site is not within an historic district, the Upper West Side/Central Park West Historic District is mapped on the eastern half of Block 1209 and on the blocks to the south of the Site, extending to West 62nd Street. Individual NYC Landmarks Preservation Commission (LPC)-designated Landmarks within 600 feet of the Subject Premises include two late 19th-century houses located on Block 1209, facing Central Park; the First Church of Christ Scientist, constructed at the turn of the 20th century and located on the northwest corner of West 96th Street and Central Park West; and the Charles A. Vissani House, a residence constructed in 1889 on West 95th Street between Columbus and Amsterdam Avenues.

Schools and other community facility uses within the surrounding area include the Studio School, located on East 95th Street between Amsterdam and Columbus Avenues, and Columbia Grammar and Preparatory School, located on East 93rd Street between Columbus Avenue and Central Park West. The Ohab Zedek Synagogue is located on West 95th Street, across from the Studio School and the Second Presbyterian Church is located on West 96th Street, just west of Central Park West.

Open spaces in the vicinity of the Site include Central Park, which is located one block to the east; the Happy Warrior Playground, which is located to the northwest of the Site, on Amsterdam Avenue between West 98th and West 99th Streets; and the Sol Bloom Playground, located south of the Site between 91st and 92nd Streets, just east of Columbus Avenue.

Columbus Avenue is a major southbound street and Central Park West is a major north-south thoroughfare. The Site is served by the 96th Street stop on the A, B, and C subway lines, located on Central Park West, and the 96th Street stop for the 1, 2 and 3 subway lines, located on Broadway. The M96 and M 106 buses run on West 96th Street, a



major east-west thoroughfare, while the M7 and M11 buses run southbound on Columbus Avenue. The M10 bus runs on Central Park West.

### 1.5 The Proposed Action

The applicant is seeking to modify the LSRD for the WSURA in order to increase commercial and community floor area on the Development Site, above the amount permitted by the LSRD. A total of 32,760 gross square feet (“GSF”) of non-residential floor area would be developed on the Development Site, consisting of 22,749 gsf of new floor area and reallocation of 10,011 gsf of accessory residential floor area. The amount of above-grade residential floor area other than accessory parking, and the number and size of dwelling units on the Development Site, would remain unchanged.

The LSRD restricts development of the Development Site to a total of 299,858 zoning square feet of floor area, distributed as follows:

- maximum residential floor area in C1-9 zoning district – 265,700 square feet
- maximum residential floor area in R9 zoning district – 29,958 square feet
- maximum commercial floor area in C1-9 zoning district – 4,200 square feet
- community facility floor area – none.

The commercial floor area allowed under the LSRD represents eight percent of the commercial floor area permitted by the underlying zoning. Section 78-06(b)(3) of the Zoning Resolution allows the owner of a developed parcel within the former WSURA, where at least 50 percent of such parcel is located in a C1-9 or C2-8 zoning district, to modify an authorization for the previously approved LSRD in order to utilize available floor area for commercial or community facility uses subject to a series of conditions. Approximately 84% of the Site is located in a C1-9 zoning district.

The proposed action would modify controls related to non-residential uses within the existing building, including the location and amount of commercial and community facility uses, and would allow for an enlargement of the first and second floors of the building. The proposed modification would require updates to the site plan and zoning tables for the LSRD for both Site 10 and the entire LSRD.

### 1.6 Proposed Project

The proposed modification to the LSRD would allow for an increase in the building’s gross floor area from 305,793 gsf (257,014 zsf) to 328,542 gsf (284,558 zsf), an increment of 22,749 gsf (27,544 zsf)<sup>1</sup>. The Development Site currently contains a total of 11,217 gsf (9,197 zsf) of commercial use, with two retail spaces in the ground floor of Columbus House, and two retail spaces in a separate single-story commercial building. There is currently no community facility floor area at the Site. The applicant proposes to construct a two-story enlargement, extending from the residential tower out to the street line along Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The enlargement on all three street frontages would replace existing paved open areas, the existing ground floor commercial space, and the existing ground level garage on West 96<sup>th</sup> Street. The existing one-story commercial building on the corner of Columbus Avenue and West 95<sup>th</sup> Street would be demolished and the floor area would be incorporated into the two-story enlargement. The project sponsor has determined that at least one of the Development Site’s commercial tenants – a health food store – would remain in the building. Occupancy for the other proposed commercial and community facility space has not been determined.

An additional 32,760 gsf (27,544 zsf) would be developed, including 20,819 gsf (15,603 zsf) of Use Group 6 retail use, and 11,941 gsf (11,941 zsf)<sup>2</sup> of Use Group 3 or 4 community facility use. The cellar would contain 4,580 gsf of new commercial space, the ground floor would contain 6,123 gsf (5,740 zsf) of new commercial floor area and 6,485 gsf (6,485 zsf) of new community facility floor area, and the second floor would contain 10,116 gsf (9,863 zsf) of new

<sup>1</sup> The zoning square foot increment exceeds the gross square foot increment because the existing residential accessory parking area on the ground floor that is currently exempt from floor area calculations, per ZR Section 12-10, will become zoning floor area once it is reallocated to community facility space under the proposal.

<sup>2</sup> Deductions were not assumed for the community facility floor area. Therefore, the zoning square feet and gross square feet are the same for community facility space.

commercial floor area and 5,456 gsf (5,456 zsf) of new community facility floor area. In total, the building would contain a maximum of 43,977 gsf of non-residential floor area (36,741 zsf), with 32,036 gsf of commercial floor area (11,217 square feet existing and 20,819 square feet new), and 11,941 gsf of community facility floor area. This enlargement would require a modification of the LSRD to provide for the increased commercial floor area and the community facility floor area.

The attached site plans illustrate the development that would be permitted by the proposed action. Figure 1 shows the existing site plan, while Figure 2 shows the proposed site plan. Figure 3 shows the existing cellar plan, while Figure 4 shows the proposed cellar plan. Figure 5 shows the existing second floor plan, while figure 6 shows the proposed second floor plan. Figure 7 shows existing elevations, while figure 8 shows proposed elevations.

As described above, the new floor area would be constructed as a two-story enlargement, extending from the residential tower out to the street line along Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The ground floor of the enlargement would contain at least seven retail units and two community facility tenants' spaces. The existing ground floor public parking garage space would be converted to the two community facility spaces. Five of the commercial tenant spaces and one second-floor tenant lobby entrance would front along Columbus Avenue on the ground floor; two commercial tenant spaces, two community facility tenant spaces and one second-floor tenant lobby entrance would front along West 96<sup>th</sup> Street on the ground floor.

The enlarged second story would contain spaces for additional commercial and community facility tenants. Access to these spaces would be via stairs and elevators that connect to a separate ground floor community facility lobby on West 96<sup>th</sup> Street and a retail lobby on Columbus Avenue. The existing second floor accessory residential spaces, including the community room, bicycle storage room, and superintendent's apartment, would be reconfigured, and portions would be located above the existing parking garage structure in the R-9 zoning district along West 96<sup>th</sup> Street. The residential core and laundry room would remain in their current locations. There would be no change in the total square feet (6,908 square feet) of these spaces.

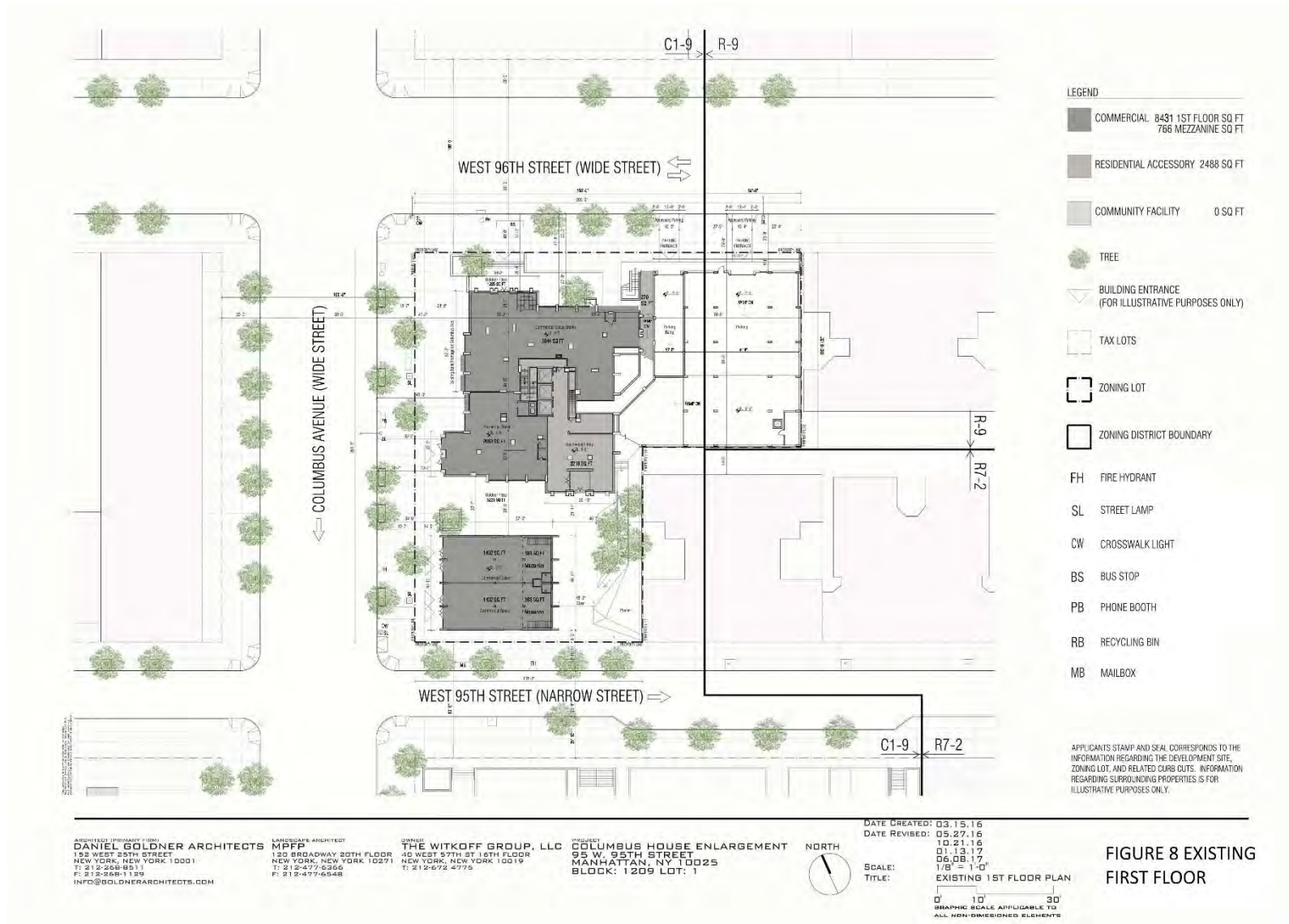
The portion of the accessory parking garage located in the subcellar and cellar would remain under the proposal, and the number of accessory parking spaces would remain at 98. The existing curb cut and ramp on West 96<sup>th</sup> Street would continue to provide access to the subcellar accessory garage, and a new internal ramp would connect to the cellar level of the garage. The second curb cut and ramp would be eliminated. The accessory parking garage would become an attended garage, and special permit for the public parking garage would not be implemented.

The current configuration of Columbus House does not provide an inviting street experience because the building has an irregular footprint and is set back from the Columbus Avenue street line at varying distances, ranging from 13'-7" to 77'-0", with retail uses located between 13' 7" and 25'-0" from the sidewalk along Columbus Avenue. After the enlargement is constructed, the sidewalk along Columbus Avenue and West 96<sup>th</sup> Street would be 20 feet wide, similar to other area avenue sidewalks, and the sidewalk along West 95<sup>th</sup> Street would be 15 feet wide. Portions of the enlargement on Columbus Avenue would be recessed by 6'-6" from the street line to preserve three street trees and to create space for benches for the public.

The remainder of the current open space on the Site (which is not required under the Zoning Resolution) comprises a large paved area along Columbus Avenue; a plaza entry on West 95<sup>th</sup> Street, half of which is covered by a large above grade planter; and an open rooftop area above the garage on West 96<sup>th</sup> Street. The residential entry plaza would be significantly improved. Benches and planting beds, which would include a variety of perennials, shrubs, and trees, would be located throughout the entry courtyard, and enhanced lighting will be provided. A covered pedestrian corridor would connect this space to Columbus Avenue, allowing tenants to continue to have direct access to Columbus Avenue. Portions of the existing paved roof area above the parking garage would be replaced with new community facility space, the superintendent's apartment, and the relocated community room. The remaining roof area would be substantially renovated to create an outdoor amenity area for the tenants. The rooftop amenity area would include community garden spaces with perennials and vegetables; a lounge area with seven moveable tables and 21 movable chairs; and a deck area covered by a trellis with seven outdoor sofas and coffee tables. The rooftop amenity area would be directly accessed from the relocated second floor community room/indoor amenity space. A stairway and paved walkway would also lead from the at-grade residential courtyard to the rooftop amenity space.

The proposed enlargement and improvements to the open space were approved by the Columbus House Tenants Association on March 8, 2016.







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OWNER  
**THE WITKOFF GROUP, LLC**  
 40 WEST 57TH ST 16TH FLOOR  
 NEW YORK, NEW YORK 10019  
 T: 212-672-4775

PROJECT  
**COLUMBUS HOUSE ENLARGEMENT**  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1



DATE CREATED: 03.15.16

DATE REVISED: 05.27.16

10.21.16

01.13.17

06.08.17

1/16 = 1'-0"

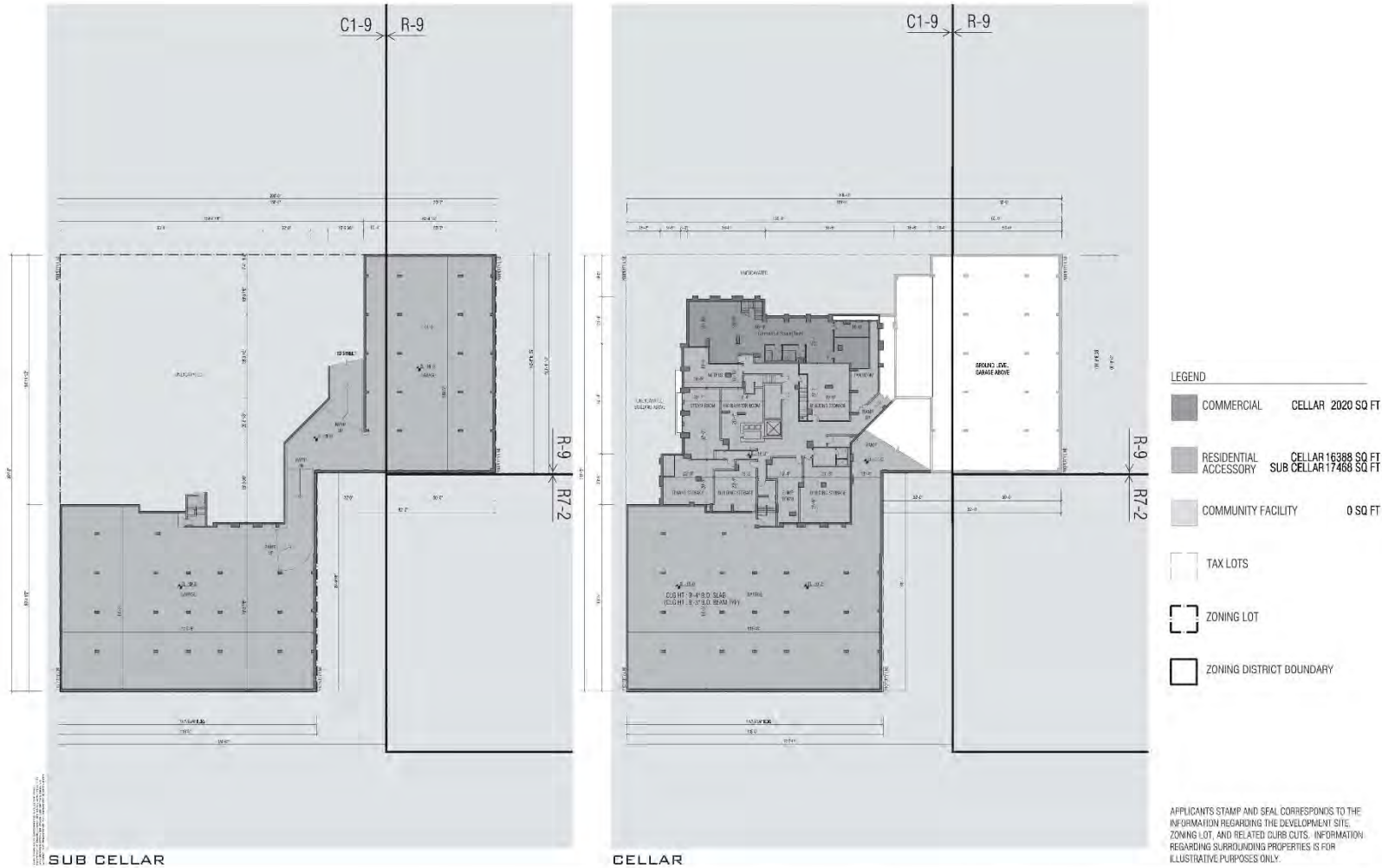
SCALE:

TITLE:

PROPOSED 1ST FLOOR PLAN

GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

**FIGURE 9 PROPOSED FIRST FLOOR**



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PROJECT:  
**COLUMBUS HOUSE ENLARGEMENT**  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

SCALE: 1/8" = 1'-0"

**FIGURE 10 EXISTING CELLAR AND SUBCELLAR**

GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS





- LEGEND
- COMMERCIAL CELLAR 6600 SQ FT (NON SALES FLOOR)
  - RESIDENTIAL CELLAR 11808 SQ FT ACCESSORY SUB CELLAR 17468 SQ FT
  - COMMUNITY FACILITY 0 SQ FT
  - TAX LOTS
  - ZONING LOT
  - ZONING DISTRICT BOUNDARY

APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.

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OWNER **THE WITKOFF GROUP, LLC**  
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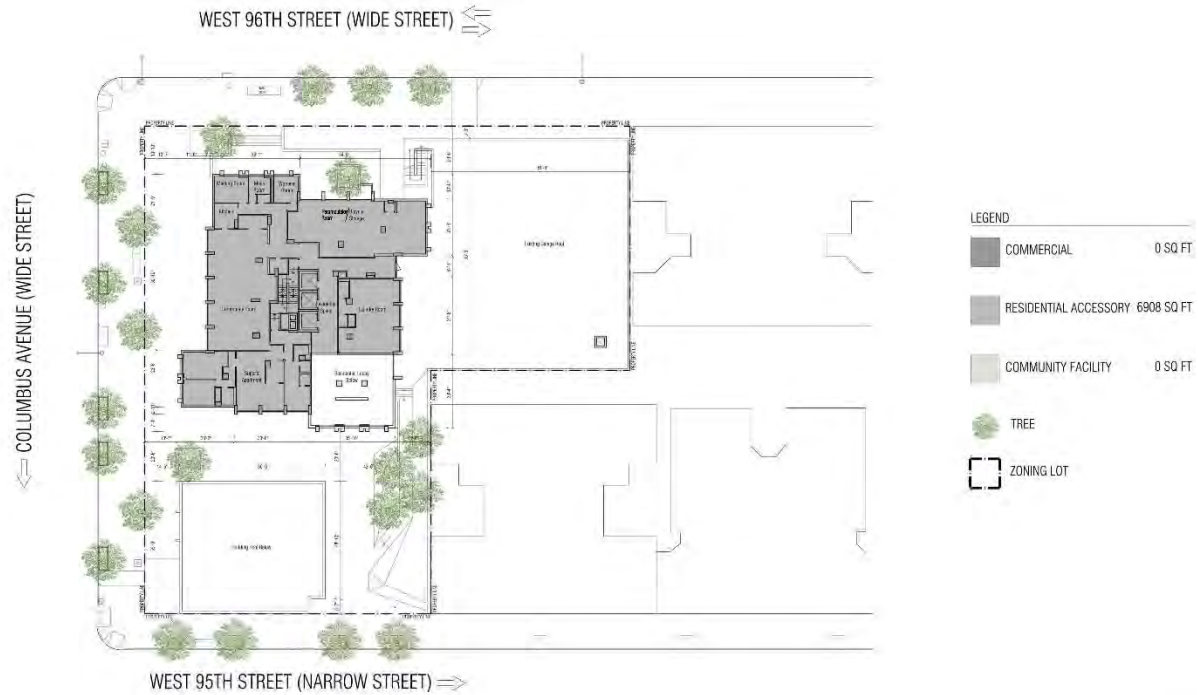
PROJECT **COLUMBUS HOUSE ENLARGEMENT**  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16  
 10.21.16  
 01.13.17  
 06.08.17  
 1/16" = 1'-0"

SCALE:  
 TITLE: PROPOSED SUB CELLAR & CELLAR PLAN

0' 20' 60'  
 GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

**FIGURE 11**  
**PROPOSED CELLAR AND SUBCELLAR**



- LEGEND
- COMMERCIAL 0 SQ FT
  - RESIDENTIAL ACCESSORY 6908 SQ FT
  - COMMUNITY FACILITY 0 SQ FT
  - TREE
  - ZONING LOT

APPLICANTS STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.

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PROJECT  
**COLUMBUS HOUSE ENLARGEMENT**  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16  
 10.21.16  
 01.13.17  
 06.08.17  
 1.16 - 1.0"

SCALE:  
 TITLE:  
 EXISTING 2ND FLOOR PLAN

0 20 60'  
 GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

**FIGURE 12 EXISTING SECOND FLOOR**



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PROJECT  
**COLUMBUS HOUSE ENLARGEMENT**  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1

NORTH



DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16

10.21.16  
 01.13.17  
 06.08.17

SCALE:

TITLE:

1/16" = 1'-0"  
**PROPOSED 2ND FLOOR PLAN**  
 0 20 60  
 GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS

**FIGURE 13 PROPOSED SECOND FLOOR**





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OWNER  
**THE WITKOFF GROUP, LLC**  
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PROJECT  
**COLUMBUS HOUSE ENLARGEMENT**  
 95 W. 95TH STREET  
 MANHATTAN, NY 10025  
 BLOCK: 1209 LOT: 1




DATE CREATED: 03.15.16  
 DATE REVISED: 05.27.16  
 10.21.16  
 01.13.17  
 06.08.17  
 1/8" = 1'-0"

SCALE:  
 TITLE:

EXISTING PARTIAL ELEVATIONS  
 0' 10' 30'  
 GRAPHIC SCALE APPLICABLE TO ALL NON-DIRECTIONED ELEMENTS

**FIGURE 14 EXISTING PARTIAL ELEVATIONS**



<p>ARCHITECT: GOLDER ARCHITECTS  <b>DANIEL GOLDNER ARCHITECTS</b>          152 WEST 25TH STREET          NEW YORK, NEW YORK 10001          T: 212-268-0511          F: 212-268-1120          INFO@GOLDERARCHITECTS.COM</p>	<p>LANDSCAPE ARCHITECT:  <b>MFFB</b>          120 BROADWAY 20TH FLOOR          NEW YORK, NEW YORK 10071          T: 212-477-6366          F: 212-477-6548</p>	<p>ENGINEER:  <b>THE WITKOFF GROUP, LLC</b>          40 WEST 57TH ST 16TH FLOOR          NEW YORK, NEW YORK 10019          T: 212-672-4775</p>	<p>PROJECT:  <b>COLUMBUS HOUSE ENLARGEMENT</b>          95 W. 95TH STREET          MANHATTAN, NY 10025          BLOCK: 1209 LOT: 1</p>	<p>NORTH</p> 	<p>DATE CREATED: 03.15.16          DATE REVISED: 05.27.16          10.21.16          01.13.17          06.08.17</p> <p>SCALE:          TITLE: <b>PROPOSED ELEVATIONS</b></p> <p>0' 20' 60'</p> <p>GRAPHIC SCALE APPLICABLE TO ALL NON-DIMENSIONED ELEMENTS</p>	<p><b>FIGURE 15          PROPOSED          ELEVATIONS</b></p>
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### 1.7 Project Purpose and Need

The proposed action will facilitate the expansion and reconfiguration of the building's current first and second floor uses to provide the mix of uses typically found along major avenues in the Upper West Side and would provide additional commercial and community facility space to serve neighborhood residents. The current configuration does not provide an inviting street experience because of the presence of poorly designed open plaza spaces, and the large distance between the public sidewalk and the existing retail spaces. The enlargement would eliminate underutilized paved spaces surrounding the existing building, create an active and attractive street wall along Columbus Avenue, West 95th Street and West 96th Street, and provide an enhanced entry plaza on West 95th Street. The requested modification will allow a mix of uses within the building that comply and conform with the Development Site's zoning.

In enacting the amendment to ZR Section 78-06 in 2008, the CPC recognized that "applications for additional commercial and community facility uses along both Columbus and Amsterdam Avenues within the LSRD would encourage the mix of uses commonly found along major avenues in the Upper West Side, provide more services for residents in the local community, and enhance the pedestrian experience." The proposed enlargement would achieve the goals identified by the CPC.

The applicant believes that the proposed action would create an improved street presence at the Development Site by replacing poorly defined hardscape open areas with several retail establishments that would be appropriate for and benefit the local residential community. It would activate the public space along Columbus Avenue by bringing these retail spaces much closer to the street lines. The enlargement would also provide recesses of approximately 6'-6" in depth from the Columbus Avenue street line in three locations in order to preserve the existing double row of trees. L-shaped benches would be provided in the recessed areas for use by the general public. The proposed enlargement would align the street walls of Columbus House with the adjacent buildings on West 95<sup>th</sup> and West 96<sup>th</sup> Streets.

The residential entry plaza on West 95<sup>th</sup> Street would be redesigned with a much more attractive and welcoming design, with new pavers and benches located at the entrance to the courtyard on West 95<sup>th</sup> Street, and continuing along both sides of the walkway between the sidewalk and the residential lobby. The area behind the benches would be planted with birches and a variety of all-season plantings. With these changes, the redesigned courtyard would provide a much more inviting entry to the building than currently exists.

The existing second level paved rooftop area would also be substantially improved. The second level open space would include a new garden area for the tenants, with vegetable beds, walking paths, and a variety of perennials, a lounge area with moveable tables and chairs, and a deck area covered by a trellis with outdoor sofas and coffee tables. The open area would now be directly accessible from the relocated community room on the second floor. All of the open areas would be accessible to and usable by all residents of Columbus House.

### 1.8 Build Year:

The build year for the proposed project is 2019. This is based on referral to the Community Board on September 5, 2017, approval by the City Planning Commission in late 2017, and an 18 to 24-month construction schedule.

### 1.9 No-Action Scenario:

Absent the proposed action (the No-Action Condition), the buildings occupying the Site would continue to be occupied as permitted under the present LSRD controls for Site 10 of the WSURA. No changes to existing conditions could occur. The building occupying the development site currently contains 294,576 gsf of residential floor area and 11,217 gsf of commercial floor area. The building contains a two accessory parking garages which provide 98 accessory parking spaces for building occupants. Although a Special Permit granted for the site would permit redevelopment of the two accessory garages into a 100-space public garage that would contain 43 accessory spaces, it is expected that existing conditions would remain and the Special Permit would be abandoned.

---

2 With-Action Scenario:

As noted, the future with the proposed action (the With-Action Condition) would allow for the proposed project (as described above) to be developed on the project site. The following Table Project-1 presents existing, no-action, and with-action conditions for the project site.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>LAND USE</b>				
<b>Residential</b>	<input checked="" type="checkbox"/> YES <input 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	multiple dwelling	multiple dwelling	multiple dwelling	
No. of dwelling units	249	249	249	0
No. of low- to moderate-income units				
Gross floor area (sq. ft.)	294,796	294,796	284,785	(10,011)
<b>Commercial</b>	<input checked="" type="checkbox"/> YES <input 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)	retail	retail	retail	
Gross floor area (sq. ft.)	11,217	11,217	32,036	20,819
<b>Manufacturing/Industrial</b>	<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:				
<b>Community Facility</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type			Medical Office	
Gross floor area (sq. ft.)	0	0	11,941	11,941
<b>Vacant Land</b>	<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:				
<b>Publicly Accessible Open Space</b>	<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):				
<b>Other Land Uses</b>	<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:				
<b>PARKING</b>				
<b>Garages</b>	<input checked="" type="checkbox"/> YES <input 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				
No. of accessory spaces	98	98	98	0
Operating hours				
Attended or non-attended	non-attended	non-attended	Attended	
<b>Lots</b>	<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				
<b>Other</b> (includes street parking)	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," describe:				
<b>POPULATION</b>				
<b>Residents</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify number:	471	471	471	0
Briefly explain how the number of residents was calculated:	# of residents calculated based on 2010 census data for the applicable neighborhood tabulation area: average household size is 1.89 residents			

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Businesses</b>	<input checked="" type="checkbox"/> YES <input 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	4 retail spaces	4 retail spaces	4 retail spaces, 1 community facility space (medical offices)	1
No. and type of workers by business	34	34	86 workers (62 for retail space and 24 for community facility space)	52
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	2 employees per 1,000 square feet for community facility uses 3 employees per 1,000 square feet for commercial uses			
<b>Other</b> (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:				
<b>ZONING</b>				
Zoning classification	C1-9 and R9, Urban Renewal Area: Large Scale Residential Development	C1-9 and R9, Urban Renewal Area: Large Scale Residential Development	C1-9 and R9, Urban Renewal Area: Large Scale Residential Development	
Maximum amount of floor area that can be developed	10 FAR for residential, 2 FAR for commercial in C1-9, up to 7.52 for commercial in R9	10 FAR for residential, 2 FAR for commercial in C1-9, up to 7.52 for commercial in R9	10 FAR for residential, 2 FAR for commercial in C1-9, up to 7.52 for commercial in R9	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	mix of residential, local commercial and community facility	mix of residential, local commercial and community facility	mix of residential, local commercial and community facility	
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.				



---

## **2.0 Screening Analysis**

Based on completion of Section 2 of the EAS short form, further assessment of the following areas is warranted:

- a) Land use, zoning, and public policy
- b) Historic and cultural resources
- c) Urban design and visual resources
- d) Hazardous materials
- e) Transportation
- f) Air quality
- g) Noise
- h) Public health
- i) Neighborhood character

Additionally, as required by ZR Section 78-06(b)(3), an assessment of the potential for the proposed action, considered in combination with developments or enlargements previously the subject of modifications under this zoning section, to result in significant adverse impacts, is considered.

The increase of 20,819 gross square feet of retail space and 11,941 gross square feet of community facility space would be below the relevant size thresholds for density related impacts to socioeconomic conditions, community facilities, open space, water and sewer infrastructure, solid waste and sanitation, energy, and greenhouse gas emissions and climate change.

The proposed action would not result in development within an area that provides critical habitat to rare or engendered species and therefore would not affect Natural Resources.

There would be no increase in overall building height and therefore an assessment of shadows is not warranted.

### 3.0 Land Use, Zoning, and Public Policy

#### 3.1 Introduction and Methodology

According to the 2014 *CEQR Technical Manual*, a preliminary assessment of existing and future land use and zoning should be provided for all projects that would affect land use or would change the zoning on a site. Since the proposed action includes a modification to a Large Scale Residential Development (LSRD), which is a discretionary action that would affect land use and zoning, a preliminary land use and zoning assessment was performed.

Additionally, an assessment of public policy should accompany the land use and zoning assessment as well, according to CEQR Technical Manual guidelines. Accordingly, because this project is located in the former West Side Urban Renewal Area (WSURA) this analysis includes a discussion of the West Side Urban Renewal Plan (WSURP).

This preliminary analysis of land use, zoning, and public policy follows the guidelines set forth in the 2014 CEQR Technical Manual for a preliminary assessment (Section 320). According to the Manual, a preliminary land use and zoning assessment includes a basic description of existing and future land uses and zoning information, and describes any changes in zoning that could cause changes in land use. It also characterizes the land use development trends in the area surrounding the project site that might be affected by the proposed actions, and determines whether the proposed project is compatible with those trends or may affect them.

#### **Preliminary Assessment**

#### 3.2 Existing Conditions

##### 3.2.1 Land Use

**Development Site:** The Development Site located at 95 West 95<sup>th</sup> Street (Block 1209, Lot 1) in the Upper West Side section of Manhattan Community District 7. The Development Site occupies the entire eastern block front of Columbus Avenue, between West 95th Street and West 96th Street. The Site is an irregularly shaped lot of 32,025 square feet that extends 200 feet east along West 96th Street and 118 feet east along West 95th Street. The Site is a split lot, with the portion of the Site within 150 feet of Columbus Avenue (26,990 square feet of lot area) in a C1-9 (R10 equivalent) zoning district and the portion of the Site more than 150 feet from Columbus Avenue (5,035 square feet of lot area) in a R9 zoning district. The Lot is identified in the expired LRSD as Site 10.

The Development Site is developed with two buildings that were erected in 1969-71: a 33 story primarily residential tower ("Columbus House") and a separate small single story commercial building on the southwest corner of the Site. Total Built FAR on the lot is 8.03. Columbus House has 249 dwelling units and was constructed under the Mitchell-Lama program, but is no longer subject to the Mitchell-Lama program.

The lot's frontage along Columbus Avenue is located in a C1-9 zoning district and the eastern portion of the lot is located in a R9 zoning district. The C1-9 portion of the Site is developed with 284,796 gross square feet of residential floor area (247,817 zoning square feet) and 11,217 gross square feet of ground floor commercial space (9,197 zoning square feet). The commercial space includes three retail spaces: Two of these spaces, a bank, Banco Popular, and a Subway restaurant, are located in the tower, which is set back approximately 33 – 47 feet from the street line on Columbus Avenue and West 96th Street. A Chinese restaurant and health food store occupy a single story commercial building, which is set back 30 feet from the street line on Columbus Avenue and West 95th Street. There is a 30 foot-wide paved open space between the two buildings, as well as a 16 foot-wide entry plaza to the residential building on West 95th Street, to the immediate east of the one-story commercial building. There are a total of 15 street trees on the sidewalks adjacent to the Site, including a double row of eight trees along Columbus Avenue.

The R9 portion of the Development Site is currently developed with two accessory garages with a total of 98 parking spaces. The garages are located on the east side of the residential tower in a single story (ground floor) portion of Columbus House, and below the tower along Columbus Avenue. The garages are entered from West 96th Street, through two existing curb cuts. One ramp provides access to the garage located on the ground floor and cellar levels, and the other ramp provides access to the garage located on the subcellar level. Other than the accessory garages, there is no development in the R9 zoning district; the portion of the accessory garage that is located above grade in the R9 portion of the Site is not more than 23 feet above curb level and therefore does not constitute floor area

pursuant to the definition of floor area in Section 12-10 of the Zoning Resolution. The residential gross floor area within the R9 portion of the site is 8,056 square feet.

**Study Area:** The land uses in the Surrounding Area are predominately mixed residential, commercial and community facility uses. Columbus Avenue is a busy commercial thoroughfare.

The Development Site is located in Manhattan's Upper West Side, a predominantly residential area. The area surrounding the Development Site") is characterized by high density residential towers, with local retail and service uses found in the ground floors along the avenues. Due to the controls laid out in the LSRD, the Buildings within the former WSURA are generally set back from the street line. The buildings immediately to the north and south on the east side of Columbus Avenue are brick and concrete residential towers set back from the street line, similar to Columbus House, which occupies the Site. The buildings on the west side of Columbus Avenue between West 95th and West 96th Streets is a red brick residential building built to the street line, with ground floor retail use. Adjacent to Columbus House on both West 95th and West 96th Streets are large residential buildings built to the street line. Zoning districts to the south of the Site and north to West 97th Street primarily consist of R10A and R10 equivalent districts (C1-9 and C2-8) along the Avenues, with R7-2 and R9 districts in the midblocks, which are not within the WSURA and are generally developed with four- and five-story brownstones. North of West 97th Street, the neighborhood is primarily zoned R7-2 with some R8 and R8B districts, and C1-5 overlay districts along the avenue frontages.

Though the Site is not within an historic district, the Upper West Side/Central Park West Historic District is mapped on the eastern half of Block 1209 and on the blocks to the south of the Site, extending to West 62nd Street. Individual NYC Landmarks Preservation Commission (LPC)-designated Landmarks within 600 feet of the Subject Premises include two late 19th-century houses located on Block 1209, facing Central Park; the First Church of Christ Scientist, constructed at the turn of the 20th century and located on the northwest corner of West 96th Street and Central Park West; and the Charles A. Vissani House, a residence constructed in 1889 on West 95th Street between Columbus and Amsterdam Avenues.

Schools and other community facility uses within the surrounding area include the Studio School, located on East 95th Street between Amsterdam and Columbus Avenues, and Columbia Grammar and Preparatory School, located on East 93rd Street between Columbus Avenue and Central Park West. The Ohab Zedek Synagogue is found on West 95th Street, across from the Studio School and the Second Presbyterian Church is located on West 96th Street, just west of Central Park West.

Open spaces in the vicinity of the Site include Central Park, which is located one block to the east; the Happy Warrior Playground, which is located to the northwest of the Site, on Amsterdam Avenue between West 98th and West 99th Streets; and the Sol Bloom Playground, located south of the Site between 91st and 92nd Streets, just east of Columbus Avenue.

Columbus Avenue is a major southbound street and Central Park West is a major north-south thoroughfare. The Site is served by the 96th Street stop on the A, B, and C subway lines, located on Central Park West, and the 96th Street stop for the 1, 2 and 3 subway lines, located on Broadway. The M96 and M 106 buses run on West 96th Street, a major east-west thoroughfare, while the M7 and M11 buses run southbound on Columbus Avenue. The M10 bus runs on Central Park West.

### 3.2.2 Zoning and Public Policy

**Subject Site:** The Development Site is a split lot, with the portion of the Development Site within 150 feet of Columbus Avenue (26,990 square feet of lot area) in a C1-9 (R10 equivalent) zoning district and the portion of the Development Site more than 150 feet from Columbus Avenue (5,035 square feet of lot area) in a R9 zoning district. The site is identified as Site 10 of the Large Scale Residential Development adopted within the former West Side Urban Renewal Area. The LSRD limits Site 10 to 265,700 square feet of residential floor area in the C1-9 district, 29,958 square feet of residential floor area in the R9 district, 4,200 square feet of commercial floor area, and no community facility floor area..

**Study Area:** The area within a 600' radius from the center of the Development Site (the "Surrounding Area") is zoned R7-2, C1-9 and C2-8 as shown on the Area Map submitted with this application.



The R7 residential zoning district consists mainly of medium-density apartment houses. R7-2 zoning districts are mapped primarily in upper Manhattan and have lower parking requirements. The FAR in R7 districts range from 0.87 to 3.44 and the open space ratio ranges from 15.5 to 25.5.

The C1-9 and C2-8 zoning districts are commercial zoning districts that are predominantly residential in character. C1-9 and C2-8 zoning districts are mapped along major thoroughfares in medium- and higher-density areas, such as Columbus Avenue and Amsterdam Avenue. Typical retail uses within these zoning districts include grocery stores, dry cleaners, drug stores, restaurants, and local clothing stores that cater to the daily needs of the immediate residential neighborhood. There are only minor differences between C1 and C2 districts, with a slightly wider range of uses permitted in C2 districts. Residential uses in the C1-9 and C2-8 zoning districts are governed by the R10 residential district equivalent FAR of 10.0. The maximum commercial FAR for C1-9 and C2-8 zoning districts is 2.0.

The former West Side Urban Renewal Area was adopted in 1962 and encompassed 37 redevelopment sites bounded by West 87th Street, West 97th Street, Amsterdam Avenue and Central Park West. The Development Site was designated as Site 10 within the former WSURA. The Large Scale Residential Development plan was adopted in 1963 (CP-18505) and has been revised several times since it was adopted. The former WSURA expired in 2002.

### 3.3 Future Without the Proposed Action

#### 3.3.1 Land Use

Subject Site: In the no-action condition, the building occupying the development site would continue to be occupied as permitted under the present controls. No changes to existing conditions could occur. While the site is the subject of a September, 2007 special permit pursuant to ZR Sections 13-562 and 74-52 for the Development Site to allow an attended public parking garage with a maximum capacity of 100 spaces, including 43 accessory spaces, on portions of the ground floor, cellar, and subcellar, and to allow floor space up to a height of 23 feet above curb level to be exempted from the definition of floor area as set forth in ZR Section 12-10, within the C1-9 portion of the existing building on the Site. It is expected that this Special Permit will not be acted on, and the existing configuration and use of the site's garage would remain.

Study Area: In the future without the proposed action, land use patterns in the surrounding area are expected to remain essentially unchanged. There are four projects within the former WSURA that have received similar LSRD modification approvals and are expected to be developed and occupied in the same time frame as the development proposed for 95 West 95<sup>th</sup> Street. These projects are:

- Leader House – 100 Columbus Avenue (between 92<sup>nd</sup> and 93<sup>rd</sup> Streets)
- 70 West 93<sup>rd</sup> Street (east side of Columbus Avenue between 92<sup>nd</sup> and 93<sup>rd</sup> Streets)
- The Axton – 733 Amsterdam Avenue (between 95<sup>th</sup> and 96<sup>th</sup> Streets)
- The Heywood – 175 West 90<sup>th</sup> Street (east side of Amsterdam Avenue between 90<sup>th</sup> and 91<sup>st</sup> Streets)

These developments would permit changes in non-residential development on these sites that is consistent with the sites' underlying zoning, but is not permitted by the LSRD which governs development of WSURA sites.

The modification for Leader House, located on the west side of Columbus Avenue between 92<sup>nd</sup> and 93<sup>rd</sup> streets, allows the addition of approximately 17,870 zoning square feet of new retail floor area, and 16,272 zoning square feet of new community facility floor area. Additional retail floor space, in the amount of 18,870 square feet, would be provided in the cellar level below ground by reducing the size of the existing accessory parking garage. In addition, a previously-approved modification would permit The Axton, located on Amsterdam Avenue between 95<sup>th</sup> and 96<sup>th</sup> Streets, to add approximately 8,323 zoning square feet of new retail floor area, and 7,610 zoning square feet of new community facility floor area. A previously approved modification permits the creation of 14,730 square feet of new commercial floor area, to be occupied by restaurant and retail uses, at 70 East 93<sup>rd</sup> Street, located on the east side of Columbus Circle between 92<sup>nd</sup> and 93<sup>rd</sup> Street. The modification approved for the Heywood, at 175 West 90<sup>th</sup> Street, allows the creation of 2,635 square feet of new commercial space.

### 3.3.2 Zoning and Public Policy

No changes to zoning and public policy are anticipated in the future without the proposed action. As described previously under the discussion of Land Use, previously approved modifications of the LSRP governing the former WSURA would allow new development of four former WSURA sites.

### 3.4 Future With-Action Condition

#### 3.4.1 Land Use

Subject Site: The proposed action would permit development of a two-story enlargement containing retail and community facility uses at the existing mixed-use building located at 95 West 95<sup>th</sup> Street. The enlargement would extend from the residential tower out to the street line along Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The existing one-story and mezzanine commercial building on the corner of Columbus Avenue and West 95<sup>th</sup> Street would be demolished and the floor area would be incorporated into the two-story enlargement. An additional 32,760 gsf would be developed, including 20,819 gsf of Use Group 6 retail use, and 11,941 gsf of Use Group 3 or 4 community facility use. It is the applicant's opinion that the enlargement would reinforce the established character of the Upper West Side by locating retail uses along the major avenues, anchor the major intersection of West 96<sup>th</sup> Street and Columbus Avenue with inviting and transparent storefronts, provide more neighborhood retail opportunities for local residents, and replace uninviting and poorly defined open areas with a more vibrant pedestrian experience.

The With-Action development that would occur on the subject site would not introduce new land uses to the study area. The With-Action development would reflect and be compatible with the existing residential, and community facility land use patterns of the surrounding area. The use and size of the spaces proposed is typical to the use patterns in the surrounding area on sites not subject to West Side LSRD regulations on the blocks to the north and south of the project site which are characterized by small-scale commercial uses such as neighborhood retail, restaurants and community facilities. Therefore, the proposed action would not adversely affect the land use character of the study area and would not result in significant adverse land use impacts.

#### 3.4.2 Zoning and Public Policy

Under the proposed action, no changes to zoning would occur. The proposed action would permit development of a two-story enlargement containing retail and community facility uses, that would extend from the residential tower out to the street line along Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The existing one-story and mezzanine commercial building on the corner of Columbus Avenue and West 95<sup>th</sup> Street would be demolished and the floor area would be incorporated into the two-story enlargement. An additional 32,760 gsf would be developed, including 20,819 gsf of Use Group 6 retail use, and 11,941 gsf of Use Group 3 or 4 community facility use. The enlargement would be well within the maximum amount allowed under existing underlying C1-9 and R 9 zoning districts, and it would increase the development's FAR from 8.03 to 8.89, which is less than the maximum 10 FAR allowed by the underlying zoning.

The proposed action would only apply to the Development Site and would not affect any other sites in the study area. The proposed enlargement would result in a development that is consistent with surrounding land use patterns and recent development trends involving retail infill, as described in Section 3.3.1.

The proposed action would not involve any new policy actions and since the WSURP expired in 2002 (the LSRD controls remain) and there are no other policies pertaining to the area, and since the project enabled by the proposed action would be consistent with the underlying zoning regulations, the proposed project would not result in significant adverse impacts on zoning or public policy.

## 4.0 Open Space

The proposed action would not result in direct impacts to public open space. Additionally the number of new employees resulting from the proposed modification, 78 employees, is well below the relevant threshold for analysis of indirect effects on open space resources.

The open plaza areas within the Project Site are not considered public open space resources. However, because the proposed modification will result in new development over the existing plaza spaces, and will provide new open areas for use of building residents, a qualitative discussion of the Site's open spaces is provided.

### 4.1 Existing Conditions

Under the provisions of the Zoning Resolution, no open space is required at the Site: C1-9 (R10) districts do not require open space for residential uses, and open space is not required for community facility use or for commercial use in C1-9 districts. The existing open space at the Site consists of a paved area between the residential tower and the one-story commercial building, and an entry plaza on West 95<sup>th</sup> Street. These areas total 5,235 square feet. There are also paved areas along the Columbus Avenue frontage due to the existing setback of Columbus House, stairs and a ramp to a small plaza area in front of the existing commercial frontage on West 96<sup>th</sup> Street, and a hard surface rooftop at the level of the second story behind the tower and above the garage. A stair leads from the garage roof area to the sidewalk on West 96<sup>th</sup> Street. These paved open areas provide few benches and little landscaping or other amenities except for a few trees and high concrete planters; the open area on the garage rooftop is locked and not usable by building residents.

### 4.2 Future Without the Proposed Action

Without the proposed action, no changes would occur to the Site's open spaces.

### 4.3 Future With the Proposed Action

Under the proposed modification, the paved areas along the Columbus Avenue and West 96<sup>th</sup> Street frontages would be replaced by the proposed enlargement, and the remaining open spaces would be significantly improved with new landscaping, seating and lighting. The residential entry plaza on West 95<sup>th</sup> Street would be redesigned with a much more attractive and welcoming design, with new pavers and benches located at the entrance to the courtyard on West 95<sup>th</sup> Street, and continuing along both sides of the walk way between the sidewalk and the residential lobby. A total of 143 linear feet of seating, comprised of wooden benches and concrete seat wall, would now be located within the entry plaza, and lighting in the form of 11 column lights located within planters would be added to improve security. The areas behind the benches would be planted with 10 single-stem white birches and a variety of all-season perennial plantings, including Japanese bayberry, blue rug juniper, hosta, and variegated liriopse. With these changes, the redesigned courtyard would total 3,632 square feet and would provide a much more inviting entry to the building than currently exists. A covered pedestrian connection would also be provided that links the entry plaza with Columbus Avenue, allowing residential tenants to continue to have a direct connection from the residential lobby to Columbus Avenue.

The existing second level paved rooftop area would also be substantially improved. The second level open space would include a new garden area for the tenants, with vegetable beds, walking paths, and a variety of perennials, including spirea, salvia, and black eyed Susan. Six multi-stem birches would also be planted. A lounge area would be added with seven moveable tables and 21 moveable chairs, and a deck area covered by a trellis would be added with seven outdoor sofas and coffee tables. New lighting would be provided by five new column lights, 16 recessed planter lights, and six trellis-mounted lights, improving safety and security, and providing ambient light for roof terrace users. The open area would total 3,749 square feet and would now be directly accessible from the relocated community room on the second floor; the egress stairs that lead to the at-grade entry courtyard would remain. All of the open spaces would be accessible to and usable by all residents of Columbus House.



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## 5.0 Historic and Cultural Resources

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated.

The term “historic resources” defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC) designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

The Development Site is not within an historic district. The closest historic district is the Upper West Side/Central Park West Historic District mapped on the eastern half of Block 1209 and on the blocks to the south of the Site, extending to West 62nd Street. Individual NYC Landmarks Preservation Commission (LPC)-designated Landmarks within 600 feet of the Development Site include two late 19th-century houses located on Block 1209, facing Central Park; the First Church of Christ Scientist, constructed at the turn of the 20th century and located on the northwest corner of West 96th Street and Central Park West; and the Charles A. Vissani House, a residence constructed in 1889 on West 95th Street between Columbus and Amsterdam Avenues.

The proposed action would permit the filling in of open plaza areas on the Development Site. The subsurface space below this open plaza area contains cellar and subcellar space. Therefore the proposed action would not result in ground disturbance in an area previously not excavated.

The Landmarks Preservation Commission has reviewed the proposed development and has determined, by letter dated 11/15/2016 that the Project Site is not sensitive for architectural or archaeological resources. Therefore the proposed action would not result in adverse impacts related to historic and cultural resources and no further assessment is warranted.

## 6.0 Urban Design and Visual Resources

According to the CEQR Technical Manual, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings.

Pursuant to the 2014 CEQR Technical Manual, an assessment of Urban Design may be warranted when a proposed action may affect one or more of the elements that contribute to the pedestrian experience of an area, specifically the arrangement, appearance, and functionality of the built environment. As stated in the CEQR Technical Manual, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with the study area used for the land use analysis (i.e., 400 feet around the project sites). For visual resources, existing publicly accessible view corridors within the study area should be identified. The purpose of the preliminary assessment is to determine whether any physical changes proposed by a project may raise the potential to significantly and adversely affect elements of urban design, which would warrant the need for a detailed urban design and visual resources assessment. The proposed action would result in enlargement of commercial and community facility space on the project site, and filling in open plaza areas. The development that would result is not permitted under the site's current LSRD regulations and would constitute a new element in the built environment that could not occur without the proposed action.

Sidewalk-level views of the site, and renderings of the proposed development from those same vantage points, are provided at the end of this section.

### 6.1 Existing Conditions

The Site is located at 95 West 95<sup>th</sup> Street on the east side of Columbus Avenue between West 95<sup>th</sup> Street and West 96<sup>th</sup> Street in the Upper West Side of Manhattan. The Site is an irregularly shaped lot of 32,025 square feet that extends 200 feet east along West 96<sup>th</sup> Street and 118 feet east along West 95<sup>th</sup> Street. The Site is developed with two buildings that were erected in 1969-71: a 33 story primarily residential tower ("Columbus House") and a separate small single story commercial building on the southwest corner of the Site. The Site's commercial space includes four retail spaces: a bank, Banco Popular, and a Subway restaurant, both located in the tower; which is set back approximately 33 – 47 feet from the street line on Columbus Avenue and West 96<sup>th</sup> Street. A Chinese restaurant and health food store occupy the single story commercial building, which is set back approximately 30 feet from the street line on Columbus Avenue and West 95<sup>th</sup> Street. There is a paved open space between the two buildings, as well as an entry court to the residential building on West 95<sup>th</sup> Street, to the immediate east of the one-story commercial building. There are a total of 15 street trees on the sidewalks adjacent to the Site, including a double row of eight trees along Columbus Avenue.

The Site is located in Manhattan's Upper West Side, a predominantly residential area. The area within 600 feet of the Site is characterized by high density residential towers, with local retail and service uses found in the ground floors along the avenues. Due to the controls laid out in the LSRD, some of the buildings along Columbus Avenue are set back from the street line. The building immediately to the north and south on the east side of Columbus Avenue are brick and concrete residential towers set back from the street line, similar to Columbus House, which occupies the Site. The building on the west side of Columbus Avenue between West 95<sup>th</sup> and West 96<sup>th</sup> Streets is a red brick residential building built to the street line, with ground floor retail use. Adjacent to Columbus House on both West 95<sup>th</sup> and West 96<sup>th</sup> Streets are large residential buildings built to the street line. In recent years, residential towers with ground floor retail built to the street line have been developed on Columbus Avenue north of West 97<sup>th</sup> Street.

Columbus Avenue is a wide one-way downtown street with three travel lanes and parking on both sides of the street. A protected bike lane is located on the east side of the street, between the curb and the parking lane. The sidewalks on Columbus Avenue are wide and have street trees. West 95<sup>th</sup> Street is a one-way local residential street with one westbound moving lane and curbside parking on both sides. West 96<sup>th</sup> Street is a two-way street with two moving lanes and curbside parking in both directions.



### 6.2 Future Without the Proposed Action

In the future without the proposed action, no changes to the Site's urban design characteristics would occur. A proposed modification to the LSRD governing 65 West 96<sup>th</sup> Street (Block 1832, Lot 7502), directly north of the Site, may proceed. This modification would allow for enlargement of the existing cellar and ground floor of 65 West 96<sup>th</sup> Street to extend the building to the street line along Columbus Avenue and West 97<sup>th</sup> Street. Other modifications to the LSRD have been approved for sites beyond 600 feet of the Site. These modifications affect the Axton (733 Amsterdam Avenue, one block west of the Site), Leader House (100 West 93<sup>rd</sup> Street, two blocks south of the Site), and 70 West 93<sup>rd</sup> Street (two blocks south of the Site). Two other proposed modifications to the LSRD, affecting Heywood Towers (175 West 90<sup>th</sup> Street, four blocks south of the Site) and 600 Columbus Avenue (five blocks south of the Site) would involve conversion of space within existing building envelopes and would not affect urban design.

### 6.3 Future With the Proposed Action

In the future with the proposed action, the applicant would utilize additional commercial and community facility floor area available under the underlying C1-9 and R9 zoning regulations. This would result in an enlargement to the first and second floors of Columbus House, and reallocation of below-grade accessory residential space, to develop 32,760 additional gross square feet of retail and community facility floor area. The new floor area would be constructed as a two-story enlargement, extending from the existing residential tower out to the street line along Columbus Avenue and on West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The enlargement would cover existing paved open areas and replace a portion of the existing commercial space; the enlargement on West 96<sup>th</sup> Street would be constructed within the footprint of the existing garage. The existing one-story commercial building on the corner of Columbus Avenue and West 95<sup>th</sup> Street would be demolished and the floor area would be incorporated into the two-story enlargement.

The ground floor of the enlargement would contain at least seven retail units and two community facility tenants' spaces. Five of the commercial tenant spaces and one second-floor tenant lobby entrance would front along Columbus Avenue on the ground floor; two commercial tenant spaces, two community facility tenant spaces and one second-floor tenant lobby entrance would front along West 96<sup>th</sup> Street on the ground floor.

After the enlargement is constructed, the sidewalk along Columbus Avenue and West 96<sup>th</sup> Street would be 20 feet wide, similar to other area avenue sidewalks, and the sidewalk along West 95<sup>th</sup> Street would be 15 feet wide. Portions of the enlargement on Columbus Avenue would be recessed by 6'-6" from the street line to preserve three street trees and to create space for benches for the public.

The residential entry plaza would be significantly improved. Benches and planting beds, which would include a variety of perennials, shrubs, and trees, would be located throughout the entry courtyard, and enhanced lighting will be provided. A covered pedestrian corridor would connect this space to Columbus Avenue, allowing tenants to continue to have direct access to Columbus Avenue. Portions of the existing paved roof area above the parking garage would be replaced with new community facility space, the superintendent's apartment, and the relocated community room. The remaining roof area would be substantially renovated to create an outdoor amenity area for the tenants. The rooftop amenity area would include community garden spaces with perennials and vegetables; a lounge area with seven moveable tables and 21 movable chairs; and a deck area covered by a trellis with seven outdoor sofas and coffee tables. The rooftop amenity area would be directly accessed from the relocated second floor community room/indoor amenity space. A stairway and paved walkway would also lead from the at-grade residential courtyard to the rooftop amenity space.

The proposed enlargement would create commercial infill and street walls along Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Streets. It would allow the building to contain several small retail establishments that would activate the public space along Columbus Avenue and West 96<sup>th</sup> Street by bringing these retail spaces much closer to the street line as compared to the No-Action condition. The enlargement would also eliminate underutilized paved spaces that surround the existing buildings. In addition, the renovated residential entry plaza would improve the pedestrian

experience with new benches, plantings, and lighting along the sidewalk and leading to the residential lobby. New recessed benches along Columbus Avenue would also enhance the pedestrian experience.

The scale of the proposed enlargement would be in line with the surrounding neighborhood as several of the buildings along Columbus Avenue in the former WSURA have ground floors that extend to the street line around towers that are set further back. The west side of Columbus Avenue between West 94<sup>th</sup> and West 97<sup>th</sup> Streets have street level retail uses along the street line. Also, as discussed in Section 3.3.1, there are several other sites within the former WSURA that are undergoing ground floor commercial infill projects.

The proposed action would result in building uses – residential and community facility – that are currently located through the study area. The proposed action would result in development that would be consistent with the prevailing building size, form, height, bulk, street wall character, and scale of the study area. The contextual setting that would result from the proposed action would not effectively alter that of the existing urban fabric. The With-Action building would not adversely alter a consistent urban context, obstruct a natural or built visual corridor or be inconsistent with the existing character and building forms typically seen in the area. The proposed action would not alter block forms, and would maintain continuity in the street wall. In addition, the With Action RWCDs would be more consistent with the neighborhood context than under existing conditions. Therefore no further assessment is warranted and no significant adverse impacts to Urban Design and Visual Resources would occur.





Figure UD-1; Existing View of Subject Site from West 95<sup>th</sup> Street - one-story building in foreground



Figure UD-2: Proposed View of Subject Site from West 95<sup>th</sup> Street





Figure UD-3: Existing View from Southwest Corner of Columbus Avenue and West 95<sup>th</sup> Street



Figure UD-4: Proposed Development from Southwest Corner of Columbus Avenue and West 95<sup>th</sup> Street





Figure UD-5: Existing One-Story Building at Southwest Corner of Subject Site



Figure UD-6: Proposed Condition, Southwest Corner of Subject Site





Figure UD-7: Existing Conditions - View East on 96<sup>th</sup> Street

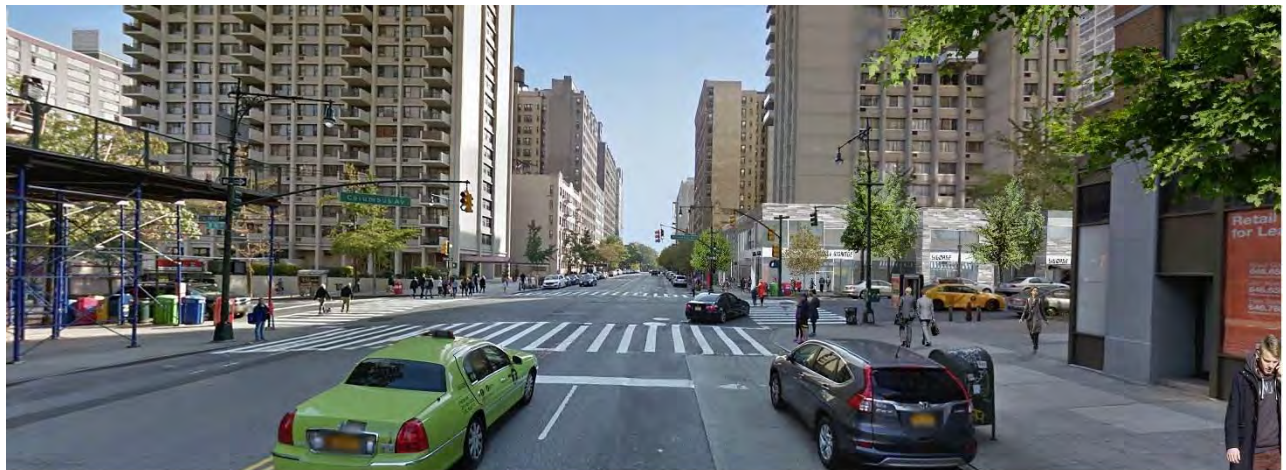


Figure UD-8: Proposed Conditions - View East on 96<sup>th</sup> Street





Figure UD-9: Existing Conditions - View West on 95<sup>th</sup> Street



Figure UD-10: Proposed Conditions - View West on 95<sup>th</sup> Street





Figure UD-11: Existing Conditions - View North on Columbus Avenue



Figure UD-12: Proposed Conditions - View North on Columbus Avenue





Figure UD-13: Existing Conditions - View South on Columbus Avenue



Figure UD-14: Proposed Conditions - View South on Columbus Avenue

## 7.0 Hazardous Materials

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 semi-volatile organic compounds (VOCs and SVOCs), methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). Per the CEQR Technical Manual, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site; and b) action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

Pursuant to CEQR Technical Manual methodology, actions that would result in ground disturbance in an area where current or past uses on or near the site raise the potential for the presence of hazardous materials should be assessed for hazardous materials.

### 7.1 Existing Conditions

A Phase I Environmental Site Assessment was conducted for the Development Site in December, 2016. This document has been submitted separately and is under review by the New York City Department of Environmental Protection (DEP). No Recognized Environmental Conditions (RECs) were identified, and no further assessment is warranted. However, the Phase I did note the potential presence of Asbestos-Containing Materials.

### 7.2 Future Without the Proposed Action

In the future without the proposed action, no physical changes to the building or changes to building occupancy would occur. There would be no change in the potential for human exposure to any environmental hazards that may exist on site.

### 7.3 Future With the Proposed Action

With the proposed action, open plaza areas will be filled in to extend the base of the building to the street lines along 95<sup>th</sup> Street, 96<sup>th</sup> Street, and Columbus Avenue. Therefore there will be new ground disturbance in areas that are currently open plaza. The proposed action would allow for additional commercial and community facility use of the site. No changes to residential occupancy would occur. The proposed commercial and community facility uses are permitted by the site's zoning. Based on the Phase I ESA conducted for the site, no soil impacts were identified in the Phase I. As such, no impacts to subsurface are expected with respect to hazardous materials. The Phase I noted the potential presence of Asbestos Containing Materials. Therefore in order to reduce exposure to future site occupants during and following construction, regulations relating to lead-based paint, asbestos containing materials, PCBs, and chemical use and storage would be followed. With implementation of these measures no significant adverse impacts related to hazardous materials would result from the proposed action.



## 8.0 Transportation

The proposed action would allow for a proposed enlargement that would include a net increase of 20,819 gross square feet (gsf) of local retail space and 11,941 gsf of community facility space. According to Table 16-1 in the *2014 CEQR Technical Manual*, local retail developments in Manhattan below 110th Street (Zone 1) of more than 15,000 gsf could potentially require transportation analyses; this threshold is exceeded with the proposed action. Therefore, a Level 1 (trip generation) screening assessment was performed according to CEQR guidelines.

The Level 1 (Trip Generation) screening assessment determines whether the number of peak hour person and vehicle trips generated by the proposed development would remain below the minimum thresholds for further study. These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

A summary of the travel demand assumptions and trips generated by the proposed project is provided below.

### 8.1 Travel Demand Assumptions

Trip generation, modal splits, and vehicle occupancies for the proposed action were derived from the *2014 CEQR Technical Manual* and previously approved New York City EASs and EISs such as the *70 West 93rd Street EAS (2015)* and *East New York Rezoning Proposal FEIS (2016)*. A summary of travel demand factors used for trip generation for the proposed action for the weekday and Saturday conditions is provided in Table Transportation-1.

#### *Local Retail*

For analysis purposes it was assumed that the proposed commercial space would be occupied by local retail uses, consistent with area land use patterns. For the local retail use, a trip generation rate of 205 daily person trips per 1,000 sf for weekdays and 240 daily person trips per 1,000 sf for Saturdays was obtained from the *2014 CEQR Technical Manual*. Temporal distributions were also taken from the *2014 CEQR Technical Manual*; vehicle occupancy, modal split, and directional distributions were obtained from the *70 West 93rd Street EAS (2015)*. The modal split assumed for the weekday AM, midday, and PM, and Saturday midday peak hours are 2 percent by auto, 3 percent by taxi, 5 percent by bus, 20 percent by subway, and 70 percent by walk or other modes. Vehicle occupancies of 2.00 persons per auto and 2.00 persons per taxi were used for all peak analysis hours. The temporal distributions used were 3 percent, 19 percent, 10 percent, and 10 percent for the weekday AM, midday, and PM, and Saturday peak hours, respectively, and the directional distribution used was 50 percent “in” for all peak analysis hours.

**Table Transportation-1  
95 WEST 95TH STREET TRAVEL DEMAND CHARACTERISTICS**

	Weekday	Saturday	Weekday	Saturday
	Local Retail 20,819 sf		Community Facility (Medical Office) 11,941 sf	
<b>Person Trip Generation Rate</b>	205.0 <sup>1</sup>	240.0 <sup>1</sup>	127.0 <sup>3</sup>	127.0 <sup>3</sup>
	<i>per 1,000 sf</i>	<i>per 1,000 sf</i>	<i>per 1,000 sf</i>	<i>per 1,000 sf</i>
<b>Temporal Distribution</b>				
AM Peak	3.0% <sup>1</sup>	---	4.0% <sup>3</sup>	---
Midday Peak	19.0% <sup>1</sup>	10.0% <sup>1</sup>	11.0% <sup>3</sup>	11.0% <sup>3</sup>
PM Peak	10.0% <sup>1</sup>	---	12.0% <sup>3</sup>	---
<b>Linked Trip Credit</b>	50.0% <sup>2</sup>	50.0% <sup>2</sup>	0.0% <sup>3</sup>	0.0% <sup>3</sup>
<b>Taxi Credit</b>	50.0% <sup>2</sup>	50.0% <sup>2</sup>	0.0% <sup>3</sup>	0.0% <sup>3</sup>
<b>Modal Split (Weekday AM)</b>				
Auto	2.0% <sup>2</sup>	2.0% <sup>2</sup>	30.0% <sup>3</sup>	30.0% <sup>3</sup>
Taxi	3.0% <sup>2</sup>	3.0% <sup>2</sup>	2.0% <sup>3</sup>	2.0% <sup>3</sup>
Bus	5.0% <sup>2</sup>	5.0% <sup>2</sup>	18.0% <sup>3</sup>	18.0% <sup>3</sup>
Subway	20.0% <sup>2</sup>	20.0% <sup>2</sup>	33.0% <sup>3</sup>	33.0% <sup>3</sup>
Walk/Other	70.0% <sup>2</sup>	70.0% <sup>2</sup>	17.0% <sup>3</sup>	17.0% <sup>3</sup>
<b>Vehicle Occupancy (Weekday)</b>				
Auto	2.00 <sup>2</sup>	2.00 <sup>2</sup>	1.50 <sup>3</sup>	1.50 <sup>3</sup>
Taxi	2.00 <sup>2</sup>	2.00 <sup>2</sup>	1.50 <sup>3</sup>	1.50 <sup>3</sup>
<b>Directional Split (Ins)</b>				
AM Peak	50.0% <sup>2</sup>	---	89.0% <sup>3</sup>	---
Midday Peak	50.0% <sup>2</sup>	50.0% <sup>2</sup>	51.0% <sup>3</sup>	41.0% <sup>3</sup>
PM Peak	50.0% <sup>2</sup>	---	48.0% <sup>3</sup>	---
<b>Truck Trip Generation Rate</b>	0.35 <sup>1</sup>	0.04 <sup>1</sup>	0.29 <sup>3</sup>	0.29 <sup>3</sup>
	<i>per 1,000 SF</i>	<i>per 1,000</i>	<i>per 1,000</i>	<i>per 1,000</i>
<b>Truck Temporal Distribution</b>				
AM Peak	8.0% <sup>1</sup>	---	3.0% <sup>3</sup>	---
Midday Peak	11.0% <sup>1</sup>	11.0% <sup>1</sup>	11.0% <sup>3</sup>	0.0% <sup>3</sup>
PM Peak	2.0% <sup>1</sup>	---	1.0% <sup>3</sup>	---
<b>Sources:</b>				
1. 2014 CEQR Technical Manual.				
2. 70 West 93rd Street EAS – CEQR Ref. No. 15DCP148M				
3. East New York Rezoning Proposal FEIS – CEQR Ref. No. 15DCP102K				

For local retail delivery trips, a weekday trip generation rate of 0.35 daily trucks per 1,000 sf for weekdays and 0.04 daily trucks per 1,000 sf for Saturdays and temporal distributions of 8 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, and PM, and Saturday peak hours, respectively, were obtained from the 2014 CEQR Technical Manual.



### *Medical Office*

Occupancy of the proposed community facility space was assumed to be for medical office use. For the medical office use, a trip generation rate of 127 daily person trips per 1,000 sf for weekdays and Saturdays was obtained from the *East New York Rezoning Proposal FEIS (2016)*. Temporal distributions, modal split, vehicle occupancy, and directional distributions were also obtained from the *East New York Rezoning Proposal FEIS (2016)*. The modal split assumed for the weekday AM, midday, and PM and Saturday midday peak hours are 30 percent by auto, 2 percent by taxi, 18 percent by bus, 33 percent by subway, and 17 percent by walk or other modes. Vehicle occupancies of 1.50 persons per auto and taxi were used for weekday and Saturday peak analysis hours. The directional distributions used were 89 percent, 51 percent, 48 percent, and 41 percent “in” for the weekday AM, midday, PM, and Saturday peak hours, respectively. The temporal distributions used were 4 percent, 11 percent, 12 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak analysis hours, respectively.

For medical office delivery trips, a trip generation rate of 0.29 daily trucks per 1,000 sf for weekdays and Saturdays and temporal distributions of 3 percent, 11 percent, 1 percent, and 0 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the *East New York Rezoning Proposal FEIS (2016)*.

### 8.2 Trip Generation

Table Transportation-2 presents the number of vehicle trips and person trips that would be generated by the proposed project. The trips generated by the proposed project were generated using the travel demand assumptions presented in Table Transportation-1.

#### *Vehicle Trips*

As shown in Table Transportation-2, the proposed project would generate a total of 15 vehicles per hour (vph) during the weekday AM peak hour, 51 vph during the weekday midday peak hour, 48 vph during the weekday PM peak hour, and 46 vph during the Saturday midday peak hour. Because the incremental volume of vehicle trips generated by the proposed project would exceed the 50 vehicle trip threshold during the weekday midday peak hour, a Level 2 vehicle trip assignment was conducted for that peak hour.

#### *Transit and Pedestrian Trips*

Subway/rail or bus trips generated by the proposed project would not exceed 200 riders during the weekday AM, weekday midday, weekday PM, or Saturday midday peak hours.

**Table Transportation-2  
VEHICULAR TRIP GENERATION**

Development	Mode	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
95 West 95 <sup>th</sup> Street	Autos	11	2	13	19	18	37	18	20	38	15	21	36
	Taxis	1	1	2	6	6	12	5	5	10	5	5	10
	Trucks	0	0	0	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>12</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>25</b>	<b>51</b>	<b>23</b>	<b>25</b>	<b>48</b>	<b>20</b>	<b>26</b>	<b>46</b>

The volume of pedestrian trips generated by the proposed project is shown in Table Transportation-3. The proposed project is expected to generate 103 pedestrian trips (walk plus bus and subway trips) during the weekday AM peak hour, 499 trips during the midday peak hour, 319 trips during the PM peak hour, and 166 trips during the Saturday peak hour. Because the volume of pedestrian trips generated by the proposed project would exceed the 2014 CEQR Technical Manual’s Level 1 threshold for pedestrians (200 pedestrian trips per hour) during the weekday midday and PM peak hours, and the Saturday peak hour, a Level 2 pedestrian assignment is needed to assess if there is a need to perform detailed pedestrian analyses.

**Table Transportation-3  
Person Trip Generation**

Development	Mode	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
95 West 95 <sup>th</sup> Street (Proposed Action)	Bus	11	3	14	25	25	50	21	22	43	19	24	43
	Subway	24	9	33	69	68	137	49	52	101	48	57	105
	Walk/Other	32	24	56	156	156	312	87	88	175	99	104	203
	<b>Total</b>	<b>67</b>	<b>36</b>	<b>103</b>	<b>250</b>	<b>249</b>	<b>499</b>	<b>157</b>	<b>162</b>	<b>319</b>	<b>166</b>	<b>185</b>	<b>351</b>

**8.3 Trip Assignment**

Vehicular and pedestrian trips from the proposed action would exceed CEQR Technical Manual screening levels during certain analysis periods as discussed above. Pursuant to CEQR Technical Manual methodology, the next step in analysis is to assign these trips to the local transportation network, to determine those individual network elements – intersections, crosswalks, transit entrances – that exceed the threshold number of trips. Because the text of Z.R. 78-06(d) requires that impacts of a modification approved under that section be considered cumulatively with other modifications approved under this zoning section, the assignment of trips from the proposed enlargement, along with trips from other modifications of sites within the former WSURA, is addressed in the Cumulative Assessment which follows.



## 9.0 Air Quality

When assessing the potential for air quality significant impacts, the *CEQR Technical Manual* seeks to determine a proposed action's effect on ambient air quality, or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources." This can occur during operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), and sulfur dioxide.

The *CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *CEQR Technical Manual* generally recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas. As described below, only a further assessment of stationary sources is required.

### 9.1 Mobile Sources

According to the *CEQR Technical Manual*, projects, whether site-specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy-duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.
- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.
- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The proposed action would not result in any of the above thresholds being crossed and would not require further mobile source assessment. The proposed action would not result in the placement of new operable windows within 200 feet of any atypical vehicular source of pollutants, nor would it result in the creation of a fully or partially covered roadway, generate over 170 or more net new increment auto trips at any specific intersection within the project area or notable heavy-duty diesel vehicle traffic, place new sensitive uses adjacent to a large parking facility, result in other mobile sources of pollution, or substantially increase vehicle miles traveled.

Since none of these conditions would exist for the proposed project, no further analysis of mobile source air quality is warranted.

9.2 Stationary Sources

9.2.1 Existing Conditions

The Site is located within a residential and commercial area of the Upper West Side of Manhattan. Based on site inspections and review of land use maps, there are no potential sources of industrial emissions within 400 feet of the Site or large scale emission sources within 1,000 feet of the Site. The Site is not in close proximity to any atypical sources of vehicular emissions such as elevated roadways or bridges.

9.2.2 Future Without the Proposed Action

No significant changes to land use patterns in the area would occur in the future without the proposed action, and no changes to air emission sources are anticipated.

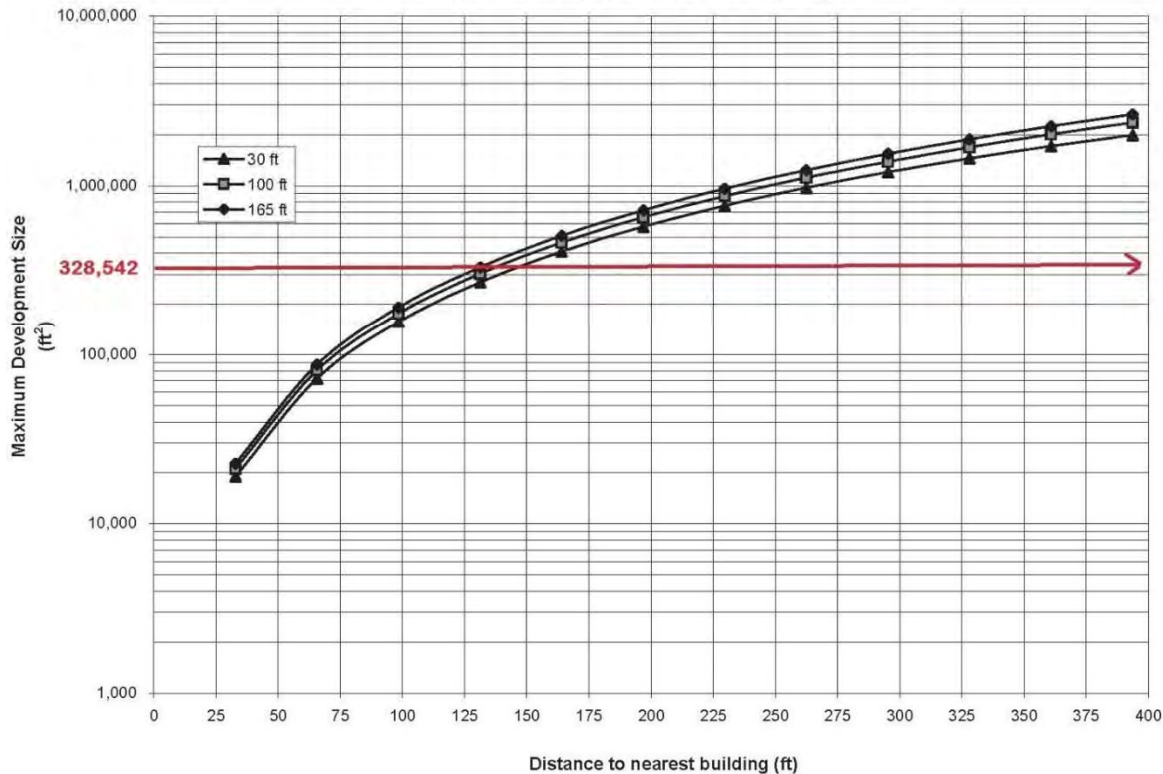
9.2.3 With-Action Condition

In the future with the proposed action, there would be an increase in the building’s gross floor area from 305,793 square feet to 328,542 square feet, an increment of 22,749 gross square feet. This is an increase of approximately 7% of the building’s floor area. Since the new space would be served by the building’s existing boiler system which vents out of the roof of the building, such a small increase would have a negligible effect. No additional expansion of the boiler would be needed and no new permit from DEP would be needed to increase the boiler’s capacity. Additionally there would be no venting stacks related to the heating system associated with the new expansion area.

9.2.4 Conclusions

To determine the potential for HVAC emissions from this development to result in adverse impacts on surrounding land uses, reference was made to Figure 17-3 of the CEQR Technical Manual. The 33-floor Columbus House building is taller than any building within 400 feet. Therefore there is no potential for adverse impacts related to Air Quality.

**FIGURE 17-7  
NO<sub>2</sub> BOILER SCREEN  
RESIDENTIAL DEVELOPMENT - NATURAL GAS**





## 10.0 Noise

According to Section 19-200 of the CEQR Technical Manual, assessment of noise is warranted when a projection would: (1) generate any mobile or stationary sources of noise; and/or (2) be located in an area with existing high ambient noise levels. If the proposed project is located in areas with high ambient noise levels, which typically include those near highly-trafficked thoroughfares, airports, rail, or other loud activities, further noise analysis may be warranted to determine the attenuation measures that are appropriate for the proposed project.

The Development Site is not located near a heavily trafficked thoroughfare such as a highway or major arterial route. The Development Site is bounded by Columbus Avenue, a one-way downtown avenue, 96<sup>th</sup> Street is a two-way east-west street, and 95<sup>th</sup> Street, a one-way westbound local street. None of these streets is designated as a through truck route, and primarily carry local traffic. The Development is also not affected by significant stationary noise sources such as unenclosed cooling or ventilation equipment, truck loading docks, loudspeaker systems, stationary diesel engines, car washes, or similar uses. The proposed action would not result in a doubling of vehicular traffic at any location and therefore would not result significant noise impacts associated with project-generated noise.

Because the proposed action would increase the amount of community facility space, which is considered a noise-sensitive land use, additional analysis is warranted.

### 10.1 Framework of Noise Analysis

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud.

**Table Noise-1** below lists some noise levels for typical daily activities.

**Table Noise-1: Noise Levels of Common Sources**

<b>Table 19-1 Noise Levels of Common Sources</b>	
<b>Sound Source</b>	<b>SPL (dB(A))</b>
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0
<p><i>Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A) is perceived as a doubling or halving in SPL.</i></p> <p><i>Source: 2014 CEQR Technical Manual</i></p>	

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common weighting networks used are the A- and C-weighting networks. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighted network is the most commonly used, and sound levels measured using this weighting are denoted as dBA. The letter “A” indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting.

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;
- 5-dBA change is readily noticeable; and
- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- $L_{eq}$  is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the  $L_{eq}$  than low noise levels.  $L_{eq}$  has an advantage over other descriptors



because  $L_{eq}$  values from various noise sources can be added and subtracted to determine cumulative noise levels.

- $L_{eq(24)}$  is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level ( $L_x$ ). Examples include  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ .  $L_{10}$  is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For “line” sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

## 10.2 Existing Noise Environment

To determine noise levels at the Site, reference was made to noise data collected in 2015 at the nearby 70 West 93<sup>rd</sup> Street, the subject of a recent modification under ZR Section 78-06(b)(3). This site is located on the east side of Columbus Avenue between West 92<sup>nd</sup> Street and West 93<sup>rd</sup> Street, three blocks to the south of the Site. As part of the environmental assessment conducted for this action (CEQR #15DCP148M0, noise monitoring was conducted on that project’s Columbus Avenue, West 92<sup>nd</sup> Street, and West 93<sup>rd</sup> Street frontages, as well as a location on its eastern lot line. The results of this monitoring showed a peak  $L_{10}$  noise level on Columbus Avenue of 71.0 d(A) during the AM peak period. Mead noise on West 93<sup>rd</sup> Street was 68.3 dB(A), peak noise on West 92<sup>nd</sup> Street was 68.7 dB(A) and peak noise on 70 West 93<sup>rd</sup>’s eastern lot line was 64.8 dB(A).

## 10.3 Conclusions

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an  $L_{10}$  of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. An  $L_{10}$  noise level of between 70 and 80 dB(A) is identified as marginally unacceptable.

Table 19-3 of the *CEQR Technical Manual* establishes required attenuation values to achieve acceptable interior noise levels for the proposed community facility space. For an ambient noise level between 70 and 73 dB(A), the required attenuation is 28.

## 10.4 Recommendations

To preclude the potential for significant adverse impacts related to noise, an (E) designation would be incorporated into the modification proposed for Block 1209, Lot 1. The text for the (E) designation (E-448) is as follows:

### **Block 1209, Lot 1 (95 West 95<sup>th</sup> Street)**

**To ensure an acceptable interior noise environment, future community facility uses must provide a closed-window condition with a minimum of 28 dBA window/wall attenuation on all western façades facing Columbus Avenue to maintain an interior noise level of 45 dBA. To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.**

### **11.0 Public Health**

While the proposed action requires further assessment of aspects of the environment that can affect public health, specifically hazardous materials and air quality, these analyses revealed that the proposed action would not result in adverse impacts to any element that contributes to public health. Therefore further assessment is not warranted and no adverse impacts to public health are anticipated.

### **12.0 Neighborhood Character**

According to the CEQR Technical Manual, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. Neighborhood character impacts are rare. Only under unusual circumstances would a combination of moderate effects to the neighborhood result in an impact to neighborhood character, in the absence of an impact in any of the relevant technical areas.

As identified elsewhere in this document, the proposed action would not result in adverse impacts to any of the elements that contribute to neighborhood character, including land use, historic and cultural resources, urban design, socioeconomic conditions, transportation, and noise. By replacing poorly designed and underutilized open plaza space with new retail and commercial space that creates a continuous streetwall on 95<sup>th</sup> Street, 96<sup>th</sup> Street, and Columbus Avenue, the proposed action would enhance the pedestrian environment on surrounding sidewalks. The proposed action would result in development that is more consistent with development in the Upper West Side that features continuous ground floor retail and community facility space providing an active and inviting urban context. Overall the proposed action would not result in adverse impacts to neighborhood character.



### 13.0 Cumulative Analysis

Section 78-06(d) of the Zoning Resolution provides that: “any significant adverse impacts resulting from a development or enlargement to such modifications, considered in combination with developments or enlargements within the former urban renewal area listed in paragraph (b)(2), previously the subject of modifications under this paragraph (b)(3), shall have been avoided or minimized to the maximum extent practicable by incorporating as conditions to the modification those mitigative measures that have been identified as practicable.”

The Development Site currently contains a total of 11,217 gsf of commercial use, with two retail spaces in the ground floor of Columbus House, and two retail spaces in a separate single-story commercial building. There is currently no community facility floor area at the Site. The applicant proposes to construct a two-story enlargement, extending from the residential tower out to the street line along Columbus Avenue, West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The enlargement on all three street frontages would replace existing paved open areas, the existing ground floor commercial space, and the existing ground level garage on West 96<sup>th</sup> Street. The existing one-story commercial building on the corner of Columbus Avenue and West 95<sup>th</sup> Street would be demolished and the floor area would be incorporated into the two-story enlargement. An additional 32,760 gsf would be developed, including 16,239 gsf of Use Group 6 retail use, and 11,941 gsf of Use Group 3 or 4 community facility use. The ground floor would contain 6,123 gsf of new commercial floor area and 6,485 gsf of new community facility floor area, and the second floor would contain 10,116 gsf of new commercial floor area and 5,456 gsf of new community facility floor area. In total, the building would contain a maximum of 43,977 gsf of non-residential floor area, with 32,036 gsf of commercial floor area, and 11,941 gsf of community facility floor area.

Including the proposed project, the following development has been approved under Section 78-06(d):

Table Cumulative-1: WSURA Modifications

Project Name	Build Year	Development Size (GSF)			Net Induced Workers
		Retail	Community Facility	Total	
Leader House (100 Columbus Avenue)	2008	36,740 (73 employees)	11,722 (35 employees)	48,462	108
The Axton (733 Amsterdam Avenue)	2009	8,323 (17 employees)	7,610 (23 employees)	15,933	40
The Heywood (175 West 90 <sup>th</sup> Street)	2014	2,635 (5 employees)	0	2,635	5
70 West 93 <sup>rd</sup> Street	2017	14,730 (29 employees)	0	14,730	29
95 West 95 <sup>th</sup> Street (project site)	2019	20,819 (42 employees)	11,941 (36 employees)	32,760	78
<b>TOTAL</b>		83,247 (166 employees)	31,273 (94 employees)	114,520	260

Assumes 3 Employees per 1,000 Sq ft. for community facility and 2 Employees per 1,000 Sq ft. for retail  
Incremental development permitted under the proposed action and previous modifications of the West Side LSRD under Z.R. Section 78-06(b)(3) would result in increased commercial and community facility space. This cumulative development could affect those aspects of the environment that are affected by increased density of development within a particular geographic area, including socioeconomic conditions, community facilities, open space, transportation, and air quality.

Cumulative development under the proposed action and previous modifications would total 83,247 square feet of commercial space and 31,273 square feet of community facility space.

This level of induced commercial development would be below the relevant CEQR threshold of 200,000 square feet for an assessment of socioeconomic conditions relating to commercial activity.

Cumulative development would not increase residential population and therefore would not require a detailed assessment of socioeconomic conditions relating to residential development.

Cumulative development would result in the addition of approximately 260 new employees to the area. This level of daytime population increase is below the relevant CEQR threshold of 750 workers for an area identified as being well-served for open space resources.

As described below, vehicular trip generation resulting from cumulative development would be below the relevant CEQR threshold of 170 hourly vehicular trips and therefore would not require a detailed assessment of mobile source air quality.

### 13.1 Cumulative Assessment: Transportation

#### 13.1.1 Introduction

The proposed action would allow for a proposed enlargement that would include a net increase of 20,819 gross square feet (gsf) of local retail space and 11,941 gsf of community facility space. According to Table 16-1 in the *2014 CEQR Technical Manual*, local retail developments in Manhattan below 110th Street (Zone 1) of more than 15,000 gsf could potentially require transportation analyses; this threshold is exceeded with the proposed action.

Furthermore, as explained above, a cumulative analysis is required to assess the effects associated with the proposed development when combined with the previously-approved developments in the WSURA pursuant to Z.R. 78-06(b)(3). As shown in Table 1, the four projects include 36,740 sf of retail use and 11,722 sf of additional community facility use at the Leader House on Columbus Avenue between West 92nd and West 93rd Streets; 8,323 sf of retail use and 7,610 sf of community facility use at the Axton on Amsterdam Avenue between West 95th and West 96th Streets; 2,635 sf of retail space at Heywood Towers on Amsterdam Avenue between West 90th and West 91st Streets; 14,730 sf of retail and restaurant uses at 70 West 93rd Street on Columbus Avenue between West 92nd and West 93rd Streets. It should be noted that three of these four projects also fall below the density thresholds set forth in Table 16-1 of the *2014 CEQR Technical Manual*. However, these thresholds would be exceeded when all projects are combined. Therefore, a Level 1 (trip generation) screening assessment was performed according to CEQR guidelines.

The Level 1 (Trip Generation) screening assessment determines whether the number of peak hour person and vehicle trips generated by the proposed development would remain below the minimum thresholds for further study. These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

A summary of the travel demand assumptions and trips generated by the proposed project and the other six nearby developments is provided below.

#### 13.1.2 Travel Demand Assumptions

Trip generation, modal splits, and vehicle occupancies for the proposed action were derived from the *2014 CEQR Technical Manual* and previously approved New York City EASs and EISs such as the *70 West 93rd Street EAS (2015)* and *East New York Rezoning Proposal FEIS (2016)*. A summary of travel demand factors used for trip generation for



the proposed action for the weekday and Saturday conditions is provided in Table 2. Trip generation for the four projects in the surrounding area was primarily taken from their respective reports.

#### *Local Retail*

For the local retail use, a trip generation rate of 205 daily person trips per 1,000 sf for weekdays and 240 daily person trips per 1,000 sf for Saturdays was obtained from the *2014 CEQR Technical Manual*. Temporal distributions were also taken from the *2014 CEQR Technical Manual*; vehicle occupancy, modal split, and directional distributions were obtained from the *70 West 93rd Street EAS (2015)*. The modal split assumed for the weekday AM, midday, and PM, and Saturday midday peak hours are 2 percent by auto, 3 percent by taxi, 5 percent by bus, 20 percent by subway, and 70 percent by walk or other modes. These modal splits were used in the previously completed environmental reviews for 70 West 93rd Street, the Axton, Leader House, and Heywood Towers. Vehicle occupancies of 2.00 persons per auto and 2.00 persons per taxi were used for all peak analysis hours. The temporal distributions used were 3 percent, 19 percent, 10 percent, and 10 percent for the weekday AM, midday, and PM, and Saturday peak hours, respectively, and the directional distribution used was 50 percent “in” for all peak analysis hours.

**Table Cumulative-2  
95 West 95th Street Travel Demand Characteristics**

	Weekday	Saturday	Weekday	Saturday
	Local Retail 20,819 sf		Community Facility (Medical Office) 11,941 sf	
<b>Person Trip Generation Rate</b>	205.0 <sup>1</sup>	240.0 <sup>1</sup>	127.0 <sup>3</sup>	127.0 <sup>3</sup>
	<i>per 1,000</i>	<i>per</i>	<i>per 1,000</i>	<i>per</i>
<b>Temporal Distribution</b>				
AM Peak	3.0% <sup>1</sup>	---	4.0% <sup>3</sup>	---
Midday Peak	19.0% <sup>1</sup>	10.0% <sup>1</sup>	11.0% <sup>3</sup>	11.0% <sup>3</sup>
PM Peak	10.0% <sup>1</sup>	---	12.0% <sup>3</sup>	---
<b>Linked Trip Credit</b>	50.0% <sup>2</sup>	50.0% <sup>2</sup>	0.0% <sup>3</sup>	0.0% <sup>3</sup>
<b>Taxi Credit</b>	50.0% <sup>2</sup>	50.0% <sup>2</sup>	0.0% <sup>3</sup>	0.0% <sup>3</sup>
<b>Modal Split (Weekday AM)</b>				
Auto	2.0% <sup>2</sup>	2.0% <sup>2</sup>	30.0% <sup>3</sup>	30.0% <sup>3</sup>
Taxi	3.0% <sup>2</sup>	3.0% <sup>2</sup>	2.0% <sup>3</sup>	2.0% <sup>3</sup>
Bus	5.0% <sup>2</sup>	5.0% <sup>2</sup>	18.0% <sup>3</sup>	18.0% <sup>3</sup>
Subway	20.0% <sup>2</sup>	20.0% <sup>2</sup>	33.0% <sup>3</sup>	33.0% <sup>3</sup>
Walk/Other	70.0% <sup>2</sup>	70.0% <sup>2</sup>	17.0% <sup>3</sup>	17.0% <sup>3</sup>
<b>Vehicle Occupancy (Weekday)</b>				
Auto	2.00 <sup>2</sup>	2.00 <sup>2</sup>	1.50 <sup>3</sup>	1.50 <sup>3</sup>
Taxi	2.00 <sup>2</sup>	2.00 <sup>2</sup>	1.50 <sup>3</sup>	1.50 <sup>3</sup>
<b>Directional Split (Ins)</b>				
AM Peak	50.0% <sup>2</sup>	---	89.0% <sup>3</sup>	---
Midday Peak	50.0% <sup>2</sup>	50.0% <sup>2</sup>	51.0% <sup>3</sup>	41.0% <sup>3</sup>
PM Peak	50.0% <sup>2</sup>	---	48.0% <sup>3</sup>	---
<b>Truck Trip Generation Rate</b>	0.35 <sup>1</sup>	0.04 <sup>1</sup>	0.29 <sup>3</sup>	0.29 <sup>3</sup>
	<i>per 1,000</i>	<i>per</i>	<i>per 1,000</i>	<i>per</i>
<b>Truck Temporal Distribution</b>				
AM Peak	8.0% <sup>1</sup>	---	3.0% <sup>3</sup>	---
Midday Peak	11.0% <sup>1</sup>	11.0% <sup>1</sup>	11.0% <sup>3</sup>	0.0% <sup>3</sup>
PM Peak	2.0% <sup>1</sup>	---	1.0% <sup>3</sup>	---
<b>Sources:</b>				
1. 2014 CEQR Technical Manual.				
2. 70 West 93rd Street EAS – CEQR Ref. No. 15DCP148M				
3. East New York Rezoning Proposal FEIS – CEQR Ref. No. 15DCP102K				

For local retail delivery trips, a weekday trip generation rate of 0.35 daily trucks per 1,000 sf for weekdays and 0.04 daily trucks per 1,000 sf for Saturdays and temporal distributions of 8 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, and PM, and Saturday peak hours, respectively, were obtained from the 2014 CEQR Technical Manual.

*Medical Office*

For the medical office use, a trip generation rate of 127 daily person trips per 1,000 sf for weekdays and Saturdays was obtained from the East New York Rezoning Proposal FEIS (2016). Temporal distributions, modal split, vehicle occupancy, and directional distributions were also obtained from the East New York Rezoning Proposal FEIS (2016). The modal split assumed for the weekday AM, midday, and PM and Saturday midday peak hours are 30 percent by auto, 2 percent by taxi, 18 percent by bus, 33 percent by subway, and 17 percent by walk or other modes. Vehicle occupancies of 1.50 persons per auto and taxi were used for weekday and Saturday peak analysis hours. The directional distributions used were 89 percent, 51 percent, 48 percent, and 41 percent “in” for the weekday AM, midday, PM, and Saturday peak hours, respectively. The temporal distributions used were 4 percent, 11 percent,

12 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak analysis hours, respectively.

For medical office delivery trips, a trip generation rate of 0.29 daily trucks per 1,000 sf for weekdays and Saturdays and temporal distributions of 3 percent, 11 percent, 1 percent, and 0 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the *East New York Rezoning Proposal FEIS (2016)*.

### *13.1.3 Cumulative Trip Generation*

Tables 3 and 4 present the number of vehicle trips and person trips that would be generated by the proposed project and the other four WSURA projects, respectively. The trips generated by the proposed project were generated using the travel demand assumptions presented in Table 2; the trips presented for the remaining four projects were primarily extracted from their respective reports.

#### *Vehicle Trips*

As shown in Table 3, the proposed project would generate a total of 15 vehicles per hour (vph) during the weekday AM peak hour, 51 vph during the weekday midday peak hour, 48 vph during the weekday PM peak hour, and 46 vph during the Saturday midday peak hour. Cumulatively, the five projects would generate 58 vph in the weekday AM peak hour, 140 vph in the weekday midday peak hour, 104 vph in the weekday PM peak hour, and 87 vph in the Saturday midday peak hour. Because the incremental volume of vehicle trips generated by the proposed project would exceed the 50 vehicle trip threshold, a Level 2 vehicle trip assignment was conducted for the weekday midday peak hour, the period of greatest cumulative traffic generation.

#### *Transit and Pedestrian Trips*

Subway/rail or bus trips generated by the proposed project would not exceed 200 riders during the weekday AM, weekday midday, weekday PM, or Saturday midday peak hours.



**Table Cumulative-3  
Vehicle Trip Generation**

Development	Mode	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
95 West 95 <sup>th</sup> Street	Autos	11	2	13	19	18	37	18	20	38	15	21	36
	Taxis	1	1	2	6	6	12	5	5	10	5	5	10
	Truck	0	0	0	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>12</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>25</b>	<b>51</b>	<b>23</b>	<b>25</b>	<b>48</b>	<b>20</b>	<b>26</b>	<b>46</b>
70 West 93 <sup>rd</sup> Street**	Autos	0	0	0	2	2	4	1	0	1	1	0	1
	Taxis	0	0	0	3	3	6	1	1	2	3	3	6
	Truck	1	1	2	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>7</b>
Leader House**	Autos	9	2	11	9	8	17	3	10	13	4	4	8
	Taxis	7	7	14	15	15	30	10	10	20	8	8	16
	Truck	1	1	2	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>17</b>	<b>10</b>	<b>27</b>	<b>25</b>	<b>24</b>	<b>49</b>	<b>13</b>	<b>20</b>	<b>33</b>	<b>12</b>	<b>12</b>	<b>24</b>
The Axton**	Autos	6	0	6	4	4	8	1	5	6	2	2	4
	Taxis	4	4	8	9	9	18	7	7	14	3	3	6
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>26</b>	<b>8</b>	<b>12</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>10</b>
Heywood Towers**	Autos	0	0	0	0	0	0	0	0	0	0	0	0
	Taxis	0	0	0	1	1	2	0	0	0	0	0	0
	Truck	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cumulative – All Projects</b>	<b>Autos</b>	<b>26</b>	<b>4</b>	<b>30</b>	<b>34</b>	<b>32</b>	<b>66</b>	<b>23</b>	<b>35</b>	<b>58</b>	<b>22</b>	<b>27</b>	<b>49</b>
	<b>Taxis</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>34</b>	<b>34</b>	<b>68</b>	<b>23</b>	<b>23</b>	<b>46</b>	<b>19</b>	<b>19</b>	<b>38</b>
	<b>Truck</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Total</b>	<b>40</b>	<b>18</b>	<b>58</b>	<b>71</b>	<b>69</b>	<b>140</b>	<b>46</b>	<b>58</b>	<b>104</b>	<b>41</b>	<b>46</b>	<b>87</b>

\*\*Numbers taken from each respective project's approved Transportation study/EAS.

The volume of pedestrian trips generated by the proposed project and the four other projects are shown in Table 4. The proposed project is expected to generate 103 pedestrian trips (walk plus bus and subway trips) during the weekday AM peak hour, 499 trips during the midday peak hour, 319 trips during the PM peak hour, and 351 trips during the Saturday peak hour. Because the volume of pedestrian trips generated by the proposed project would exceed the *2014 CEQR Technical Manual's* Level 1 threshold for pedestrians (200 pedestrian trips per hour) during the weekday midday and PM peak hours, and the Saturday peak hour, a Level 2 pedestrian assignment is needed to assess if there is a need to perform detailed pedestrian analyses.

Cumulatively, all five projects would generate 327 person trips during the weekday AM peak hour, 1,692 person trips during the weekday midday peak hour, 951 person trips during the weekday PM peak hour, and 1,088 person trips during the Saturday midday peak hour. Due to the location of each of the project sites and the distance between them, the total number of expected pedestrians would be dispersed throughout the surrounding area and would not be concentrated on a single crosswalk. A Level 2 pedestrian assignment was conducted to determine the need for detailed pedestrian analyses.

**Table Cumulative-4  
Person Trip Generation**

Development	Mode	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
95 West 95 <sup>th</sup> Street (Proposed Action)	Bus	11	3	14	25	25	50	21	22	43	19	24	43
	Subway	24	9	33	69	68	137	49	52	101	48	57	105
	Walk/Other	32	24	56	156	156	312	87	88	175	99	104	203
	<b>Total</b>	<b>67</b>	<b>36</b>	<b>103</b>	<b>250</b>	<b>249</b>	<b>499</b>	<b>157</b>	<b>162</b>	<b>319</b>	<b>166</b>	<b>185</b>	<b>351</b>
70 West 93 <sup>rd</sup> Street**	Bus	1	0	1	8	6	14	4	3	7	5	4	9
	Subway	4	2	6	32	22	54	17	12	29	21	15	36
	Walk/Other	14	7	21	112	78	190	60	42	102	72	52	124
	<b>Total</b>	<b>19</b>	<b>9</b>	<b>28</b>	<b>152</b>	<b>106</b>	<b>258</b>	<b>81</b>	<b>57</b>	<b>138</b>	<b>98</b>	<b>71</b>	<b>169</b>
Leader House**	Bus	13	4	17	23	23	46	10	18	28	13	13	26
	Subway	26	13	39	80	80	160	38	49	87	48	48	96
	Walk/Other	46	41	87	253	253	506	127	131	258	156	156	312
	<b>Total</b>	<b>85</b>	<b>58</b>	<b>143</b>	<b>356</b>	<b>356</b>	<b>712</b>	<b>175</b>	<b>198</b>	<b>373</b>	<b>217</b>	<b>217</b>	<b>434</b>
The Axton**	Bus	7	1	8	7	7	14	3	8	11	4	4	8
	Subway	12	3	15	21	21	42	9	16	25	12	12	24
	Walk/Other	12	10	22	59	59	118	29	31	60	36	36	72
	<b>Total</b>	<b>31</b>	<b>14</b>	<b>45</b>	<b>87</b>	<b>87</b>	<b>174</b>	<b>41</b>	<b>55</b>	<b>96</b>	<b>52</b>	<b>52</b>	<b>104</b>
Heywood Towers**	Bus	0	0	0	1	2	3	1	1	2	1	1	2
	Subway	1	1	2	5	5	10	2	3	5	3	3	6
	Walk/Other	3	3	6	18	18	36	9	9	18	11	11	22
	<b>Total</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>24</b>	<b>25</b>	<b>49</b>	<b>12</b>	<b>13</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>30</b>
<b>Cumulative – All Projects</b>	Bus	<b>32</b>	<b>8</b>	<b>40</b>	<b>64</b>	<b>63</b>	<b>127</b>	<b>39</b>	<b>52</b>	<b>91</b>	<b>42</b>	<b>46</b>	<b>88</b>
	Subway	<b>67</b>	<b>28</b>	<b>95</b>	<b>207</b>	<b>196</b>	<b>403</b>	<b>115</b>	<b>132</b>	<b>247</b>	<b>132</b>	<b>135</b>	<b>267</b>
	Walk/Other	<b>107</b>	<b>85</b>	<b>192</b>	<b>598</b>	<b>564</b>	<b>1162</b>	<b>312</b>	<b>301</b>	<b>613</b>	<b>374</b>	<b>359</b>	<b>733</b>
	<b>Total</b>	<b>206</b>	<b>121</b>	<b>327</b>	<b>869</b>	<b>823</b>	<b>1692</b>	<b>466</b>	<b>485</b>	<b>951</b>	<b>548</b>	<b>540</b>	<b>1088</b>

\*\*Numbers taken from each respective project's approved Transportation study/EAS.



### 13.1.4 Trip Assignment

#### *Vehicle Trips*

Vehicle trip increments shown in Table 3 were assigned through the surrounding street network based on expected routes to the project site, the configuration of the roadway network, and the anticipated entrances to the site. Trip assignments for all five projects are discussed below.

A vehicular trip assignment was performed for all five projects for the weekday midday peak hour – the worst peak hour in terms of total (cumulative) expected vehicle trip generation (140 vph). The cumulative trip increment assignment map from the 70 West 93rd Street EAS, which included four of the five projects, was used to develop cumulative trip assignments. Increments for the proposed project, were developed and added to this layer to develop overall cumulative trip increments. These assignments were developed using travel pattern assumptions such as origin-destination and trip routes based on the 70 West 93rd Street EAS.

Vehicles arriving from the south, which account for 40 percent of vehicle trips, would arrive at the study area via Broadway, Amsterdam Avenue, and Central Park West; vehicles arriving from the north, which account for 40 percent of vehicle trips, would arrive via Broadway, Columbus Avenue, and Central Park West; vehicles from the east and west, which account for 10 percent each, would arrive via West 96th Street. All vehicles were assigned directly to their destination; 50 percent of vehicles were assumed to park on the street near their destination and 50 percent of vehicles were routed past their destination to on- or off-street parking on adjacent streets.

As shown in Table 3, the proposed project would generate the highest number of vehicle trips of all the projects during the weekday midday peak hour. The intersections closest to the proposed project, Columbus Avenue and West 95<sup>th</sup> Street and Columbus Avenue and West 96<sup>th</sup> Street, could be expected to experience the highest increase in traffic volume. Based on the cumulative assignments described above, during the weekday midday peak hour, Columbus Avenue and West 95<sup>th</sup> Street would experience a total increment of 44 vehicles and Columbus Avenue and West 96<sup>th</sup> Street would experience a total increment of 41 vehicles, which is below the threshold for further analysis. Therefore, there would be no potential for adverse cumulative effect of these projects on vehicular traffic conditions. Vehicle increment maps for each of these developments are found in the Appendix.

#### *Pedestrian Trips*

Since the cumulative volume of pedestrian trips from all five projects combined exceeds the CEQR Level 1 threshold, a Level 2 pedestrian trip assignment was performed for the weekday midday peak hour. A trip assignment was only performed for the midday peak hour since the weekday midday peak hour had the highest cumulative pedestrian trip generation and further detailed pedestrian analyses would be screened out for the other three peak hours if detailed analyses would screen out for the weekday midday peak hour.

The majority of pedestrian trips generated by the proposed project were assigned to the crosswalks and corner elements at Columbus Avenue and West 95<sup>th</sup> and West 96<sup>th</sup> Streets due to their proximity to the project site, bus stops, and subway stations. These trips would heavily overlap with trips from the Axton, located at Amsterdam Avenue between 95<sup>th</sup> Street and 96<sup>th</sup> Street. In addition, a marginal number of trips arriving from the south on Columbus Avenue would overlap with pedestrian trips generated by Leader House and 70 West 93<sup>rd</sup> Street, located across Columbus Avenue from each other between 92<sup>nd</sup> Street and 93<sup>rd</sup> Street.

The assignment of subway trips was evenly distributed between the station at 96<sup>th</sup> Street and Broadway for the 1, 2, and 3 trains and the station at 96th Street and Central Park West for the B and C trains and routed through the pedestrian network to their destination. All bus trips were assigned to the M7 and M11 north/south bus routes (northbound on Amsterdam Avenue and southbound on Columbus Avenue) and the M96 crosstown bus route and were distributed through the pedestrian network between the routes' closest bus stop and the site.

Pedestrian increment volumes during the weekday midday peak hour due to the proposed project, in addition to pedestrian increment volumes generated by the Axton at the intersections of Columbus Avenue and West 95<sup>th</sup> and West 96<sup>th</sup> Streets, are shown in Table 5. As shown in the table, all pedestrian elements at these locations would be below the 200 pedestrians per hour threshold, and no further analysis is needed.

**Table Cumulative 5: Weekday Midday CUMULATIVE Pedestrian Increment Volumes**

Intersection	Crosswalk	Total
West 95th Street and Columbus Avenue	North	<b>98</b>
	South	<b>27</b>
	East	<b>165</b>
	West	<b>108</b>
West 96th Street and Columbus Avenue	North	<b>48</b>
	South	<b>150</b>
	East	<b>145</b>
	West	<b>75</b>

The west crosswalk of West 93<sup>rd</sup> Street and Columbus Avenue would have pedestrian increment volumes that exceed the 200 pedestrians per hour threshold for further analysis in the 70 West 93<sup>rd</sup> Street EAS, in which the weekday midday peak hour pedestrian increment volume was 290 pedestrians. As reported in the *70 West 93rd Street EAS*, detailed analysis of that crosswalk in that EAS resulted in LOS A under that project’s future Build condition. With the proposed project at 95 West 95<sup>th</sup> Street, the pedestrian increment volume at that crosswalk would increase to 312 pedestrians during the weekday midday peak hour and would likely continue to operate at an acceptable level of service.

13.2 Conclusion

While the volume of vehicle trips generated by the proposed project exceeds 50 vph during at least one peak hour, the total volume increments at each individual intersection are less than 50 vph and would not create the need for further traffic analysis. No Level 2 transit trip thresholds are expected to be exceeded by the volume of cumulative peak hour subway and bus trips generated by the all the projects. The expected cumulative pedestrian volumes would exceed 200 pedestrian per hour during at least one peak hour, however, once these trips are assigned, none of the crosswalks at the intersections of Columbus Avenue and West 96th Street, and Columbus Avenue and West 95<sup>th</sup> Street would exceed the 200 pedestrians per hour threshold. Therefore no further analysis is warranted and no impacts are anticipated.

APPENDIX A:

PROPOSED MAXIMUM DEVELOPMENT  
VERSUS ZONING CAPACITY



**Proposed Maximum Development Versus Zoning Capacity**

**Site 10**

	<b>C1-9 (R-10)</b>		<b>R-9</b>		<b>Total</b>	
	Proposed	Capacity	Proposed	Capacity	Proposed	Capacity
<b>Lot Area (sq. ft.)</b>	26,990	26,990	5,035	5,035	32,025	32,025
<b><u>Lot Coverage (sq. ft.)</u></b>						
Total	21,018	-	5,035	-	26,053	-
Residential	9,729	-	3,150	-	12,879	-
Community Facility	3,495	-	1,885	-	5,380	-
Commercial	7,794	-	0	-	7,794	-
<b><u>Floor Area (sq. ft.)</u></b>						
Total	276,414	320,250*	8,144	320,250*	284,558	320,250
Residential	244,667	269,900	3,150	29,958	247,817	299,858
Community Facility	6,947	320,250*	4,994	320,250*	11,941	320,250
Commercial	24,800	53,980	-	-	24,800	53,980
<b><u>Total F.A.R.</u></b>	10.2	10	1.62	10	-	-
<b><u>Residential</u></b>						
Height Factor	-	-	-	33	-	-
F.A.R.	9.1	10	0.63	1.6	-	-
Open Space (sq. ft.)	7,569	-	1,885	-	9,454	-
Open Space Ratio	n/a	-	-	-	-	-
<b><u>Density</u></b>						
Net Max Res. FA (sq. ft.)	-	269,900	3,150	24,964	-	-
DU Factor	-	680	-	680	-	-
Dwelling Units	249	397	-	37	249	-
<b>Parking per Zoning</b>	-	-	-	-	98	-

\*Maximum permitted community facility floor area may be located in the R-9 district or the C1-9 district

**PROPOSED MAXIMUM DEVELOPMENT VERSUS ZONING CAPACITY**

**TOTALS FOR ENTIRE LARGE SCALE RESIDENTIAL DEVELOPMENT**

	<b>R10</b>		<b>R9</b>		<b>R7-2</b>		<b>Total</b>	
	<u>Proposed</u>	<u>Capacity</u>	<u>Proposed</u>	<u>Capacity</u>	<u>Proposed</u>	<u>Capacity</u>	<u>Proposed</u>	<u>Capacity</u>
<b>Lot Area (s.f.)</b>	640,743	640,743	138,316	138,316	472,930	472,930	1,251,989	1,251,989
<b><u>Lot Coverage</u></b>								
<b>(s.f.)</b>								
<b>Total</b>	310,395	-	67,081	-	152,521	-	529,997	-
<b>Residential</b>	290,344	-	67,081	-	114,727	-	472,152	-
<b>Comm. Facility</b>	6,423	-	-	-	37,794	-	44,217	-
<b>Commercial</b>	13,628	-	-	-	-	-	13,628	-
<b><u>Floor Area (s.f.)</u></b>								
<b>Total</b>	5,193,525	6,407,430	920,144	963,566	1,280,350	2,398,065	7,394,019	9,769,061
<b>Residential</b>	4,801,368	5,460,397	911,650	960,066	1,133,111	1,169,627	6,846,129	7,590,090
<b>Comm. Facility</b>	117,201	598,353	8,494	3,500	146,153	1,296,623	271,848	1,898,476
<b>Commercial</b>	274,956	348,680	-	-	1,086	1,100	276,042	349,780
<b><u>Total F.A.R.</u></b>	8.11	10	6.65	-	2.71	-	-	-
<b><u>Residential</u></b>								
<b>Height Factor</b>	-	-	-	-	-	-	-	-
<b>F.A.R.</b>	7.50	-	6.59	-	2.37	-	-	-
<b>Open Space (s.f.)</b>	305,066	-	64,085	-	284,103	-	653,254	-
<b>Open Space Ratio</b>	-	-	7.8	-	25.5	-	-	-
<b><u>Density</u></b>								
<b>Net. Max. Res. F.A.</b>	-	5,460,397	-	960,066	-	1,169,627	-	-
<b>D.U. Factor</b>	-	680	-	680	-	680	-	-
<b>Dwelling Units</b>	4,445	8,030	838	1,412	1,188	1,720	6,471	11,162

\*substantial compliance change

APPENDIX B:  
TRANSPORTATION BACK-UP





To: New York City Department of City Planning

Date: September 1, 2017 Memorandum

CC: James Heineman – Equity Environmental  
Engineering  
Scott Alper – Witkoff Properties

Project #: 25623.00

From: Marty Taub and Alfred Yeung – VHB

Re: 95 West 95<sup>th</sup> Street EAS -- Travel Demand  
Analysis Memorandum – DRAFT

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## INTRODUCTION

This memorandum summarizes the transportation screening analysis for the 95 West 95<sup>th</sup> Street EAS as per the *2014 City Environmental Quality Review (CEQR) Technical Manual*. It provides a detailed description of the project analysis framework and travel demand assumptions used to determine the number of trips generated by the proposed enlargement (i.e. the “proposed project”). In addition, the trips expected to be generated by the proposed project were combined with trips generated by four nearby developments involving modifications pursuant to Zoning Resolution 78-06(b)(3) of the previously approved West Side Large Scale Residential Development to determine the cumulative effect of these proposed developments.

The proposed project site is located at the northeast corner of Columbus Avenue and West 95<sup>th</sup> Street on the Upper West Side of Manhattan and consists of an existing residential high-rise building with ground level commercial use as well as a separate one-story commercial structure. The proposed project would include construction of a two-story enlargement between the building and the street lines on Columbus Avenue and West 95<sup>th</sup> and West 96<sup>th</sup> Streets. The proposed enlargement would house local retail and community facility/medical office uses.

The proposed project would include a net increase of 20,819 gsf of local retail space and 11,941 gsf of community facility space. A transportation screening analysis was performed for this proposed project and is detailed below. In addition, a transportation screening analysis was performed for the cumulative trips generated by the proposed project and four other projects in the vicinity of the proposed project site that would result from modifications under Z.R. 78-06(b)(3). Expected trip generation by those projects were taken from each of their EAS documents.

## PRINCIPAL FINDINGS

The existing building at 95 West 95<sup>th</sup> Street would have a proposed enlargement that would include a net increase of 20,819 gsf of local retail space and 11,941 gsf of community facility space (i.e. the proposed project). A Level 1 and Level 2 trip generation and trip assignment screening was completed for the proposed project. Pedestrian trips generated by the proposed project exceeded the 200 pedestrian threshold for Level 1 screening for the weekday midday, weekday PM, and Saturday peak hours. Vehicle trips generated by the proposed project exceeded the 50 vehicle threshold for Level 1 screening for the weekday midday peak hour. Vehicle and pedestrian trip assignments for the proposed project alone would not result in any intersections exceeding the Level 2 vehicle and pedestrian thresholds requiring further analysis.

Cumulatively with four similar projects in the study area, the 50 vehicle trip threshold and 200 pedestrian trip threshold for Level 1 screening would be exceeded during each of the weekday AM, weekday midday, weekday PM,

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P 212.857.7350

and Saturday midday peak hours. A Level 2 trip assignment was completed for the cumulative trip generation for all five projects. The pedestrian elements at West 96<sup>th</sup> Street and Columbus Avenue, and at West 95<sup>th</sup> Street and Columbus Avenue would all be below the 200 pedestrian threshold. For vehicular traffic, Columbus Avenue and West 95<sup>th</sup> Street would experience a cumulative increment of 44 vehicles and Columbus Avenue and West 96<sup>th</sup> Street would experience a cumulative increment of 46 vehicles during the weekday midday peak hour, which is below the 50 vehicle threshold for further analysis.

### **CEQR TRANSPORTATION ANALYSIS SCREENING**

According to the *2014 CEQR Technical Manual* procedures for transportation analysis, a two-tiered screening process is to be undertaken to determine whether a quantified analysis is necessary. The first step, the Level 1 (Trip Generation) screening, determines whether the volume of peak hour person and vehicle trips generated by the proposed project would remain below the minimum thresholds for further study.

These thresholds are:

- 50 peak hour vehicle trip ends;
- 200 peak hour subway/rail or bus transit riders; and
- 200 peak hour pedestrian trips.

If the proposed project results in increments that would exceed any of these thresholds, a Level 2 (Trip Assignment) screening assessment is typically performed. Under this assessment, project-generated trips that exceed Level 1 thresholds are assigned to and from the site through their respective networks (streets, bus and subway lines, sidewalks, etc.) based on expected origin-destination patterns and travel routes.

#### **Level 1 Screening Assessment (Trip Generation)**

The travel demand factors used to calculate the projected number of trips generated by the proposed project were obtained primarily from the *2014 CEQR Technical Manual* and previously approved New York City EISs and EASs such as the *70 West 93<sup>rd</sup> Street EAS (2015)* and *East New York Rezoning Proposal FEIS (2016)*. Table 1 provides the travel demand assumptions used for the weekday AM, midday, and PM and Saturday midday peak hours.

**Table 1 –Travel Demand Assumptions**

	Local Retail	Community Facility (Medical Office)
<b>Weekday Person Trip Generation Rate</b>	205 <sup>1</sup> <i>per 1,000 SF</i>	127 <sup>3</sup> <i>per 1,000 SF</i>
<b>Saturday Person Trip Generation Rate</b>	240 <sup>1</sup> <i>per 1,000 SF</i>	127 <sup>3</sup> <i>per 1,000 SF</i>
Linked Trip Credit	50.0% <sup>2</sup>	0.0% <sup>3</sup>
Taxi Credit	50.0% <sup>2</sup>	0.0% <sup>3</sup>
<b><u>Temporal Distribution</u></b>		
Weekday AM Peak	3.0% <sup>1</sup>	4.0% <sup>3</sup>
Weekday Midday Peak	19.0% <sup>1</sup>	11.0% <sup>3</sup>
Weekday PM Peak	10.0% <sup>1</sup>	12.0% <sup>3</sup>
Saturday Midday Peak	10.0% <sup>1</sup>	11.0% <sup>3</sup>
<b><u>Modal Split</u></b>		
Auto	2.0% <sup>2</sup>	30.0% <sup>3</sup>
Taxi	3.0% <sup>2</sup>	2.0% <sup>3</sup>
Bus	5.0% <sup>2</sup>	18.0% <sup>3</sup>
Subway	20.0% <sup>2</sup>	33.0% <sup>3</sup>
Walk/Other	70.0% <sup>2</sup>	17.0% <sup>3</sup>
<b><u>Weekday Vehicle Occupancy</u></b>		
Auto	2.00 <sup>2</sup>	1.50 <sup>3</sup>
Taxi	2.00 <sup>2</sup>	1.50 <sup>3</sup>
<b><u>Saturday Vehicle Occupancy</u></b>		
Auto	2.00 <sup>2</sup>	1.50 <sup>3</sup>
Taxi	2.00 <sup>2</sup>	1.50 <sup>3</sup>
<b><u>Directional Split (Ins)</u></b>		
Weekday AM Peak	50.0% <sup>2</sup>	89.0% <sup>3</sup>
Weekday Midday Peak	50.0% <sup>2</sup>	51.0% <sup>3</sup>
Weekday PM Peak	50.0% <sup>2</sup>	48.0% <sup>3</sup>
Saturday Midday Peak	50.0% <sup>2</sup>	41.0% <sup>3</sup>
<hr style="border-top: 1px dashed black;"/>		
<b>Weekday Truck Trip Gen Rate</b>	0.35 <sup>1</sup> <i>per 1,000 SF</i>	0.29 <sup>3</sup> <i>per 1,000 SF</i>
<b>Saturday Truck Trip Gen Rate</b>	0.04 <sup>1</sup> <i>per 1,000 SF</i>	0.29 <sup>3</sup> <i>per 1,000 SF</i>
<b><u>Truck Temporal Distribution</u></b>		
AM Peak	8.0% <sup>1</sup>	3.0% <sup>3</sup>
Midday Peak	11.0% <sup>1</sup>	11.0% <sup>3</sup>
PM Peak	2.0% <sup>1</sup>	1.0% <sup>3</sup>
Saturday Midday Peak	11.0% <sup>1</sup>	0.0% <sup>3</sup>

1. 2014 CEQR Technical Manual
2. 70 West 93<sup>rd</sup> Street EAS (CEQR Ref. No. 15DCP148M)
3. East New York Rezoning Proposal FEIS (CEQR Ref. No. 15DCP102K)

**Local Retail**

For the local retail use, a trip generation rate of 205 daily person trips per 1,000 sf for weekdays and 240 daily person trips per 1,000 sf for Saturdays was obtained from the 2014 CEQR Technical Manual. Temporal distributions were also taken from the 2014 CEQR Technical Manual; vehicle occupancy, modal split, and directional distributions were obtained from the 70 West 93<sup>rd</sup> Street EAS (2015). The modal split assumed for the weekday AM, midday, and PM and Saturday midday peak hours are 2 percent by auto, 3 percent by taxi, 5 percent by bus, 20 percent by subway,



and 70 percent by walk or other modes. These modal splits were used in the previously completed environmental reviews for 70 West 93<sup>rd</sup> Street, the Axton, Leader House, and Heywood Towers. Vehicle occupancies of 2.00 persons per auto and 2.00 persons per taxi were used for all peak analysis hours. The temporal distributions used were 3 percent, 19 percent, 10 percent, and 10 percent for the weekday AM, midday, and PM and Saturday peak hours, respectively, and the directional distribution used was 50 percent “in” for all peak analysis hours.

For local retail delivery trips, a weekday trip generation rate of 0.35 daily trucks per 1,000 sf for weekdays and 0.04 daily trucks per 1,000 sf for Saturdays and temporal distributions of 8 percent, 11 percent, 2 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the *2014 CEQR Technical Manual*.

#### *Medical Office*

For the medical office use, a trip generation rate of 127 daily person trips per 1,000 sf for weekdays and Saturdays was obtained from the *East New York Rezoning Proposal FEIS (2016)*. Temporal distributions, modal split, vehicle occupancy, and directional distributions were also obtained from the *East New York Rezoning Proposal FEIS (2016)*. The modal split assumed for the weekday AM, midday, and PM and Saturday midday peak hours are 30 percent by auto, 2 percent by taxi, 18 percent by bus, 33 percent by subway, and 17 percent by walk or other modes. Vehicle occupancies of 1.50 persons per auto and taxi were used for weekday and Saturday peak analysis hours. The directional distributions used were 89 percent, 51 percent, 48 percent, and 41 percent “in” for the weekday AM, midday, PM, and Saturday peak hours, respectively. The temporal distributions used were 4 percent, 11 percent, 12 percent, and 11 percent for the weekday AM, midday, PM, and Saturday peak analysis hours, respectively.

For medical office delivery trips, a trip generation rate of 0.29 daily trucks per 1,000 sf for weekdays and Saturdays and temporal distributions of 3 percent, 11 percent, 1 percent, and 0 percent for the weekday AM, midday, PM, and Saturday peak hours, respectively, were obtained from the *East New York Rezoning Proposal FEIS (2016)*.

### **Level 1 Screening Results**

#### *Transit and Pedestrians*

Subway/rail or bus trips generated by the proposed project would not exceed 200 riders during the weekday AM, weekday midday, weekday PM, or Saturday midday peak hours. Pedestrian trips generated by the proposed project would exceed the *2014 CEQR Technical Manual* Level 1 screening thresholds. As shown in Table 2 below, the increase in transit trips would be 47 person trips during the weekday AM peak hour, 187 person trips in the weekday midday peak hour, 154 person trips in the weekday PM peak hour, and 148 person trips in the Saturday midday peak hour. The net increase in pedestrian trips (walk plus transit) is expected to be 103 person trips during the weekday AM peak hour, 499 person trips during the weekday midday peak hour, 319 person trips during the weekday PM peak hour, and 351 person trips during the Saturday midday peak hour. Since the number of peak hour pedestrian trips expected to be generated by the proposed project would exceed the CEQR thresholds of 200 pedestrian trips per hour for the weekday midday and PM and Saturday peak hours, a Level 2 pedestrian assignment is needed to assess if there is a need to perform detailed pedestrian analyses.

Cumulatively, all five projects would generate 327 person trips during the weekday AM peak hour, 1,692 person trips during the weekday midday peak hour, 951 person trips during the weekday PM peak hour, and 1,088 person trips during the Saturday midday peak hour. Due to the location of each of the project sites and the distance between

them, the total number of expected pedestrians would be dispersed throughout the surrounding area and would not be concentrated on a single crosswalk. A Level 2 pedestrian assignment was conducted to determine the need for detailed pedestrian analyses.

**Table 2: Trip Generation Summary – Pedestrian Trips**

Developme	Mode	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
95 West 95 <sup>th</sup> Street	Bus	11	3	14	25	25	50	21	22	43	19	24	43
	Subway	24	9	33	69	68	137	49	52	101	48	57	105
	Walk/Other	32	24	56	156	156	312	87	88	175	99	104	203
	<b>Total</b>	<b>67</b>	<b>36</b>	<b>103</b>	<b>250</b>	<b>249</b>	<b>499</b>	<b>157</b>	<b>162</b>	<b>319</b>	<b>166</b>	<b>185</b>	<b>351</b>
70 West 93 <sup>rd</sup> Street**	Bus	1	0	1	8	6	14	4	3	7	5	4	9
	Subway	4	2	6	32	22	54	17	12	29	21	15	36
	Walk/Other	14	7	21	112	78	190	60	42	102	72	52	124
	<b>Total</b>	<b>19</b>	<b>9</b>	<b>28</b>	<b>152</b>	<b>106</b>	<b>258</b>	<b>81</b>	<b>57</b>	<b>138</b>	<b>98</b>	<b>71</b>	<b>169</b>
Leader House**	Bus	13	4	17	23	23	46	10	18	28	13	13	26
	Subway	26	13	39	80	80	160	38	49	87	48	48	96
	Walk/Other	46	41	87	253	253	506	127	131	258	156	156	312
	<b>Total</b>	<b>85</b>	<b>58</b>	<b>143</b>	<b>356</b>	<b>356</b>	<b>712</b>	<b>175</b>	<b>198</b>	<b>373</b>	<b>217</b>	<b>217</b>	<b>434</b>
The Axton**	Bus	7	1	8	7	7	14	3	8	11	4	4	8
	Subway	12	3	15	21	21	42	9	16	25	12	12	24
	Walk/Other	12	10	22	59	59	118	29	31	60	36	36	72
	<b>Total</b>	<b>31</b>	<b>14</b>	<b>45</b>	<b>87</b>	<b>87</b>	<b>174</b>	<b>41</b>	<b>55</b>	<b>96</b>	<b>52</b>	<b>52</b>	<b>104</b>
Heywood Towers**	Bus	0	0	0	1	2	3	1	1	2	1	1	2
	Subway	1	1	2	5	5	10	2	3	5	3	3	6
	Walk/Other	3	3	6	18	18	36	9	9	18	11	11	22
	<b>Total</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>24</b>	<b>25</b>	<b>49</b>	<b>12</b>	<b>13</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>30</b>
<b>Cumulative – All Projects</b>	Bus	<b>32</b>	<b>8</b>	<b>40</b>	<b>64</b>	<b>63</b>	<b>127</b>	<b>39</b>	<b>52</b>	<b>91</b>	<b>42</b>	<b>46</b>	<b>88</b>
	Subway	<b>67</b>	<b>28</b>	<b>95</b>	<b>207</b>	<b>196</b>	<b>403</b>	<b>115</b>	<b>132</b>	<b>247</b>	<b>132</b>	<b>135</b>	<b>267</b>
	Walk/Other	<b>10</b>	<b>85</b>	<b>192</b>	<b>598</b>	<b>564</b>	<b>1162</b>	<b>312</b>	<b>301</b>	<b>613</b>	<b>374</b>	<b>359</b>	<b>733</b>
	<b>Total</b>	<b>20</b>	<b>121</b>	<b>327</b>	<b>869</b>	<b>823</b>	<b>1692</b>	<b>466</b>	<b>485</b>	<b>951</b>	<b>548</b>	<b>540</b>	<b>1088</b>

\*\*Numbers taken from each respective project's approved Transportation study/EAS.

### Traffic

Table 3 below summarizes the total peak hour vehicular volumes (“ins” plus “outs”) that would be generated by the proposed project and cumulatively by the seven projects in the study area.

As shown in Table 3, the increase in hourly vehicle trips generated by the proposed project would be 15 vehicles per hour (vph) during the weekday AM peak hour, 51 vph in the weekday midday peak hour, 48 vph in weekday PM peak hour, and 46 vph in the Saturday midday peak hour. Cumulatively, the five projects would generate 58 vph in the weekday AM peak hour, 140 vph in the weekday midday peak hour, 104 vph in the weekday PM peak hour, and 87

vph in the Saturday midday peak hour. Since the incremental volume of vehicle trips generated by the proposed project would exceed the 50 vehicle trip threshold, a Level 2 vehicle trip assignment was conducted for the weekday midday peak hour, the period of greatest cumulative traffic generation.

**Table 3: Trip Generation Summary – Vehicle Trips**

Development	Mode	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
95 West 95 <sup>th</sup> Street	Autos	11	2	13	19	18	37	18	20	38	15	21	36
	Taxis	1	1	2	6	6	12	5	5	10	5	5	10
	Trucks	0	0	0	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>12</b>	<b>3</b>	<b>15</b>	<b>26</b>	<b>25</b>	<b>51</b>	<b>23</b>	<b>25</b>	<b>48</b>	<b>20</b>	<b>26</b>	<b>46</b>
70 West 93 <sup>rd</sup> Street**	Autos	0	0	0	2	2	4	1	0	1	1	0	1
	Taxis	0	0	0	3	3	6	1	1	2	3	3	6
	Trucks	1	1	2	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>7</b>
Leader House**	Autos	9	2	11	9	8	17	3	10	13	4	4	8
	Taxis	7	7	14	15	15	30	10	10	20	8	8	16
	Trucks	1	1	2	1	1	2	0	0	0	0	0	0
	<b>Total</b>	<b>17</b>	<b>10</b>	<b>27</b>	<b>25</b>	<b>24</b>	<b>49</b>	<b>13</b>	<b>20</b>	<b>33</b>	<b>12</b>	<b>12</b>	<b>24</b>
The Axton**	Autos	6	0	6	4	4	8	1	5	6	2	2	4
	Taxis	4	4	8	9	9	18	7	7	14	3	3	6
	Trucks	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>	<b>10</b>	<b>4</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>26</b>	<b>8</b>	<b>12</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>10</b>
Heywood Towers**	Autos	0	0	0	0	0	0	0	0	0	0	0	0
	Taxis	0	0	0	1	1	2	0	0	0	0	0	0
	Trucks	0	0	0	0	0	0	0	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cumulative – All Projects</b>	<b>Autos</b>	<b>26</b>	<b>4</b>	<b>30</b>	<b>34</b>	<b>32</b>	<b>66</b>	<b>23</b>	<b>35</b>	<b>58</b>	<b>22</b>	<b>27</b>	<b>49</b>
	<b>Taxis</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>34</b>	<b>34</b>	<b>68</b>	<b>23</b>	<b>23</b>	<b>46</b>	<b>19</b>	<b>19</b>	<b>38</b>
	<b>Trucks</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Total</b>	<b>40</b>	<b>18</b>	<b>58</b>	<b>71</b>	<b>69</b>	<b>140</b>	<b>46</b>	<b>58</b>	<b>104</b>	<b>41</b>	<b>46</b>	<b>87</b>

\*\*Numbers taken from each respective project's approved Transportation study/EAS.

**Level 2 Screening Assessment (Trip Assignment)**

As shown above, the number of trips generated by the proposed project would exceed the 2014 CEQR Technical Manual Level 1 screening thresholds for vehicle trips during the weekday midday peak hour and pedestrian trips during the weekday midday, weekday PM, and Saturday peak hours. Cumulatively, trips generated by all five projects would exceed the 2014 CEQR Technical Manual Level 1 screening thresholds for vehicle and pedestrian trips during all peak hours analyzed. Project-generated trips and cumulative trips were assigned through the surrounding street network based on expected routes to and from the project site.



*Transit and Pedestrians*

Since the cumulative volume of pedestrian trips from all five projects combined exceeds the CEQR Level 1 threshold, a Level 2 pedestrian trip assignment was performed for the weekday midday peak hour. A trip assignment was only performed for the midday peak hour since the weekday midday peak hour had the highest cumulative pedestrian trip generation and further detailed pedestrian analyses would be screened out for the other three peak hours if detailed analyses would screen out for the weekday midday peak hour. The assignment included crosswalks in the area bordered by Broadway to the west, Central Park West to the east, West 97<sup>th</sup> Street to the north, and West 90<sup>th</sup> Street to the south to account for pedestrian trips generated by all seven projects. The majority of pedestrian trips generated by the proposed project were assigned to the crosswalks at Columbus Avenue and West 95<sup>th</sup> and West 96<sup>th</sup> Streets due to their proximity to the project site, bus stops, and subway stations. These trips would heavily overlap with trips from the Axton, located at Amsterdam Avenue between 95<sup>th</sup> Street and 96<sup>th</sup> Street. In addition, a marginal number of trips arriving from the south on Columbus Avenue would overlap with pedestrian trips generated by Leader House and 70 West 93<sup>rd</sup> Street, located across Columbus Avenue from each other between 92<sup>nd</sup> Street and 93<sup>rd</sup> Street. The assignment of subway trips was evenly distributed between the station at 96<sup>th</sup> Street and Broadway for the 1, 2, and 3 trains and the station at 96<sup>th</sup> Street and Central Park West for the B and C trains and routed through the pedestrian network to their destination. All bus trips were assigned to the M7 and M11 north/south bus routes (northbound on Amsterdam Avenue and southbound on Columbus Avenue) and the M96 crosstown bus route and were distributed thorough the pedestrian network between the routes' closest bus stop and the site.

Pedestrian increment volumes during the weekday midday peak hour due to the proposed project, in addition to pedestrian increment volumes generated by the Axton at the intersections of Columbus Avenue and West 95<sup>th</sup> and West 96<sup>th</sup> Streets, are shown in Table 4. As shown in the table, all pedestrian elements at these locations would be below the 200 pedestrians per hour threshold, and no further analysis is needed. Detailed pedestrian trip assignment maps can be found in Figures 1 through 13.

**Table 4: Weekday Midday Cumulative Pedestrian Increment Volumes**

Intersection	Crosswalk	Total
West 95th Street and Columbus Avenue	North	98
	South	27
	East	165
	West	108
West 96th Street and Columbus Avenue	North	48
	South	150
	East	145
	West	75

The west crosswalk of West 93<sup>rd</sup> Street and Columbus Avenue would have pedestrian increment volumes that exceed the 200 pedestrians per hour threshold for further analysis in the 70 West 93<sup>rd</sup> Street EAS, in which the weekday midday peak hour pedestrian increment volume was 290 pedestrians. As reported in the *70 West 93<sup>rd</sup> Street EAS*, detailed analysis of that crosswalk in that EAS resulted in LOS A under that project's future Build condition. With the proposed project at 95 West 95<sup>th</sup> Street, the pedestrian increment volume at that crosswalk would increase to 312

pedestrians during the weekday midday peak hour and would likely continue to operate at an acceptable level of service.

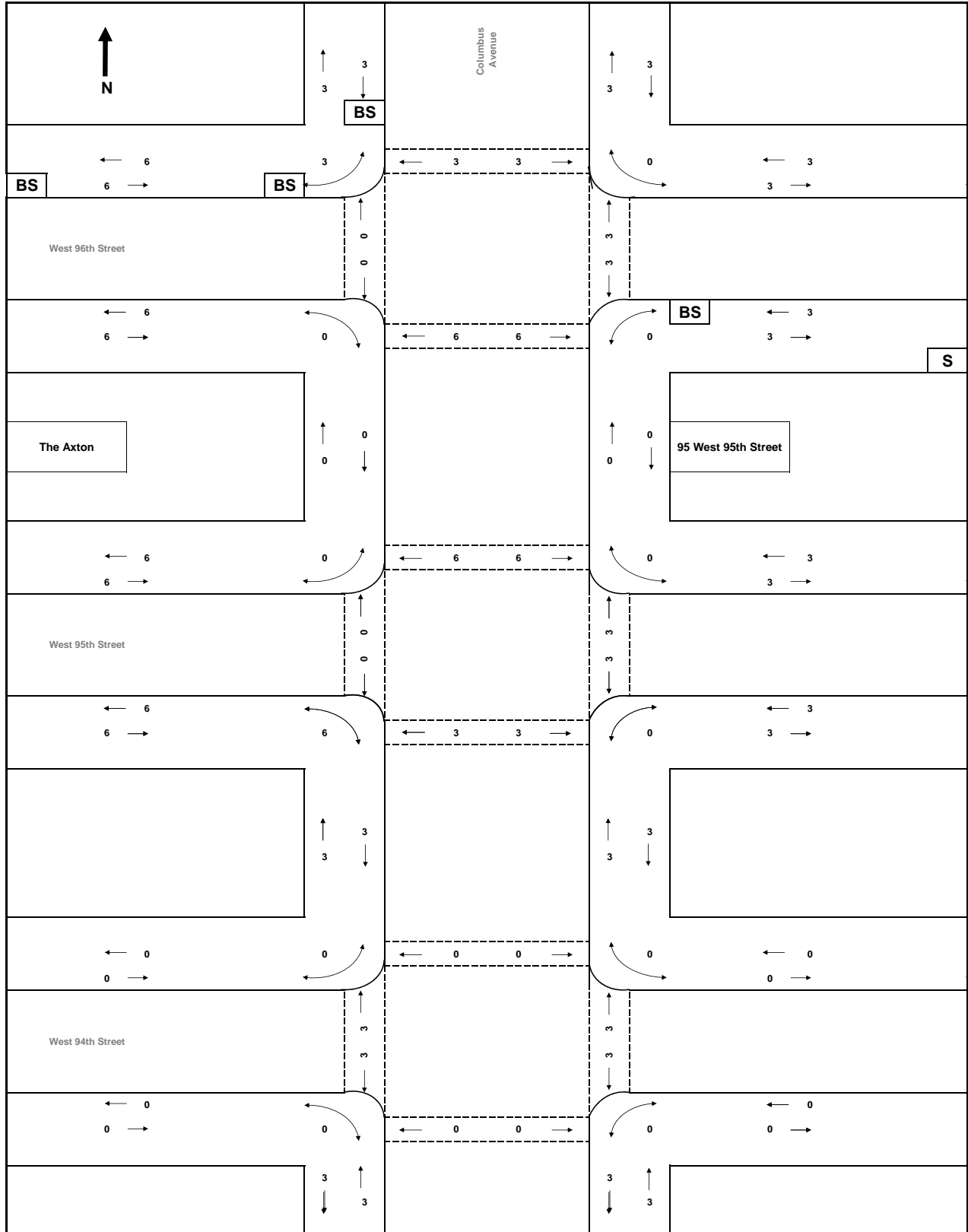
### *Traffic*

Vehicle trip increments shown in Table 3 were assigned through the surrounding street network based on expected routes to the project site, the configuration of the roadway network, and the anticipated entrances to the site. Trip assignments for all five projects are discussed below.

A vehicular trip assignment was performed for all five projects for the weekday midday peak hour – the worst peak hour in terms of total (cumulative) expected vehicle trip generation (140 vph). The cumulative trip increment assignment map from the 70 West 93<sup>rd</sup> Street EAS, which included four of the five projects, was used to develop cumulative trip assignments. Increments for all subsequent projects, including the proposed project, were developed and added to this layer to develop overall cumulative trip increments for all built or planned projects to date. These assignments were developed using travel pattern assumptions such as origin-destination and trip routes based on the 70 West 93<sup>rd</sup> Street EAS.

Vehicles arriving from the south, which account for 40 percent of vehicle trips, would arrive at the study area via Broadway, Amsterdam Avenue, and Central Park West; vehicles arriving from the north, which account for 40 percent of vehicle trips, would arrive via Broadway, Columbus Avenue, and Central Park West; vehicles from the east and west, which account for 10 percent each, would arrive via West 96<sup>th</sup> Street. All vehicles were assigned directly to their destination; 50 percent of vehicles were assumed to park on the street near their destination and 50 percent of vehicles were routed past their destination to on- or off-street parking on adjacent streets.

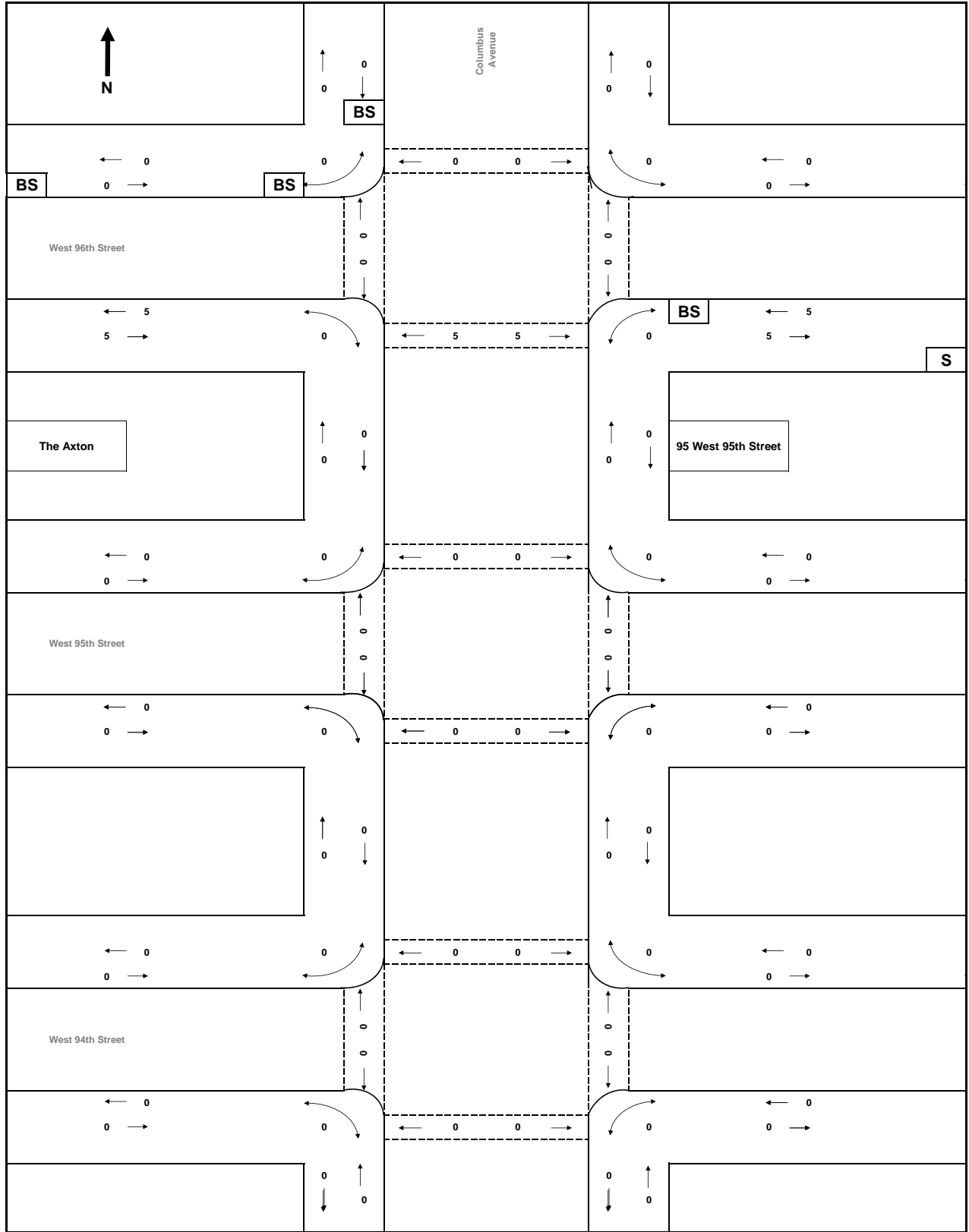
As shown in Table 3, the proposed project would generate the highest number of vehicle trips of all the projects during the weekday midday peak hour. The intersections closest to the proposed project, Columbus Avenue and West 95<sup>th</sup> Street and Columbus Avenue and West 96<sup>th</sup> Street, could be expected to experience the highest increase in traffic volume. Based on the cumulative assignments described above, during the weekday midday peak hour, Columbus Avenue and West 95<sup>th</sup> Street would experience a total increment of 44 vehicles and Columbus Avenue and West 96<sup>th</sup> Street would experience a total increment of 41 vehicles, which is below the threshold for further analysis. Detailed vehicle trip assignment maps can be found in Figures 14 through 16.



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

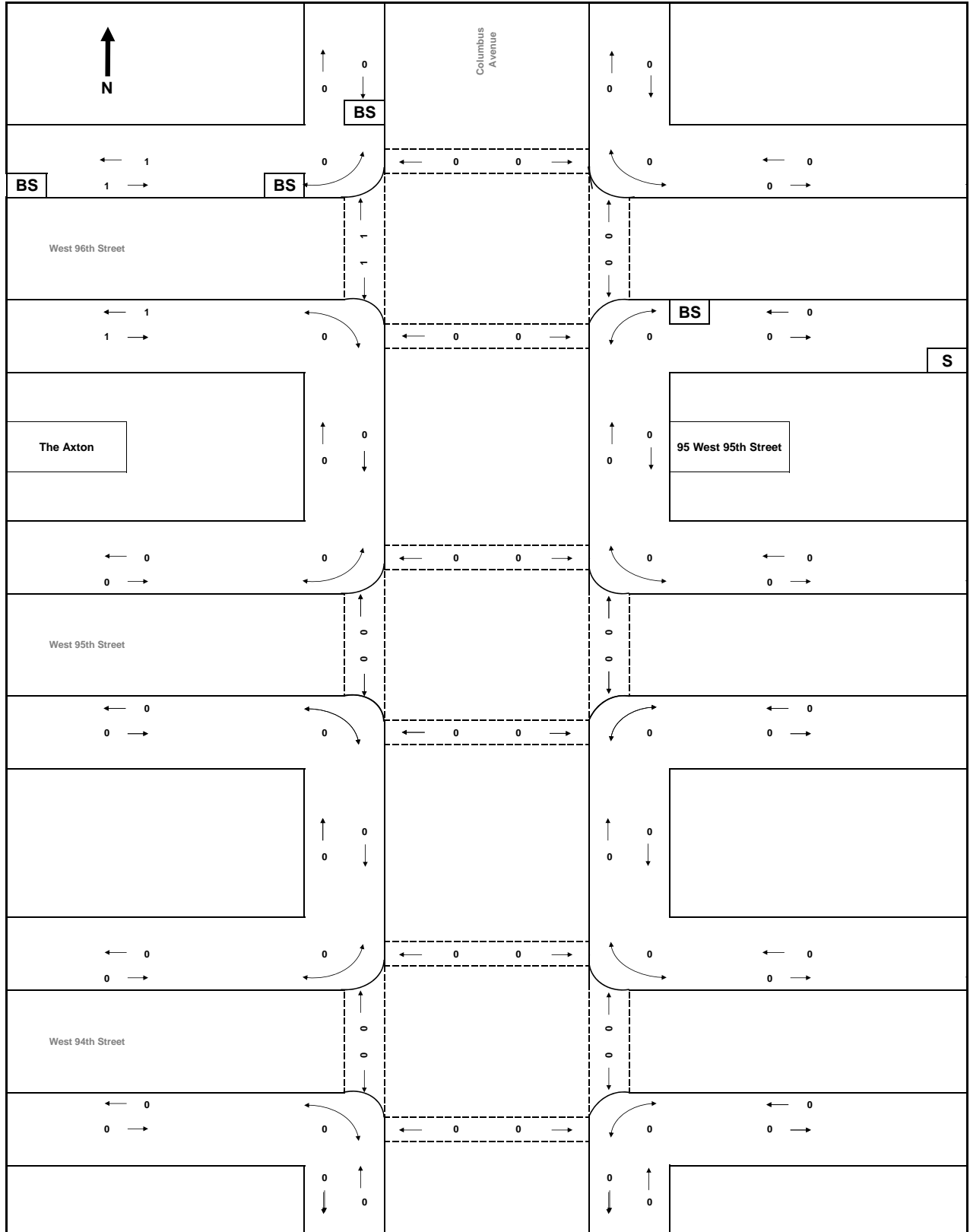
**Figure 1**  
**The Axton - Walk Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS





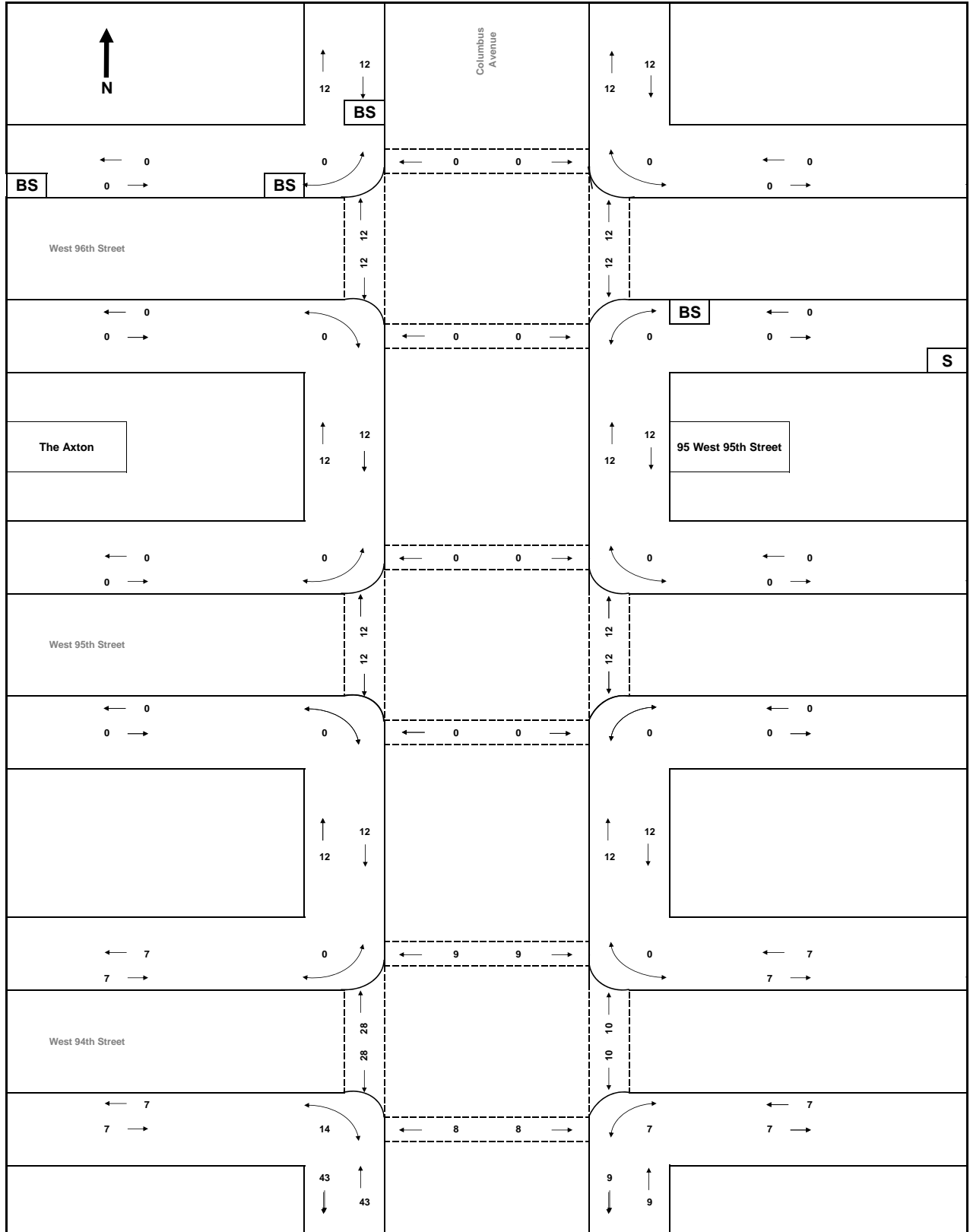
Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

**Figure 2**  
**The Axton - Subway Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

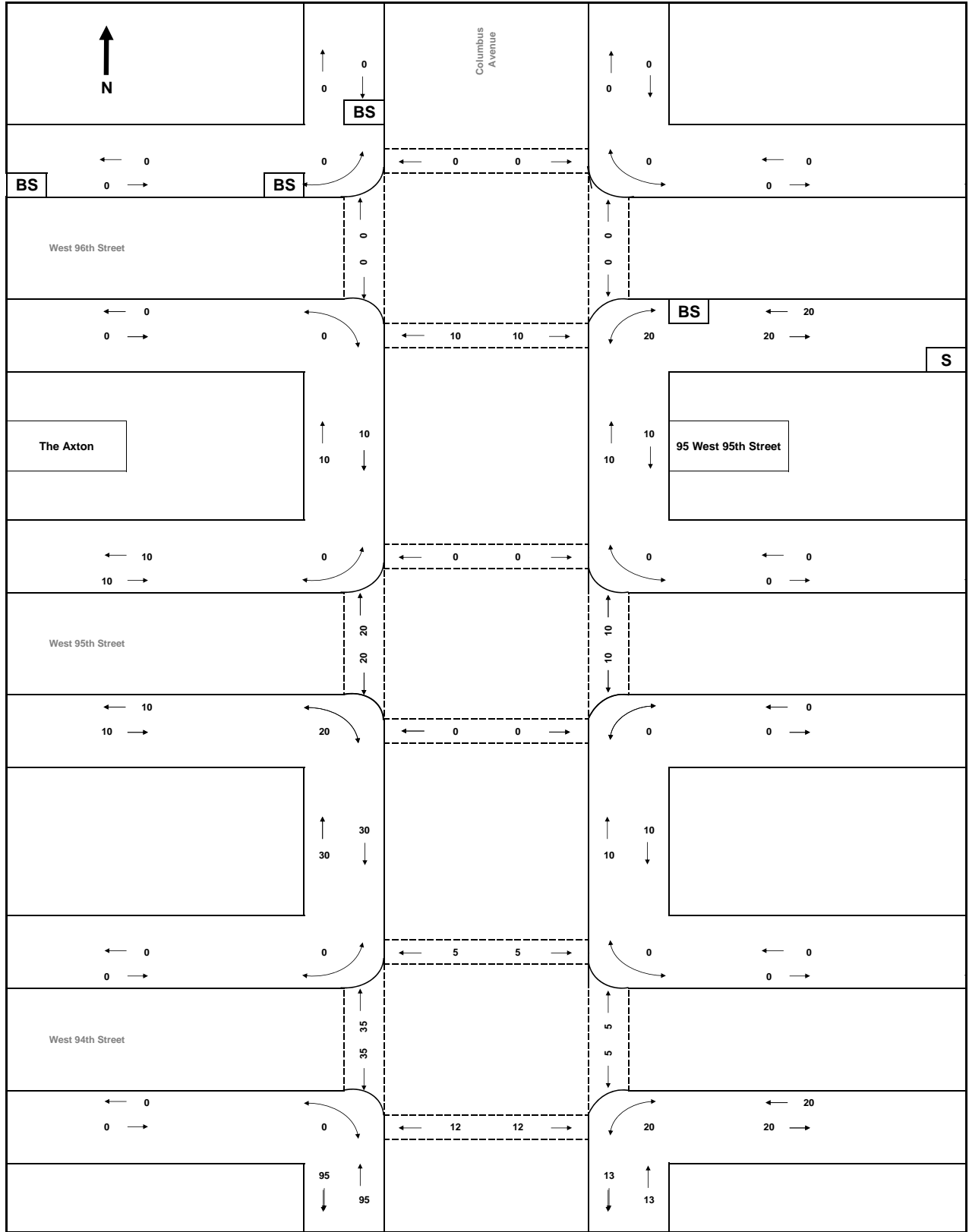
**Figure 3**  
**The Axton - Bus Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

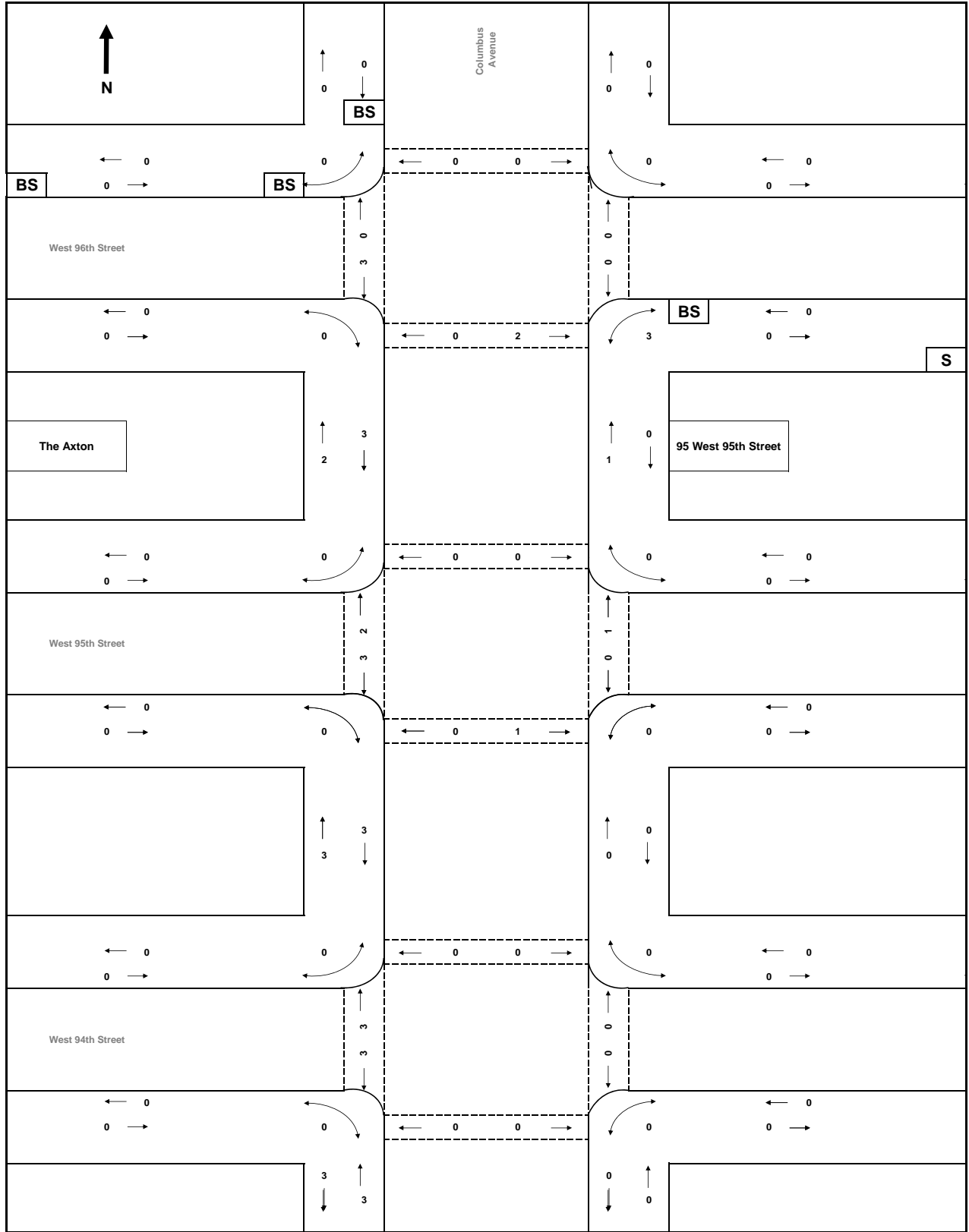
**Figure 4**  
 Leader House - Walk Trips  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS





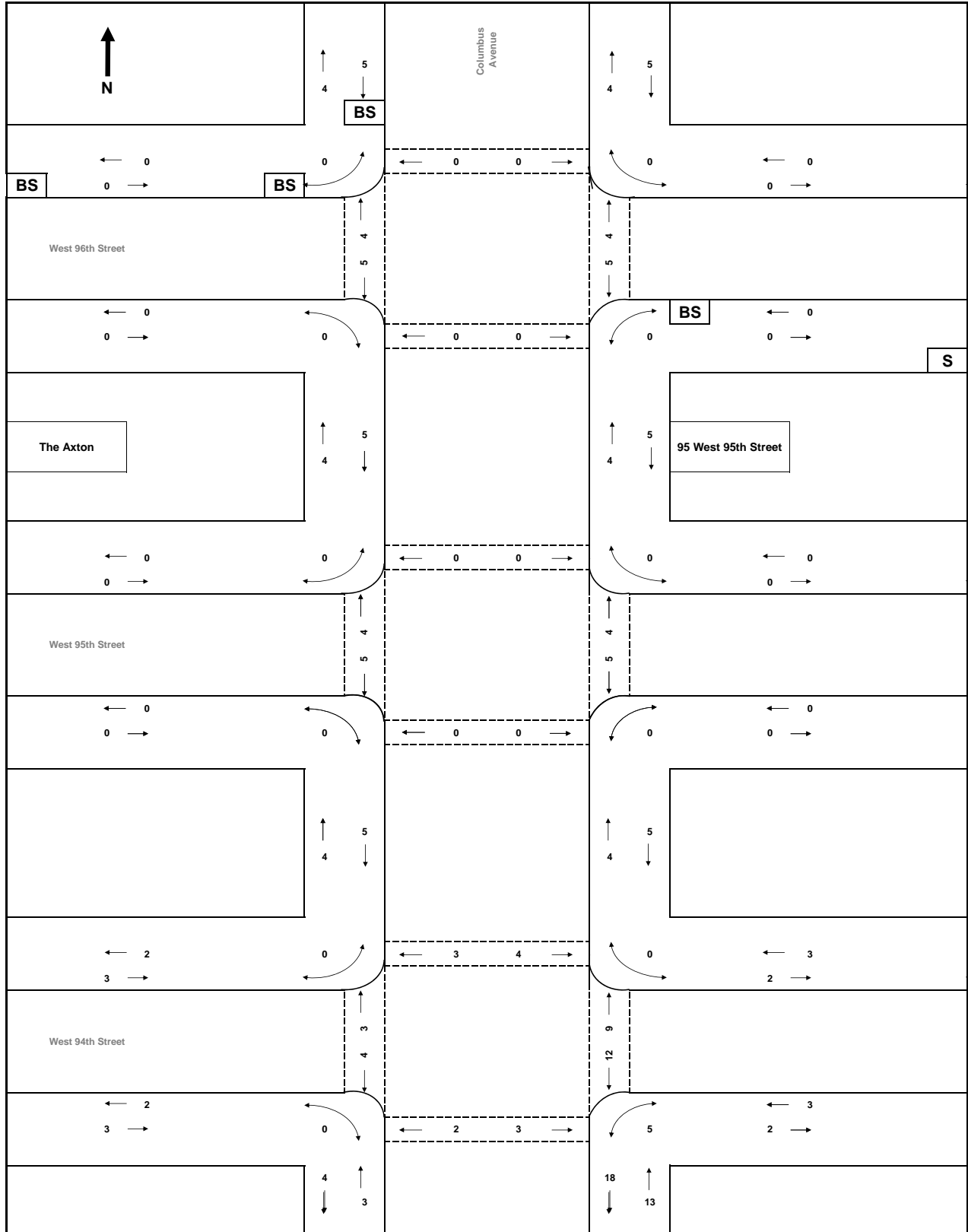
Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

**Figure 5**  
**Leader House - Subway Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

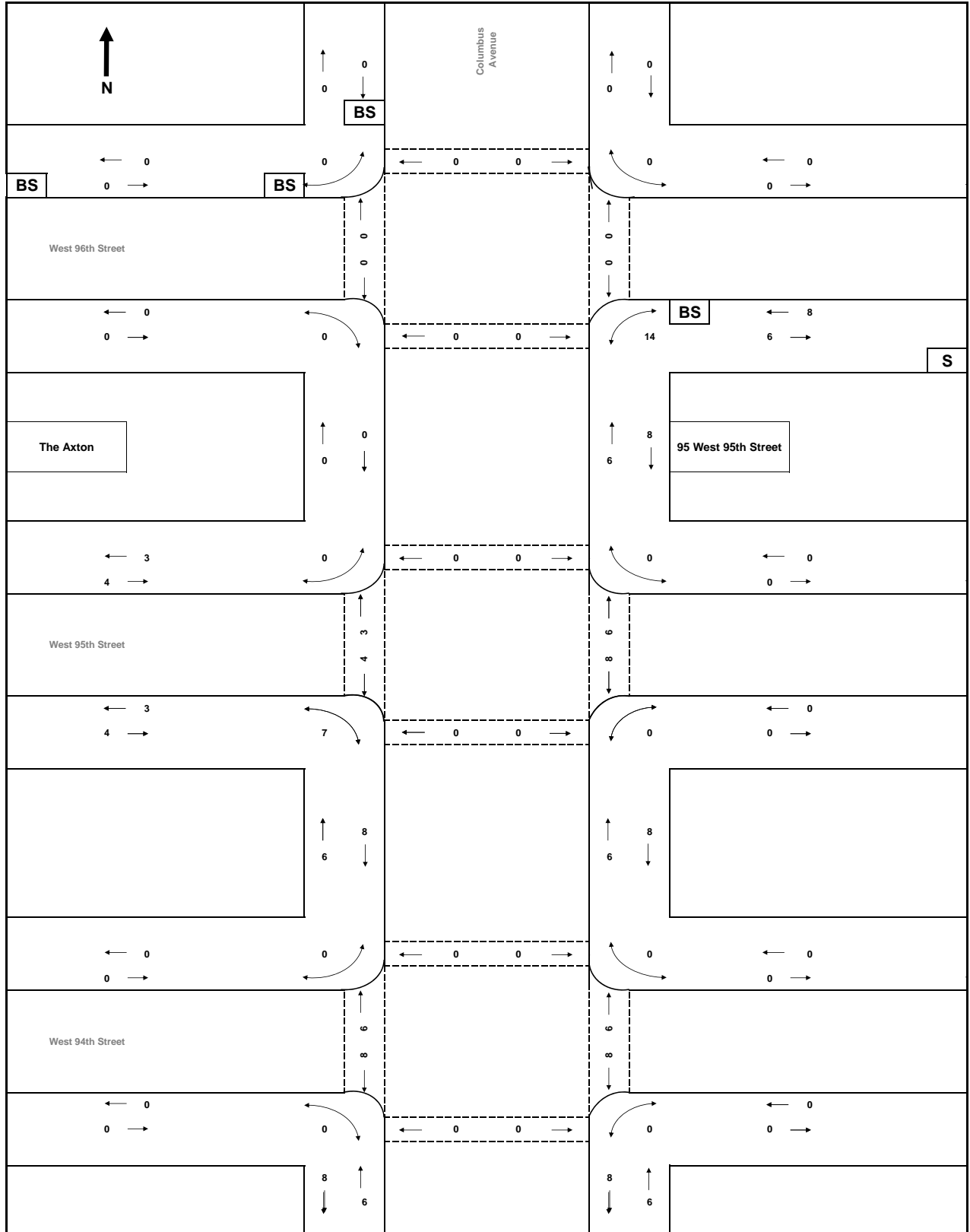
**Figure 6**  
 Leader House - Bus Trips  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

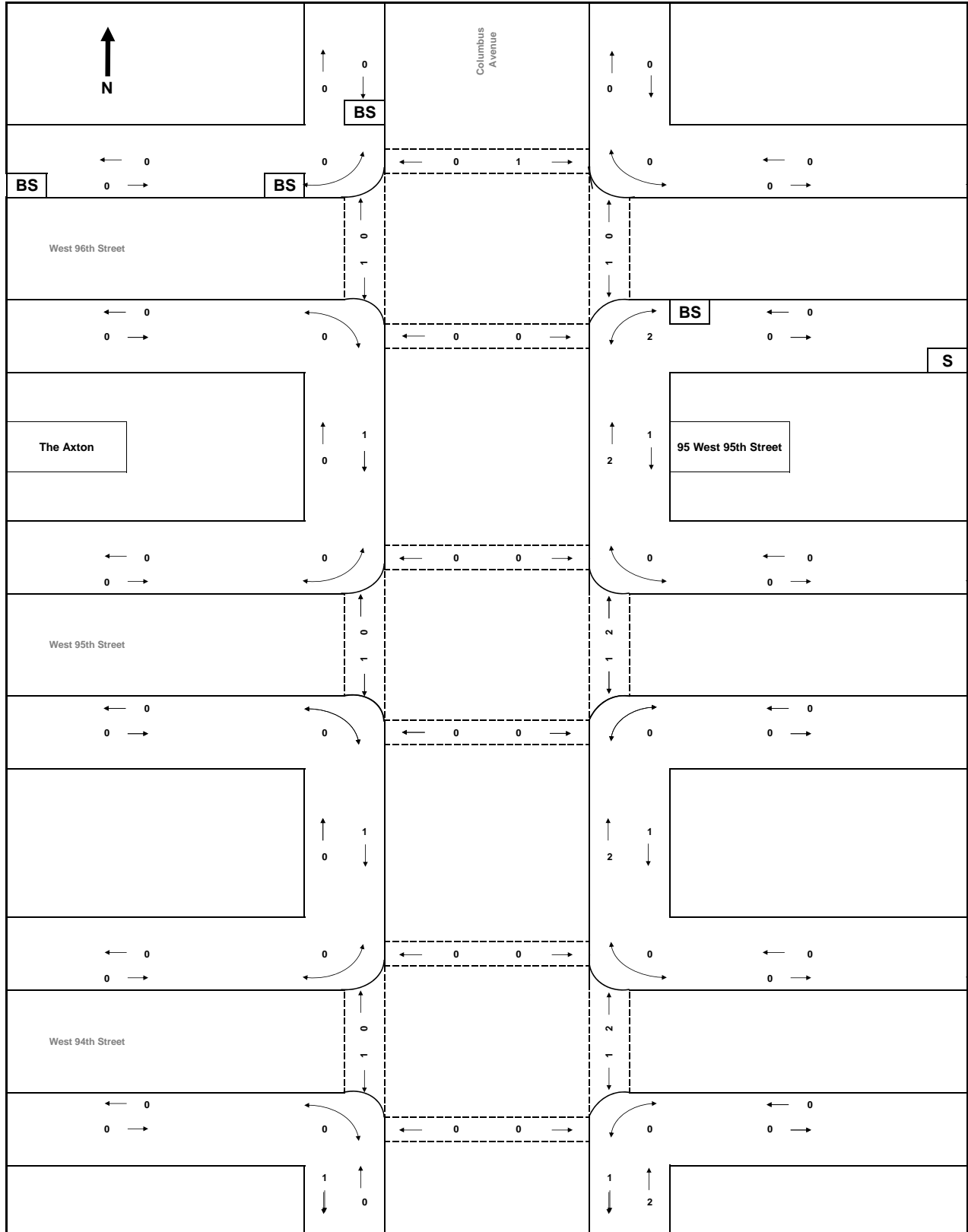
**Figure 7**  
**70 West 93rd Street - Walk Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS





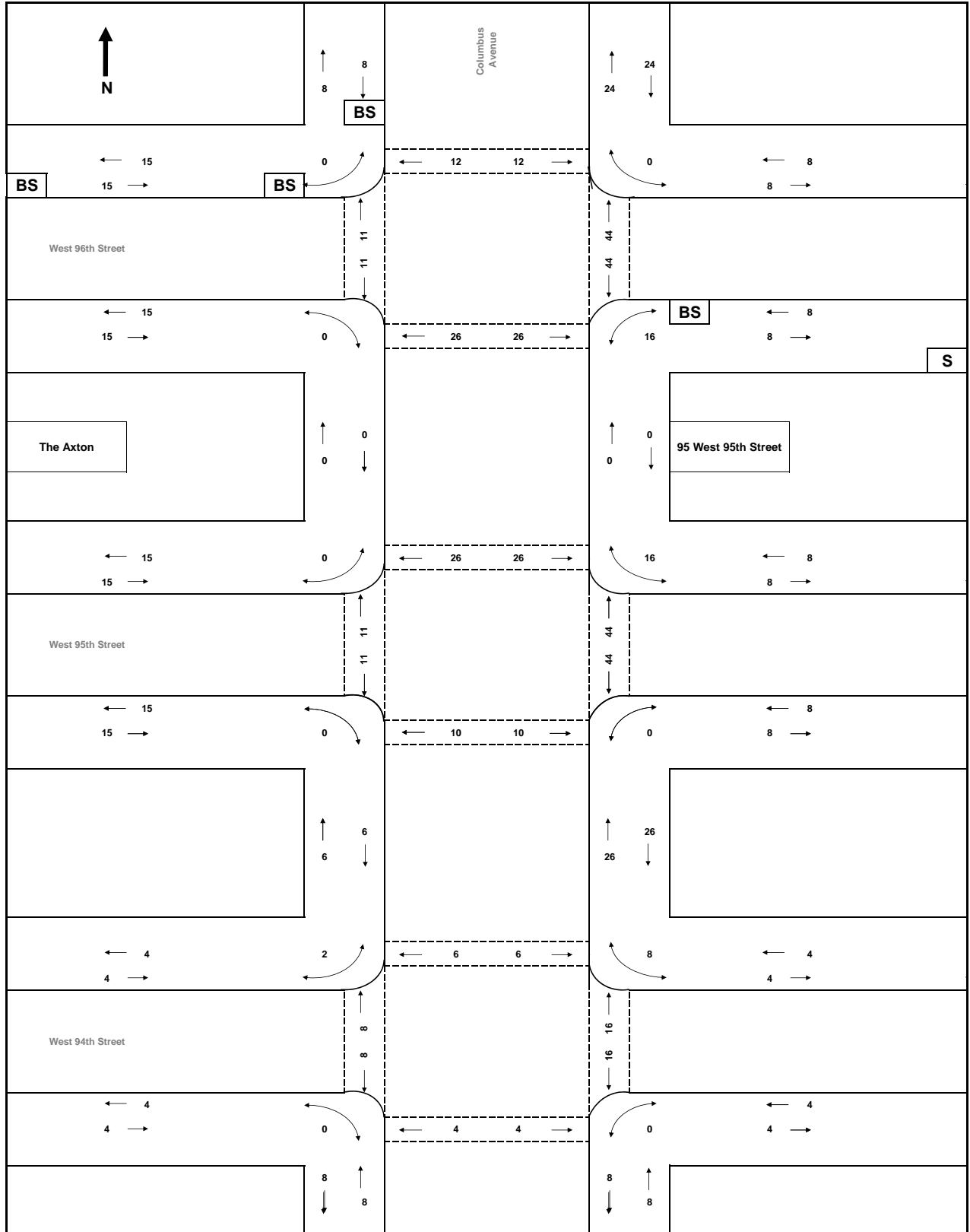
Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

**Figure 8**  
**70 West 93rd Street - Subway Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

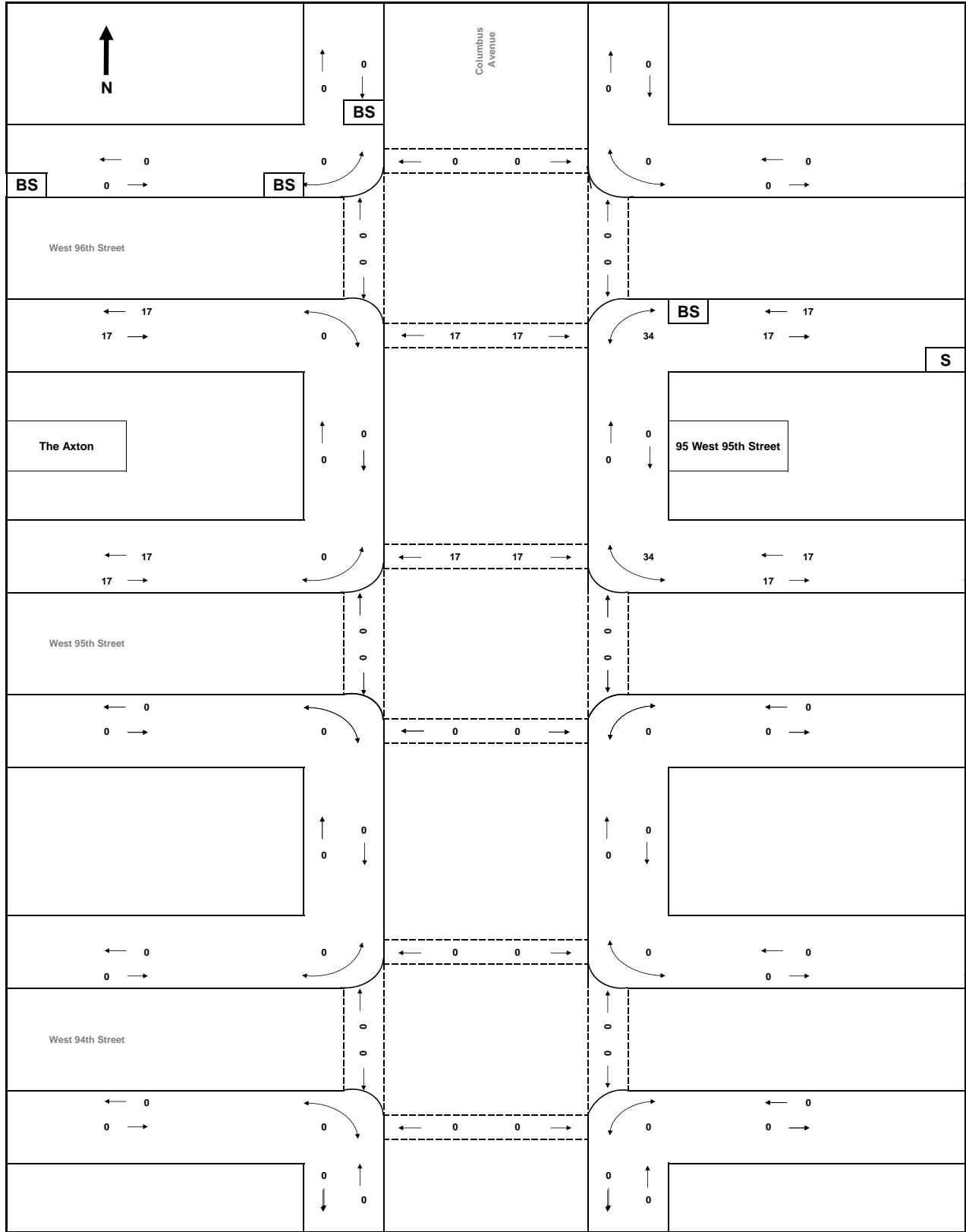
**Figure 9**  
**70 West 93rd Street - Bus Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

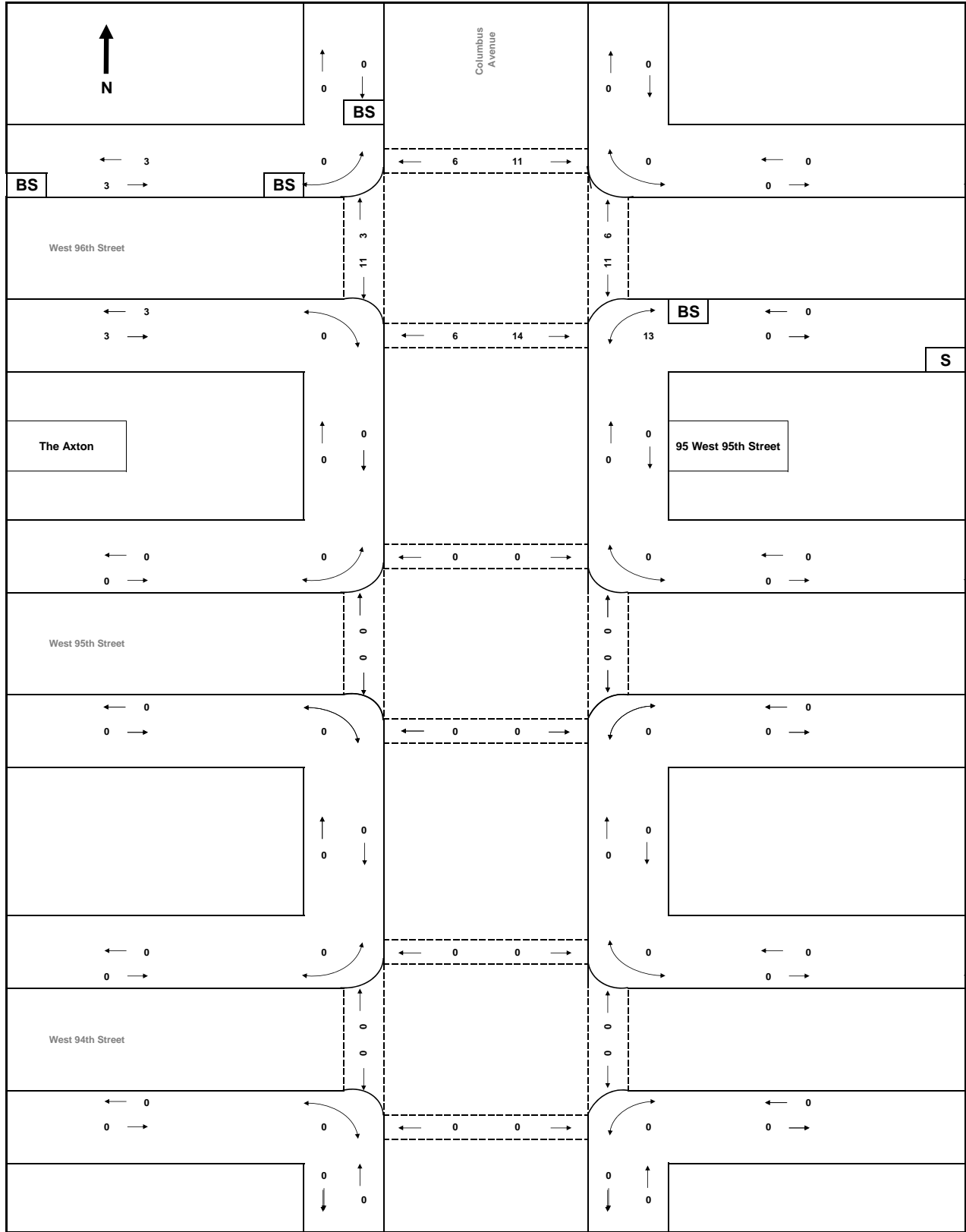
**Figure 10**  
 95 West 95th Street - Walk Trips  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS





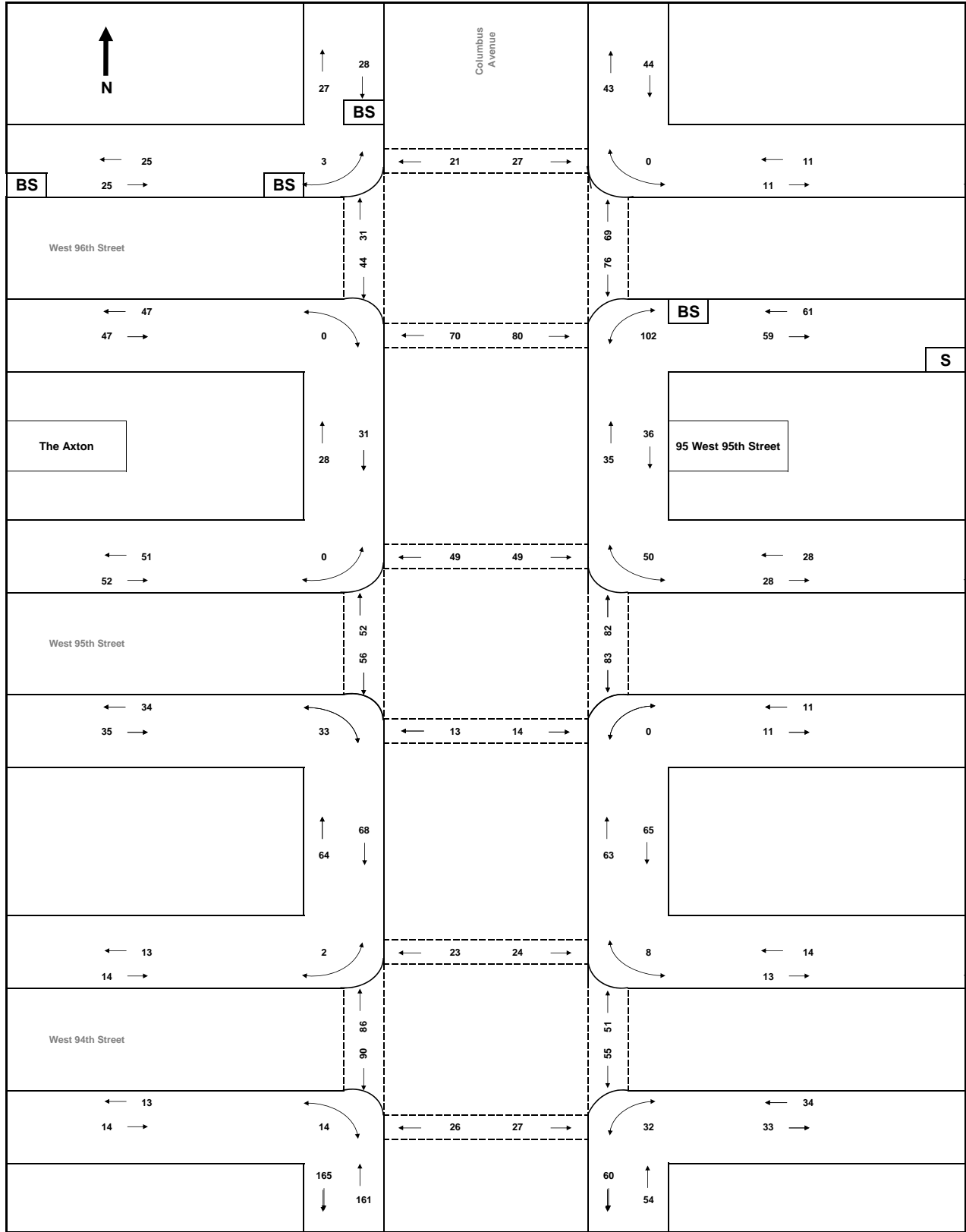
Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

**Figure 11**  
**95 West 95th Street - Subway Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

**Figure 12**  
**95 West 95th Street - Bus Trips**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS



Legend  
 BS - Bus Stop  
 S - Subway Station Stairwell

**Figure 13**  
**Cumulative Pedestrian Trips - All Projects**  
 Weekday Midday Peak Pedestrian Increment Volumes  
 95 West 95th Street EAS

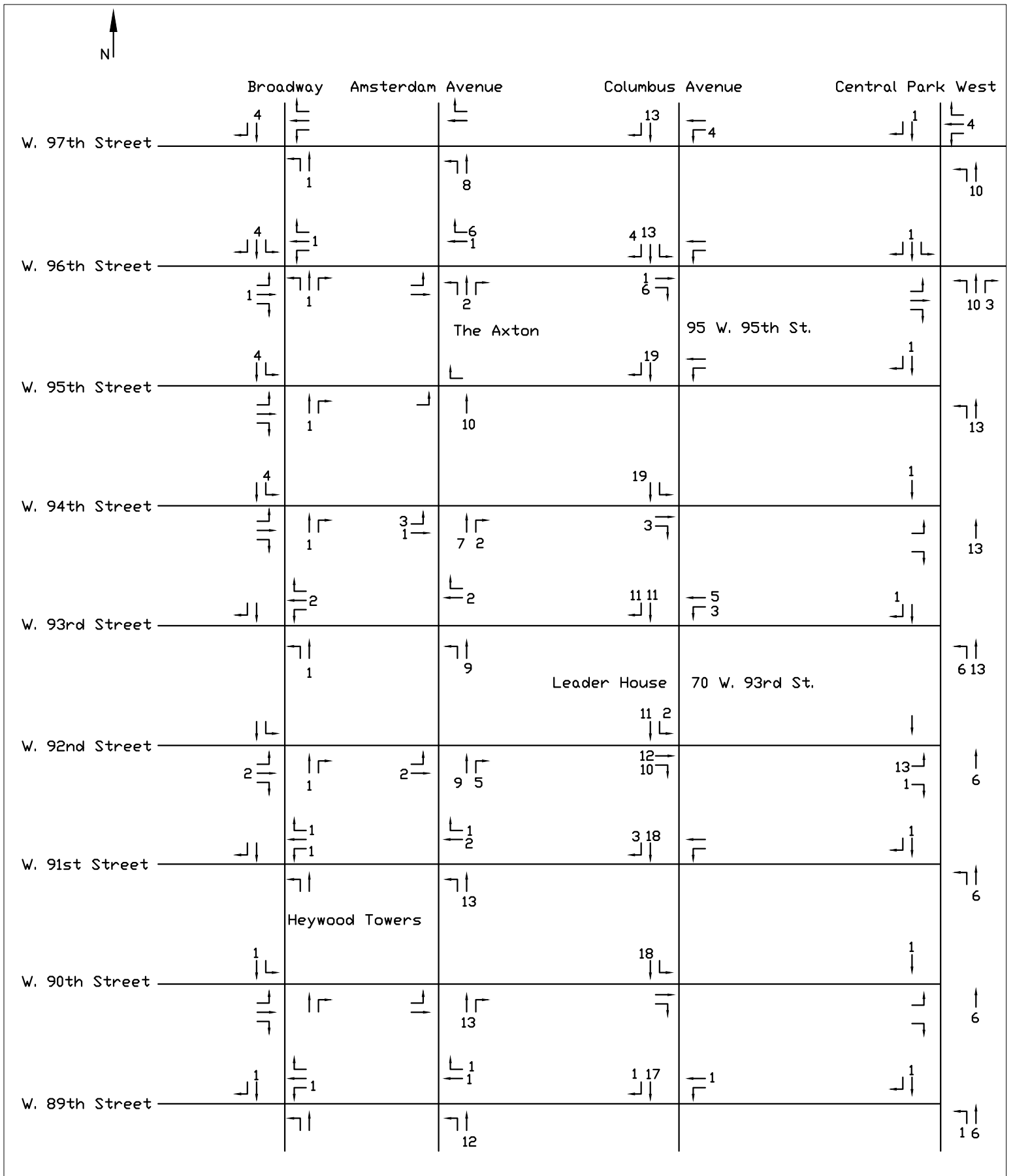


Figure 14  
Background Project Vehicle Increment Volumes  
Weekday Midday Peak Hour  
95 West 95th Street EAS





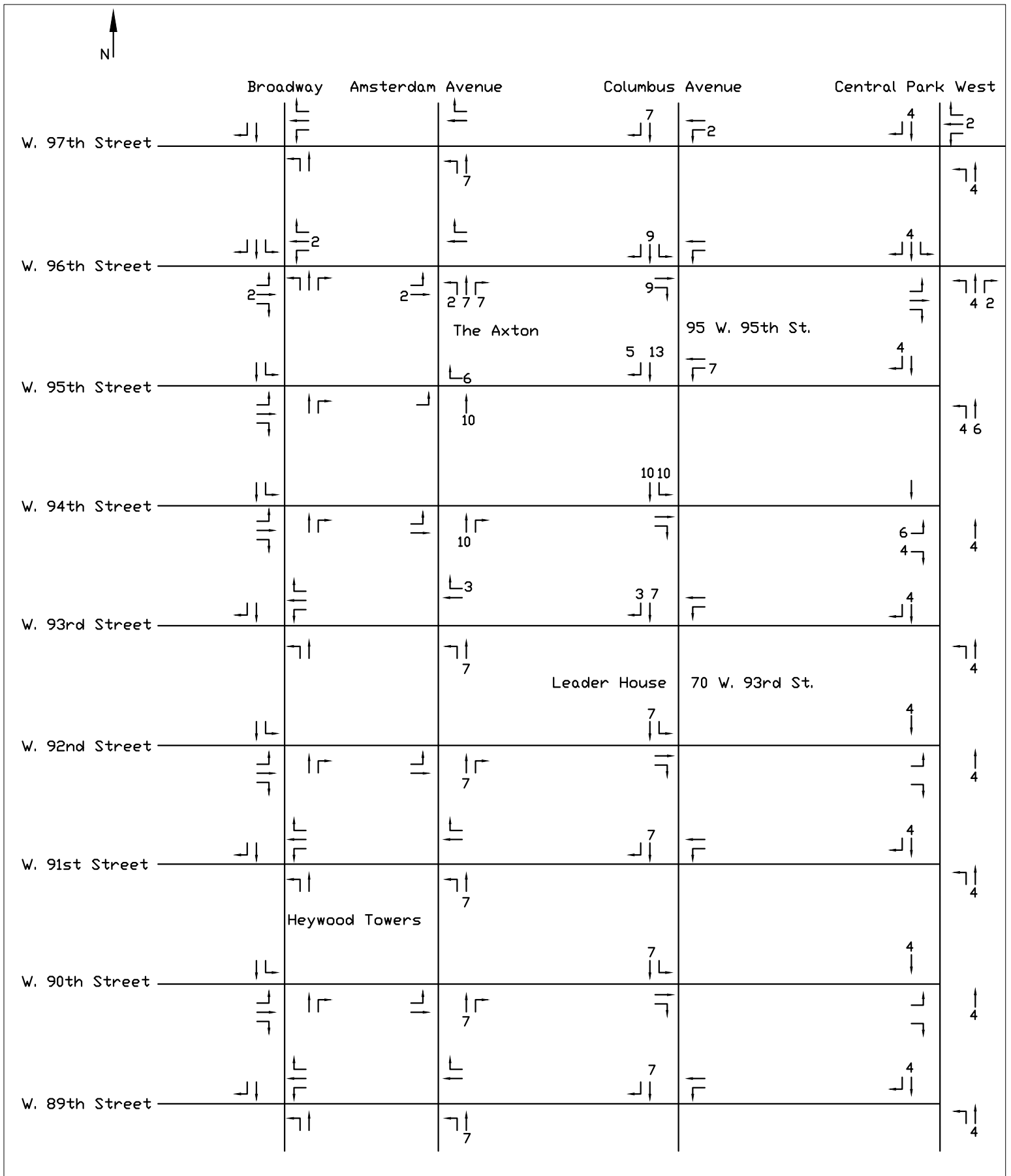


Figure 15  
 95 West 95th Street - Vehicle Increment Volumes  
 Weekday Midday Peak Hour  
 95 West 95th Street EAS



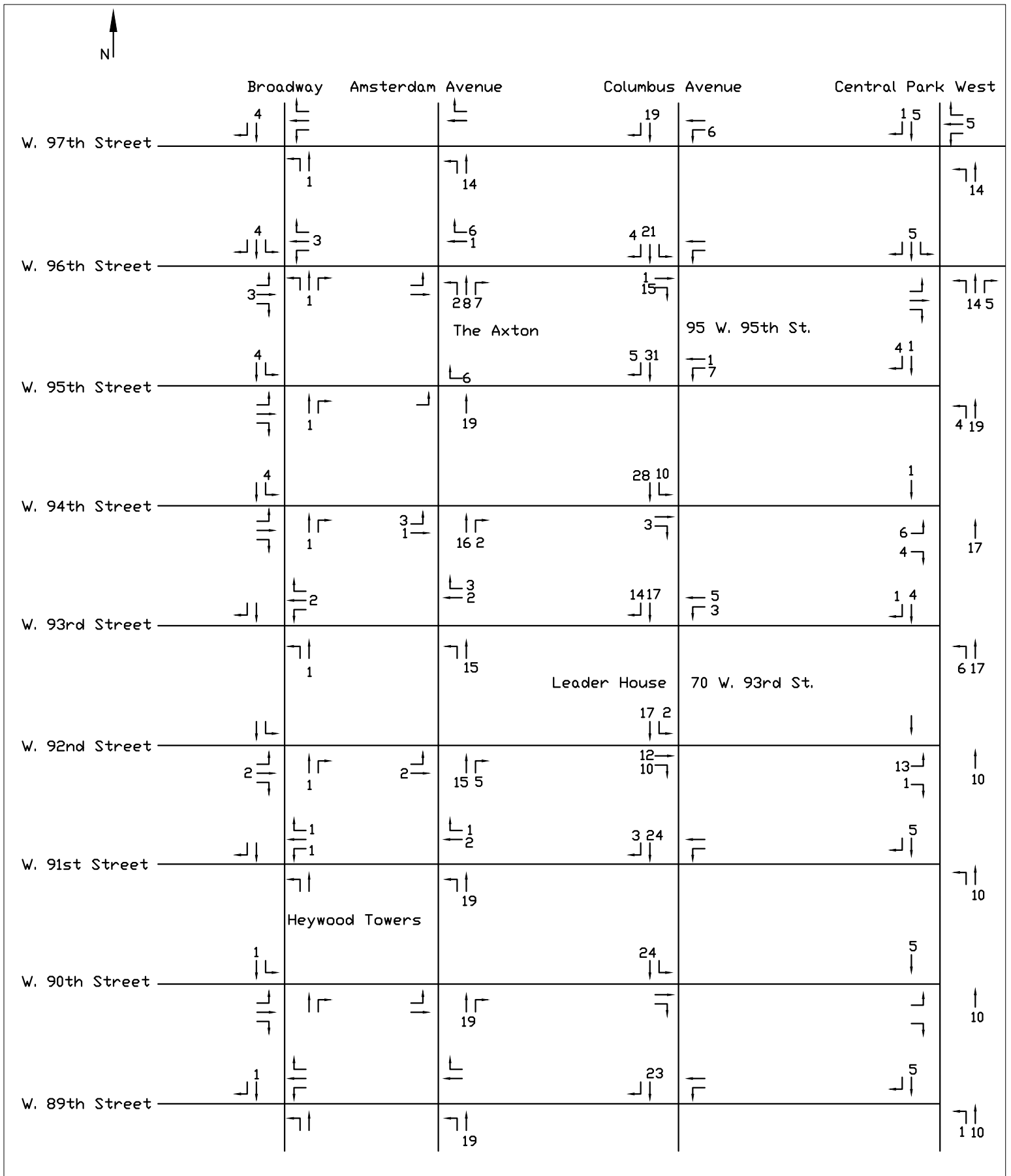


Figure 16  
 Total Cumulative Vehicle Increment Volumes  
 Weekday Midday Peak Hour  
 95 West 95th Street EAS

