

West 108th Street WSFSSH Development
DRAFT SCOPE OF WORK
FOR A TARGETED ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 17HPD083M
ULURP NOS. PENDING

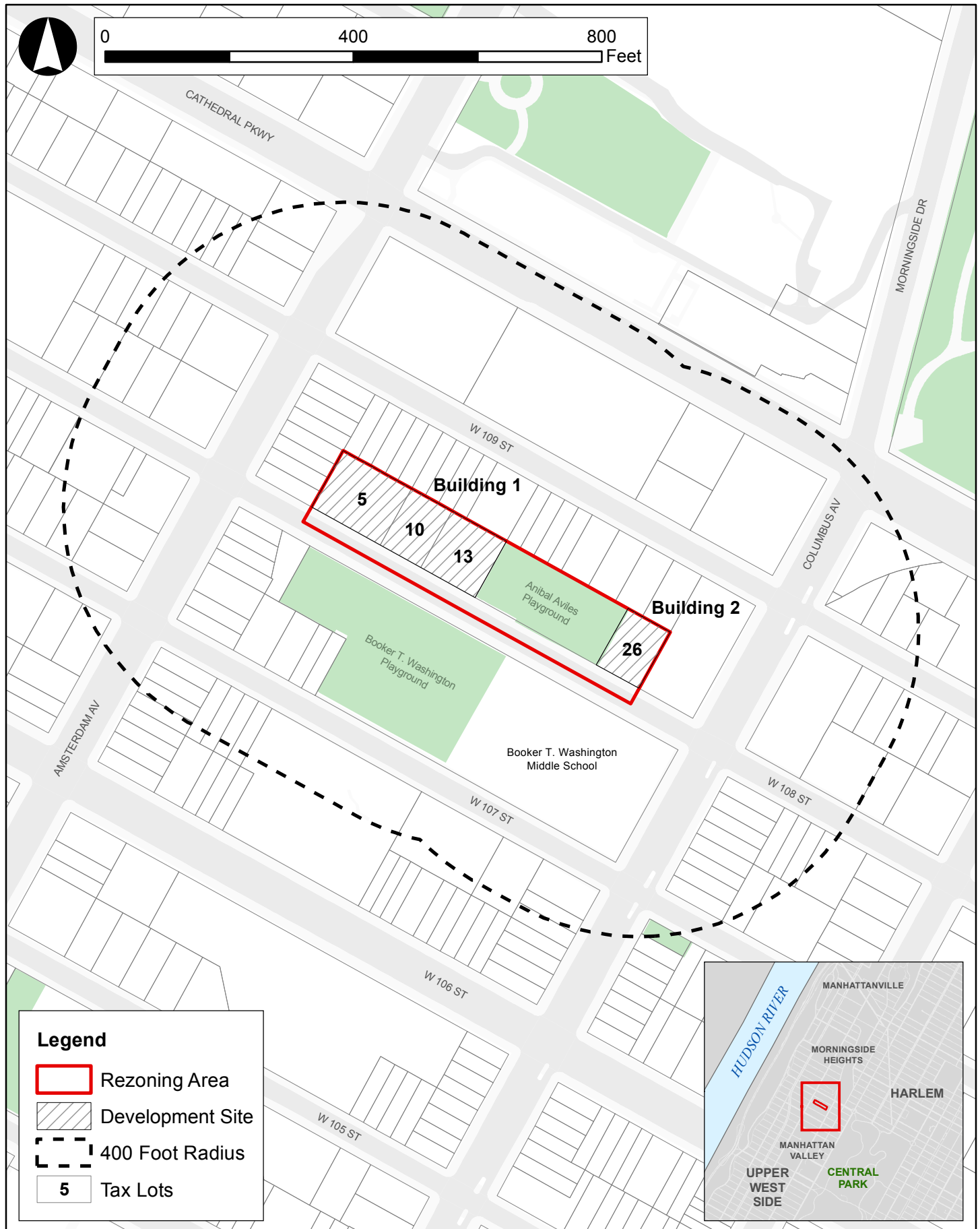
May 23, 2017

A. INTRODUCTION

This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of a Targeted Environmental Impact Statement (EIS) for the proposed West 108th Street WSFSSH Development in the Manhattan Valley neighborhood of Manhattan Community District (CD) 7. The proposal involves an application by the City of New York – Department of Housing Preservation and Development (HPD) and the project sponsor, the West Side Federation for Senior and Supportive Housing (WSFSSH), for approval of several discretionary actions subject to City Planning Commission (CPC) approval (collectively, the “Proposed Actions”) to facilitate the construction of two new buildings consisting of affordable and supportive housing and community facility uses on West 108th Street in the Manhattan Valley neighborhood of Manhattan CD 7. The Proposed Actions include designation of an Urban Development Action Area, approval of an Urban Development Action Area Project (UDAAP), disposition of City-owned property, a zoning map amendment to change a portion of Manhattan Block 1863 from R8B to R8A, and a zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (MIH) Area on the Project Area. The project sponsor may seek construction financing from HPD and other agencies at a later date.

As shown in **Figure 1**, the Project Area (a.k.a., “rezoning area”) includes Block 1863, Lots 5, 10, 13, 17 and 26, is generally bounded by Amsterdam Avenue to the west, Columbus Avenue to the east, and West 108th street to the south, and is currently part of a larger R8B zoning district. The Project Area has a total lot area of approximately 60,552 square feet (sf). Lots 5, 10, 13, and 26 constitute the Development Site upon which redevelopment would occur as a result of the Proposed Actions. Of the Development Site, Lots 5, 10, and 13 make up the site of proposed Building 1 (the “Western Development”), and Lot 26 is the site for proposed Building 2 (the “Eastern Development”). Lots 5, 13, and 26 are currently owned by the City and occupied by three public parking garages with a combined total capacity of approximately 675 spaces, whereas Lot 10 is owned by the project sponsor and occupied by the five-story Valley Lodge shelter which provides transitional housing for homeless older adults. Lot 17, which is located between Lots 13 and 26, is occupied by the Anibal Aviles Playground and zoned R8B according to Zoning Sectional Map 5d. Although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions. The rezoning area is located across 108th Street from the Booker T. Washington Middle School and its adjacent playground.

The Proposed Actions would facilitate the development of approximately 277 affordable units (including supportive housing), an approximately 31,000 gross square foot (gsf) transitional housing facility for older adults with approximately 110 shelter beds, and an additional approximately 6,400 gsf community facility use. This proposed development would consist of two buildings: the Western Development (Lots



5, 10, and 13) with approximately 193,000 gsf (maximum height of 11 stories), and the Eastern Development (Lot 26) with approximately 45,000 gsf (maximum height of 11 stories). The Proposed Actions would provide much needed affordable and supportive housing, as well as transitional housing for older adults in this area of Manhattan and make efficient use of large City-owned sites suitable for housing which are located in close proximity to public transportation in order to meet City needs. Construction of the Western Development is expected to begin in 2018, with all building elements complete and fully operational by the end of 2020; construction of the Eastern Development is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025.

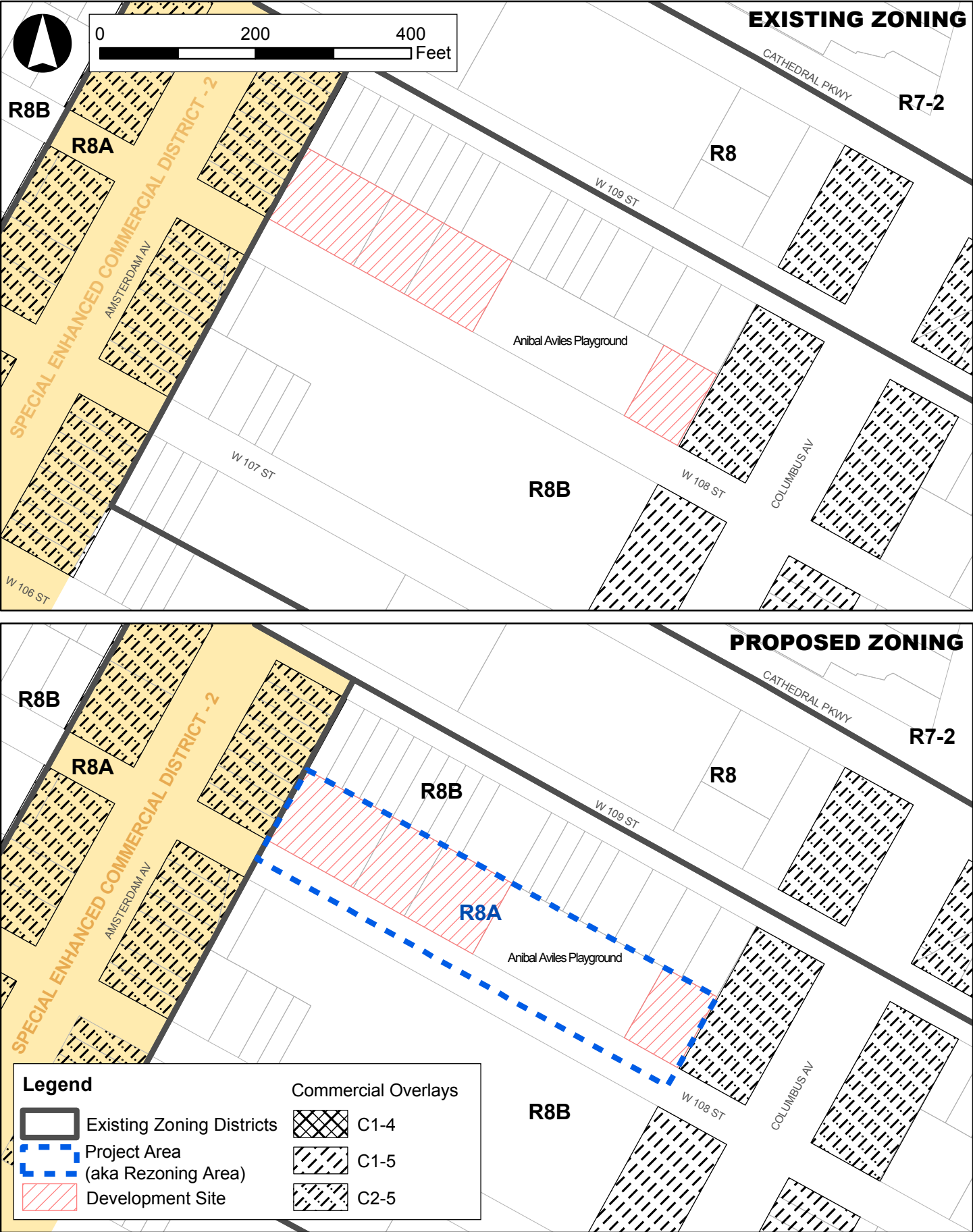
This document provides a description of the Proposed Project, required discretionary land use actions and funding sources, and includes task categories for all technical areas to be analyzed in the EIS. After reviewing an Environmental Assessment Statement (EAS) dated May 23, 2017, HPD, acting as lead agency, determined that the Proposed Actions could have the potential for significant adverse impacts and issued Positive Declaration on May 23, 2017. Therefore an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines.

B. REQUIRED PUBLIC APPROVALS AND REVIEW PROCEDURES

PROPOSED ACTIONS

The Proposed Project would require several discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter governing zoning text amendments, and CEQR. It is anticipated that the following discretionary public actions would be required to facilitate the Proposed Project:

- **Urban Development Action Area Project (UDAAP)** – The Development Site (Block 1863, Lots 5, 10, 13, and 26) would be designated as an Urban Development Action Area and the Proposed Project would be approved as a UDAAP.
- **Disposition of City-Owned Property** – The disposition of City-owned property (Block 1863, Lots 5, 13, and 26) would be approved pursuant to the Uniform Land Use Review Procedure (“ULURP”).
- **Zoning Map Amendment** – The Project Area is currently located in an R8B zoning district, including the Anibal Aviles Playground (as noted above). As shown in **Figure 2**, the proposed zoning map amendment (to Zoning Sectional Map 5d) would extend the existing R8A zoning district that is mapped along the Amsterdam Avenue frontage of Block 1863 (at a depth of approximately 100 feet) eastward along the southern half of the block (to include all of Lots 5, 10, 13, 17, and 26), ending at the western boundary of Lot 29, a corner lot at West 108th Street and Columbus Avenue. As shown in the figure, the northern boundary of the proposed rezoning area would be located along the horizontal centerline of the block (approximately 100.92 feet north of, and parallel to, West 108th Street), and the eastern boundary of the proposed rezoning area would be located 100 feet to the west of, and parallel to, Columbus Avenue. As noted above, although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions. R8A districts permit residential and community facility uses at a maximum FAR of 6.02 (as discussed further below, 7.20 in areas designated as part of the Mandatory Inclusionary Housing program) and 6.50, respectively. It should be noted however that the



Proposed Project would not utilize the entire developable area allowed under an R8A district, but would be built at a lower FAR of approximately 5.3. The restriction to a lower FAR will be enforceable by the City. The building form in R8A districts requires a base height between 60 and 85 feet and a maximum building height of 120 feet.

- **Zoning Text Amendment** – A zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (MIH) Area on the Project Area. An MIH Area requires permanent affordable housing to be provided equivalent to either 25 or 30 percent of the residential floor area developed. The MIH Area sets a new maximum permitted residential FAR which supersedes the FAR permitted by the underlying zoning district. With the designation of the Project Area as an MIH Area, the maximum permitted FAR within the proposed R8A district would be 7.2 (also 7.2 for Affordable Independent Residences for Seniors (AIRS)), and the maximum permitted building height would be up to 140 feet for MIH developments and AIRS. It should be noted however that the Proposed Project would not utilize the entire developable area allowed under an R8A district, but would be built at a lower FAR of approximately 5.3. The restriction to a lower FAR will be enforceable by the City. All of the Proposed Project's units would be affordable for households earning 60 percent or below of the Area Median Income (AMI).
- **Funding** – In addition to the actions described above, the project sponsor may seek construction financing for one or more of the proposed buildings from multiple sources, including: the HPD Supportive Housing Loan Program, the New York City Housing Development Corporation's (HDC) Extremely Low and Low-Income Affordability Program, Low Income Housing Tax Credits, and HDC tax exempt bonds. The HPD and/or HDC funding may include federal assistance originating from the U.S. Department of Housing and Urban Development (HUD).

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR) AND SCOPING

The Proposed Actions are subject to environmental review pursuant to CEQR procedures. An EAS was completed on May 23, 2017. A Positive Declaration, issued on May 23, 2017, established that the Proposed Actions (classified as Unlisted Actions) may have the potential to result in significant adverse impacts on the environment for selected CEQR technical areas, which may not be mitigable, thus warranting the preparation of an EIS. HPD, as lead agency, has directed that a targeted EIS be prepared.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Project. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. This draft scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting that has been scheduled for **Thursday June 22, 2017 at 4:00 PM at the Edward A. Reynolds West Side High School, 140 West 102nd Street, New York, NY**. Written comments on the Draft Scope of Work will be accepted by the lead agency until the close of business on July 3, 2017 (10 days following the scoping meeting). Comments received during the draft scope's public hearing, and written comments received up to 10 days after the hearing, will be considered and incorporated as appropriate into a Final Scope of Work. The lead agency will oversee preparation of a Final Scope of Work, which incorporates relevant comments made on the Draft Scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The Draft EIS (DEIS) will be prepared in accordance with the Final Scope of Work for an EIS.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. Issuance of the Notice of Completion signals the start of the public review period for the DEIS. During this time the public may review and comment on the DEIS, either in writing and/or at a public hearing that is convened for the purpose of receiving such comments. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate project impacts and proposed mitigation measures before deciding whether to approve the requested discretionary actions.

C. DESCRIPTION OF THE PROPOSED PROJECT

EXISTING CONDITIONS

PROPOSED REZONING AREA

As shown in **Figure 1**, the Project Area includes Block 1863, Lots 5, 10, 13, 17 and 26, is generally bounded by Amsterdam Avenue to the west, Columbus Avenue to the east, and West 108th street to the south, and is currently part of a larger R8B zoning district. The Project Area has a total lot area of 60,552 square feet (sf). Lots 5, 10, 13, and 26 constitute the Development Site upon which redevelopment would occur as a result of the Proposed Actions. Of the Development Site, Lots 5, 10, and 13 make up the site of proposed Building 1 (the “Western Development”), and Lot 26 is the site for proposed Building 2 (the “Eastern Development”). Lots 5, 13, and 26 are currently owned by the City, whereas Lot 10 is owned by the project sponsor. Lot 17, which is located between Lots 13 and 26, is occupied by the Anibal Aviles Playground and zoned R8B according to Zoning Sectional Map 5d. Although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation. It is also not proposed for any redevelopment under the Proposed Actions. Under the existing R8B zoning, each zoning lot has a permitted maximum FAR of 4.0 for residential and community facility uses. Lots 5, 10, and 26 are currently underbuilt, with FARs of 3.66, 2.47, and 2.88, respectively, while Lot 13 exceeds its permitted FAR, with a built FAR of 4.46.

Both the Western Development (Block 1863, Lots 5, 10, and 13) and the Eastern development (Block 1863, Lot 26) have frontage on the northern side of West 108th Street. The site of the Western Development has a combined lot area of approximately 30,276 sf and is currently occupied by two City-owned four- and five-story public parking garages (combined floor area of approximately 91,190 sf, with a total capacity of 550 spaces), and the approximately 18,730 sf project sponsor-owned five-story Valley Lodge shelter, which provides transitional housing for homeless older adults. The site of the Eastern Development has a lot area of approximately 7,569 sf and is currently occupied by a City-owned approximately 21,800 sf three-story public parking garage, with a capacity of 125 spaces.

All three garages within the Project Area are active pursuant to month-to-month lease agreements between the garage operators and the City.

SURROUNDING AREA AND CONTEXT

Area within 400-Foot Radius

The area within a 400-foot radius of the Project Area presents a varied mix of land uses. The properties immediately adjacent to the rezoning area are residential multi-family walkup buildings and mixed commercial/residential buildings, with local retail on the ground floors. North of the rezoning area are several larger residential multi-family elevator buildings, a mixed commercial/residential building, and a Con Edison utility facility. South of the rezoning area is the Booker T. Washington Middle School (MS 54) and its adjacent playground, two churches, a Manhattan Mini Storage facility, and a Time Warner Cable facility. To the east and west of the rezoning area, Amsterdam Avenue and Columbus Avenue are dominated by mixed commercial/residential buildings, with the exception of a commercial property at the intersection of Cathedral Parkway and Columbus Avenue. A Con Edison facility occupies the eastern block front of Amsterdam Avenue between West 109th Street and Cathedral Parkway.

Surrounding Manhattan Valley Neighborhood

The Manhattan Valley neighborhood of Manhattan CD 7, bounded by West 110th Street to the north, West 96th Street to the south, Central Park to the east, and Broadway to the west, is a smaller neighborhood within the borough's larger Upper West Side. The area includes five- to eight-story walkup apartment buildings with ground floor retail along the north-south avenues, a mix of brownstone townhouses in the neighborhood's eastern section, and a number of prewar high-rise elevator apartment buildings and New York City Housing Authority (NYCHA) developments to the south of the rezoning area.

A significant portion of Manhattan Valley, including the subject block, was rezoned in 2007 as part of the *Upper West Side Rezoning*, an area-wide rezoning of approximately 51 blocks which changed R8 and R7-2 districts to R9A, R8A, and R8B districts to better reflect the area's built character. Much of the northern section of Manhattan Valley is currently zoned R8, R8A, and R8B, with C1-5 and C2-5 commercial overlays along all of Amsterdam Avenue and Columbus Avenue north of West 104th Street. The larger apartment buildings and the NYCHA developments are located within an R7-2 district, which occupies the southern section of Manhattan Valley. The area is also well-served by public transportation, including the 1/2/3 subway lines along Broadway, the A/C and B/D subway lines along Central Park West, and several New York City Transit (NYCT) bus routes, including the M7 and M11 along Amsterdam Avenue and Columbus Avenue, the M116 along West 106th Street, the M4 along Cathedral Parkway (West 110th Street), and the M60 Select Bus Service (SBS) along Broadway. The Project Area is located in a Designated Transit Zone, which does not require any accessory parking for affordable housing units pursuant to ZR Section 25-251.

There are a number of public facilities and institutions located in the surrounding neighborhood. Most prominent among them is the main campus of Columbia University, located north of the rezoning area in the Morningside Heights neighborhood, as well as the Cathedral of St. John the Divine, also located north of the rezoning area. As noted above, the Booker T. Washington Middle School, with approximately 850 students, is located across West 108th Street directly south of the rezoning area, at 103 West 107th Street. Other schools in the surrounding neighborhood include P.S. 145 at 150 West 105th Street, the Edward A. Reynolds West Side High School located further south at 140 West 102nd Street, and the Park West Montessori School located at 435 Central Park West to the east. Mt. Sinai St. Luke's Hospital is also located nearby, at 1111 Amsterdam Avenue.

There are several major open space resources in the surrounding area, including Morningside Park to the north, Central Park to the east, and Riverside Park to the west, as well as several smaller open

spaces, including the Anibal Aviles and Booker T. Washington playgrounds, and a number of community gardens.

PURPOSE AND NEED FOR PROPOSED ACTIONS

The Proposed Actions are intended to facilitate much needed affordable and supportive housing (approximately 277 affordable units), transitional housing for older adults (approximately 110 shelter beds), and community facility uses. The Proposed Actions would support the City's goals of creating new affordable and supportive housing, as well as addressing the needs of the City's homeless population, by optimizing the use of City-owned land within close proximity to public transportation. The Proposed Project is also intended to create new jobs (approximately 50 new permanent on-site workers, excluding construction workers).

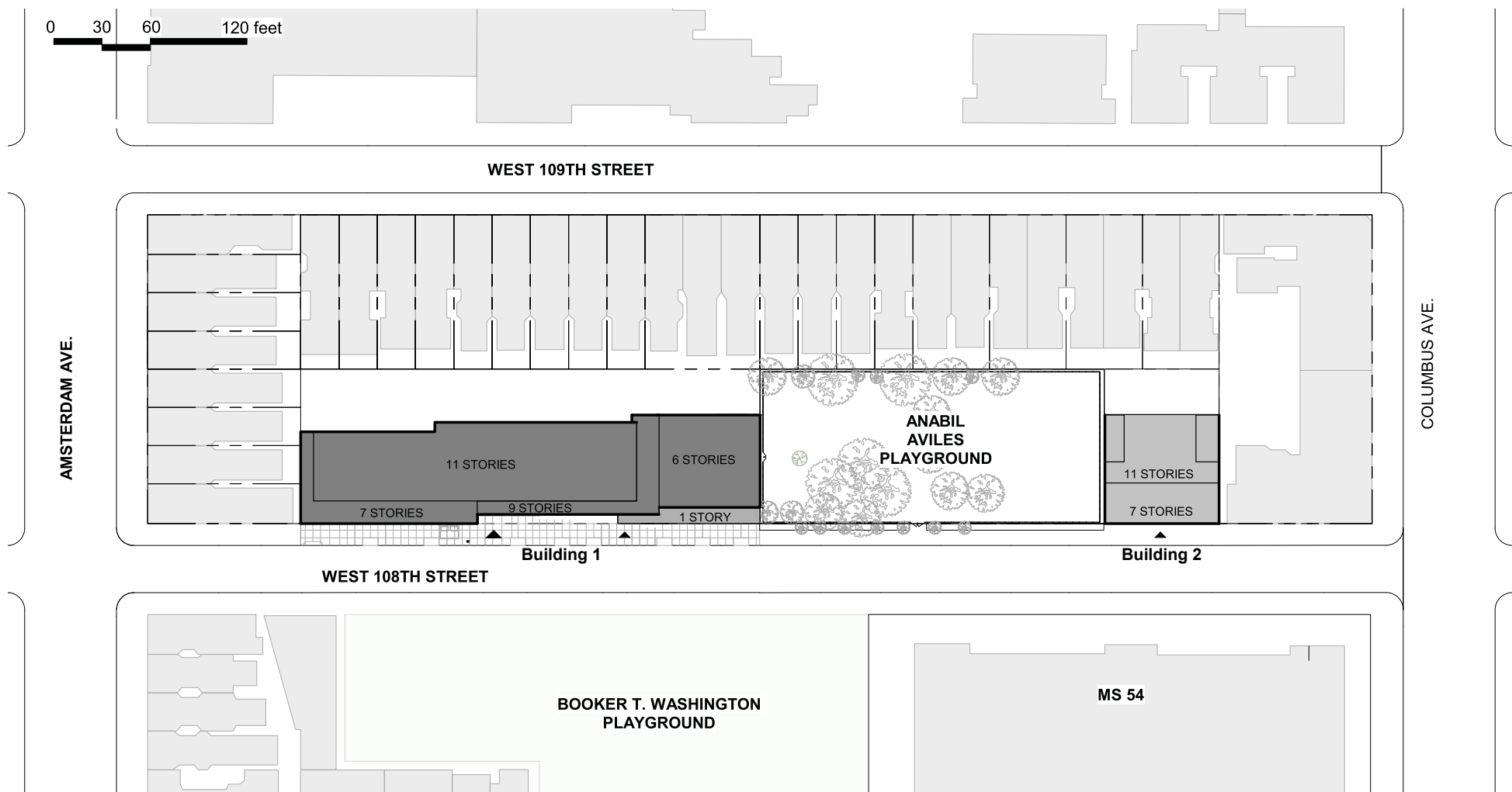
The Proposed Actions would help address specific needs of the local community, including the provision of affordable and supportive housing, transitional housing, and community facility uses, and would optimize the use of City-owned property in close proximity to public transportation in order to meet City needs. All of the proposed 277 units would be affordable. Furthermore, the transitional housing facility would provide approximately 110 shelter beds for homeless older adults to replace the existing 92-bed facility at the Valley Lodge shelter on Lot 10. As the Proposed Actions would facilitate the creation of affordable, supportive, senior, and transitional housing, they would further achievement of the goals set forth by the City in *Housing New York: A Five-Borough, Ten-Year Plan*.

DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Actions, as noted above, would facilitate the development of approximately 277 affordable units, and approximately 37,400 gsf of community facility space comprising two separate facilities: 1) an approximately 31,000 gsf transitional housing facility for homeless older adults with 110 shelter beds that will replace an existing 92-bed facility, and 2) an additional approximately 6,400 gsf community facility use. The proposed affordable housing is anticipated to be marketed to households earning between 30 percent and 60 percent of AMI. The Proposed Project would consist of two buildings: the approximately 193,000 gsf Building 1 (maximum height of 11 stories) and the approximately 45,000 gsf Building 2 (maximum height of 11 stories). As the Proposed Project is an affordable housing development located in a Designated Transit Zone, no parking spaces are required. **Figure 3** shows a preliminary site plan for the Proposed Project, and each proposed building is discussed in greater detail below.

BUILDING 1 (THE WESTERN DEVELOPMENT)

Building 1 would be located on Block 1863, Lots 5, 10, and 13 with frontage along West 108th Street. As shown in **Figure 3**, Building 1 would have multiple setbacks, ranging from 6 stories to 11 stories (approximately 118 feet) at its tallest. Building 1 would measure approximately 193,000 gsf and contain a total of approximately 195 units, with 115 studio units set aside as supportive housing for older adults, and 80 affordable units that would accommodate singles and families, consisting of a mix of studio, one-, two-, and three-bedroom units. The building would also contain a transitional housing facility for older adults, which would contain 110 transitional shelter beds, as well as an additional approximately 6,400 gsf community facility use (see **Table 1** below). The rear yard of Building 1 would be developed with a courtyard for use by building tenants. As shown in the preliminary site plan in **Figure 3**, the main residential entrance to the building, as well as entrances to the community facility uses, would be



Source: DattnerArchitects

located on West 108th Street. Construction of Building 1 is anticipated to begin in 2018, and the building is expected to be completed and fully operational by the end of 2020.

TABLE 1
Proposed Project Program

Building	Total GSF	Residential GSF	Units	Community Facility GSF	Shelter Beds	Open Space SF	Max. Building Height (ft)
1	193,000	155,600	195 ¹	37,400 ²	110	9,000	118'
2 ³	45,000	45,000	82	-	-	-	102'
Total	238,000	200,600	277	37,400	110	9,000	-

Notes:

¹ Includes 115 supportive housing studios for the formerly homeless, and 80 affordable units (studios and one- to three-bedroom apartments, including a building super's unit).

² Split between an approximately 31,000 gsf transitional housing facility for seniors (110 shelter beds) and an additional approximately 6,400 gsf community facility use.

³ Building design pending; these values are based on preliminary estimates, but all units would be either supportive housing for older adults or affordable senior housing.

BUILDING 2 (THE EASTERN DEVELOPMENT)

Building 2 would be located on Block 1863, Lot 26 with frontage along West 108th Street. Although complete designs are not yet available at this time, the Eastern Development is expected to comprise a maximum floor area of approximately 45,000 gsf, and as shown in **Figure 3**, would rise up to 11 stories (approximately 102 feet). It is planned that the building would be comprised entirely of either supportive housing for older adults or affordable senior housing, with approximately 82 units (see **Table 1**). Construction of Building 2 is anticipated to begin in 2023, once the five-year (2017-2022) lease extension on the existing garage expires, and the building is expected to be completed and fully operational by the end of 2025.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The Proposed Actions would change the regulatory controls governing land use and development in the Project Area. The 2014 *CEQR Technical Manual* will be used to provide guidance regarding the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis. The EIS assesses the reasonable worst-case impacts that may occur as a result of the Proposed Actions. In disclosing impacts, the EIS considers the Proposed Actions' potential adverse impacts on the environmental setting.

BUILD YEAR

Construction of the Western Development would commence as soon as all necessary public approvals are granted. Construction of the Western Development is anticipated to begin in 2018, with all building elements complete and fully operational by the end of 2020. Construction of the Eastern Development is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025. Accordingly, the EIS will assume a 2025 Build Year (a.k.a. analysis year), as it represents full build-out of the Proposed Project. However, where applicable, an evaluation of conditions in the interim 2020 build year will also be provided (e.g., for construction analysis purposes). As the Proposed Project would be fully built and operational in 2025, its environmental setting are not the existing conditions, but the future conditions. The EIS will therefore provide a description of "Existing Conditions" from which

projections will be made of future conditions without the Proposed Project (“No-Action Condition”) and with the Proposed Project (“With-Action Condition”). The No-Action condition and the With-Action condition will be compared for purposes of determining the potential of the Proposed Project to result in significant adverse environmental impacts.

REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) was established for both Future No-Action and Future With-Action conditions. As discussed above, the incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis of the impact analyses in the EIS.

THE FUTURE WITHOUT THE PROPOSED PROJECT (NO-ACTION CONDITION)

In the 2025 future No-Action condition, it is expected that no disposition of City-owned property and no changes to zoning or land use would occur within the Project Area. In absence of the Proposed Actions, Block 1863, Lots 5, 13, and 26 would remain City-owned (under the jurisdiction of HPD) and would continue to operate with three off-street public parking garages (a total of approximately 675 parking spaces); Lot 10 would remain under the project sponsor’s ownership and continue to operate as a transitional shelter for older adults (92 shelter beds).

THE FUTURE WITH THE PROPOSED PROJECT (WITH-ACTION CONDITION)

The Proposed Actions would facilitate development within the Project Area. By 2025, the Proposed Actions would result in the development of Buildings 1 and 2. As discussed above, the Proposed Project would not utilize the entire developable area allowed under an R8A district, but would be built at a lower FAR of approximately 5.3. The restriction to a lower FAR will be enforceable by the City. As such, for CEQR analysis purposes, the Proposed Project described above represents the RWCDs.

In the 2025 future with the Proposed Actions, the existing buildings within the Project Area (three garages and one shelter) would be demolished, and two new buildings would be constructed on the Development Site, containing a combined total of approximately 277 affordable units, including family and supportive senior housing units, approximately 110 transitional shelter beds for older adults, and an additional approximately 6,400 gsf community facility use. The 92 shelter residents currently residing at the Valley Lodge Shelter will be temporarily relocated within Community Board 7 and remain under a WSFSSH DHS contract for the extent of the construction period. No shelter beds will be lost or gained during construction, and 18 beds will be gained once construction is complete. As noted above, although Lot 17 it is part of the rezoning area, it is a “public park” for zoning purposes and not subject to zoning regulation, and is also not proposed for any redevelopment under the Proposed Actions.

Table 2 below provides a comparison of the 2025 No-Action and 2025 With-Action conditions identified for analysis purposes. As shown, by 2025 the incremental (net) change that would result from the Proposed Actions is a net increase of 277 affordable units, approximately 18 shelter beds, approximately 6,400 gsf of community facility uses (excluding the shelter facility), and approximately 0.2 acres (9,000 sf) of private open space for tenants, as well as a net decrease of approximately 675 public parking spaces. The estimates of future residents and workers are based on specific resident projections for the Proposed Project, and rates derived from the number of residents and workers currently at the Valley Lodge shelter and at other WSFSSH facilities. As shown in **Table 2**, the Proposed Actions would result in a net increase of 403 residents and 50 permanent workers compared to No-Action conditions.

TABLE 2**Comparison of 2025 No-Action and 2025 With-Action Conditions**

Use		No-Action Scenario	With-Action Scenario	Increment
Residential	Affordable Housing (Including Supportive Senior Housing)	--	277 units	277 units
Community Facility	Shelter beds	92 beds	110 beds	18 beds
	Other CF Uses	--	6,400 gsf	6,400 gsf
Public Parking (spaces)		675 spaces	-	- 675 spaces
Accessory/Private Open Space		--	0.2 acres (9,000 sf)	0.2 acres (9,000 sf)
Population/Employment ²		No-Action Scenario	With-Action Scenario	Increment
Residents		92 residents	495 residents ¹	403 residents
Workers		54 workers	104 workers ²	50 workers

Notes:

¹ Assumes 1 person per shelter bed, 1 person per studio unit, 2 people per one-bedroom unit, 3 people per two-bedroom unit, and 4 people per three-bedroom unit (data provided by WSFSSH).

² No-Action worker estimates are based on the 54 current employees within the Project Area (36 employees at the existing Valley Lodge Facility and 18 employees at the parking garages). With-Action estimates are based on data provided by WSFSSH (20 total workers associated with the permanent units, 21 workers for the supportive senior units, 39 workers for 110-bed shelter facility, 23 workers for the community facility space, and 1 park/associated maintenance worker).

E. PROPOSED SCOPE OF WORK FOR THE ENVIRONMENTAL IMPACT STATEMENT (EIS)

As the RWCDs associated with the Proposed Actions would affect various areas of environmental concern and was found to have the potential for significant adverse impacts pursuant to the EAS and Positive Declaration, a targeted EIS pursuant to CEQR will be prepared for the Proposed Actions in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The targeted EIS will follow the guidance of the *CEQR Technical Manual*, and will contain:

- A description of the Proposed Actions, Proposed Project, and the Project Area's environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including its short-and long-term effects and typical associated environmental effects;
- An identification of any significant adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions should they be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

The first step in preparing the EIS document is the public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The EAS that has been prepared for the Proposed Actions identified several technical areas in which the Proposed Project would not result in significant adverse impacts and therefore do not require further analysis in the EIS. Therefore, the EIS will be “targeted” in that it will have a detailed focus on those technical areas that could not be screened out at the EAS level. As per the EAS, the technical areas that do not warrant analysis in the EIS are: Socioeconomic Conditions; Community Facilities; Historic and Cultural Resources; Natural Resources; Water and Sewer Infrastructure; Solid Waste and Sanitation Services; Energy; and Greenhouse Gas Emissions and Climate Change.

The proposed scope of work for each technical area to be analyzed in the EIS follows. Each chapter of the EIS that requires a detailed analysis will include an analysis of the future With-Action condition compared to the future No-Action condition. The technical analyses of the EIS will examine the potential impacts related to the completion of the Proposed Project by the 2025 Build Year, based on the methodologies and guidance set forth in *the CEQR Technical Manual*. HPD, as lead agency, will coordinate the environmental review of the Proposed Actions among the involved and interested agencies and the public.

TASK 1. PROJECT DESCRIPTION

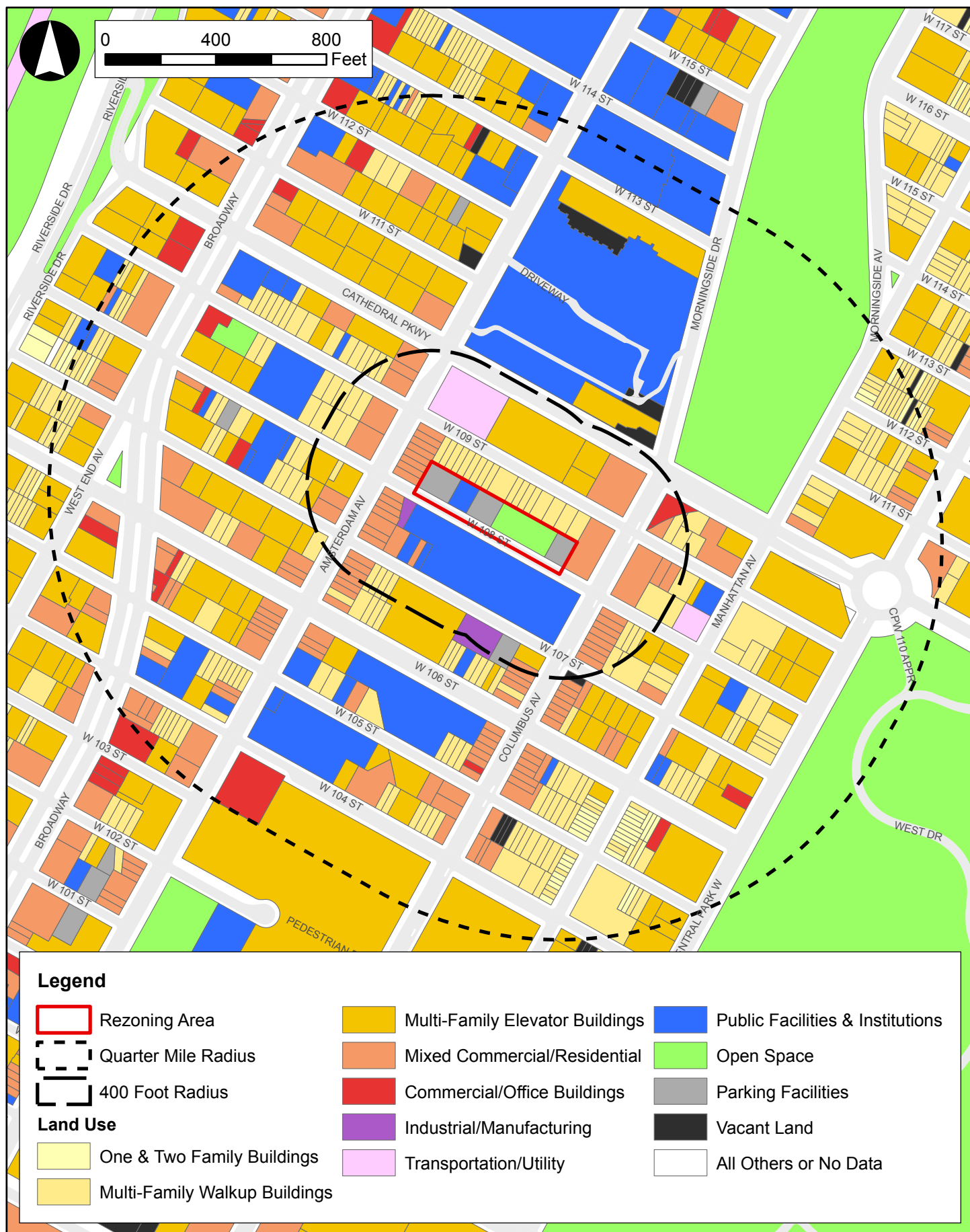
The first chapter of the EIS introduces the reader to the discretionary actions required to facilitate the Proposed Project, and sets the context in which to assess impacts. The chapter contains a description of the Proposed Actions; Proposed Project; proposed rezoning area (including background and/or history); a statement of the purpose and need for the Proposed Actions; key planning considerations that have shaped the current proposal; a detailed description of any project-related improvements; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process.

This chapter provides a baseline for understanding the Proposed Project and its potential for impacts, and gives the public and decision-makers a base from which to evaluate the Proposed Project against the future condition absent the project. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Manhattan Borough President’s office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the public policies that guide development in the area, and determines whether a proposed project is compatible with those conditions and consistent with these policies. In addition to considering the Proposed Project’s effects in terms of land use compatibility and trends in zoning and public policy, this chapter will also provide a baseline for other analyses. The analysis will include the following subtasks:

- Provide a brief development history of the proposed rezoning area and surrounding study area. The study areas will include the 400-foot radius around the proposed rezoning area (the “primary study area”) and the area within approximately ¼-mile radius of the rezoning area (the “secondary study area”) (see **Figure 4**).
- Describe conditions in the study areas, including existing uses and the current zoning.



- Describe predominant land use patterns in the secondary study area, including recent development trends and zoning changes.
- Summarize other public policies that apply to the proposed rezoning area and secondary study area, including any formal neighborhood or community plans, *Housing New York*, Vision Zero, the FRESH Program, and the City's sustainability/PlaNYC/OneNYC policies.
- Prepare a list of other projects expected to be built in the secondary study area that would be completed by the 2025 analysis year. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas.
- Describe the Proposed Actions and provide an assessment of the impacts of the Proposed Project on land use and land use trends, zoning, and public policy. Consider the effects of the Proposed Project related to issues of compatibility with surrounding land use, consistency with public policy initiatives, and the effect on development trends and conditions in the area.

TASK 3. OPEN SPACE

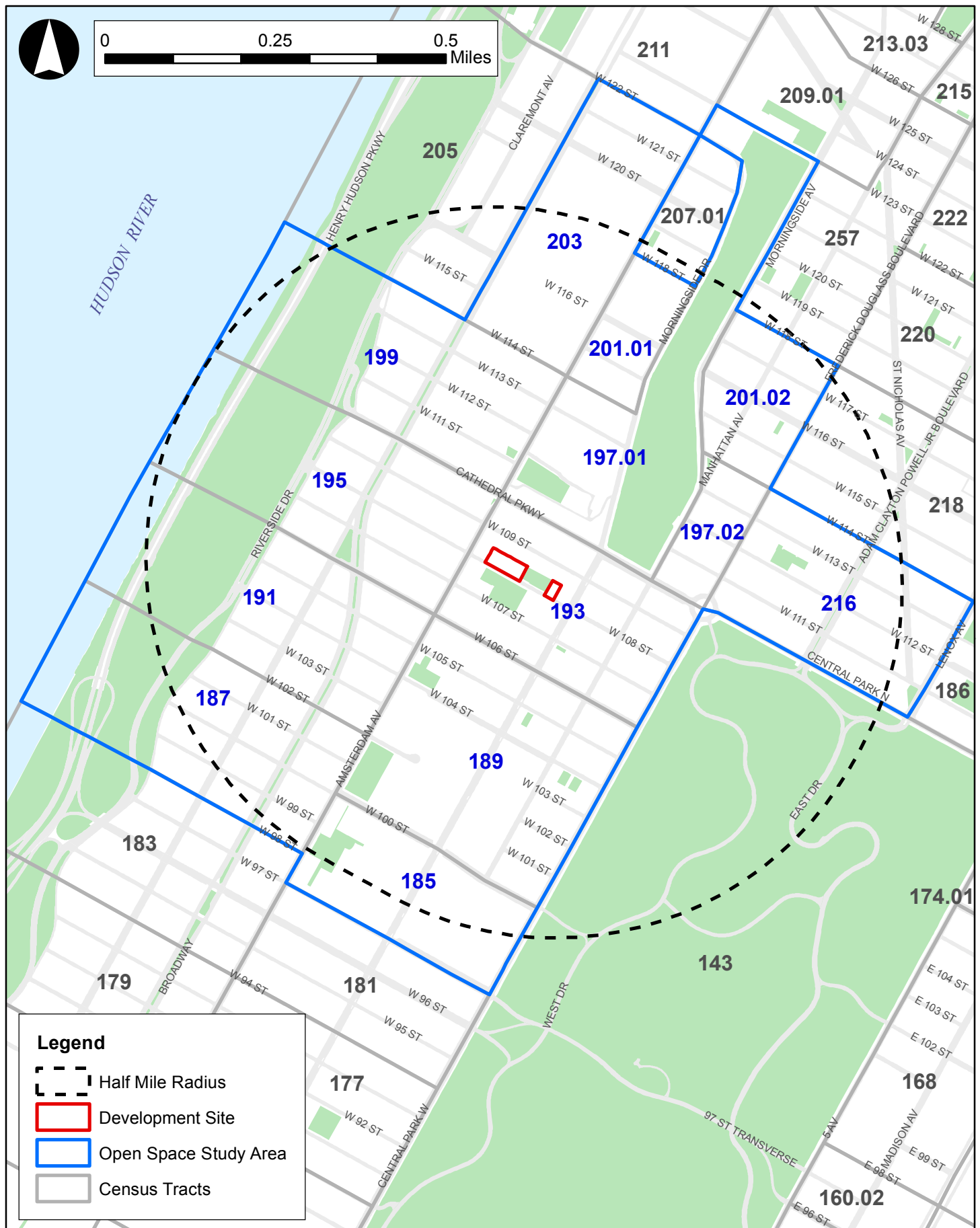
The 2014 *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size (for the Proposed Project, which is located in a well-served area, an assessment would be required if the Proposed Project's population is greater than 350 residents or 750 employees).

The Proposed Project would not have any direct effect on open space, as there are no publicly accessible open spaces on Lots 5, 10, 13, or 26, which comprise the Development Site proposed for development. Therefore, an analysis of direct impacts on open space is not warranted; however, based on other chapters of the EIS, this chapter will summarize the findings of potential direct effects related to shadows, noise, and construction. With respect to potential indirect impacts, compared to conditions in the future No-Action condition, the Proposed Project is not expected to result in an incremental increase of 750 or more employees; therefore, an assessment of the potential for indirect effects on open space due to an increased worker population is not warranted. However, the incremental increase in the residential population resulting from the Proposed Project would exceed the 350-resident CEQR threshold requiring a detailed residential open space analysis. Therefore, a detailed open space analysis is warranted for the residential population only, which would be included in the EIS pursuant to the following sub-tasks.

The open space analysis will consider both passive and active open space within a ½-mile study area. The study area would generally comprise those census tracts that have 50 percent or more of their area located within a ½-mile radius of the proposed rezoning area, as recommended in the *CEQR Technical Manual*. The resultant open space study area is shown in **Figure 5**.

The detailed open space analysis in the EIS will include the following subtasks:

- To determine the number of residents in the study areas, 2010 Census data will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study area will also be calculated, based on reverse journey-to-work census data and other available information.



- Existing active and passive open spaces within the ½-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population, as per the *CEQR Technical Manual*.
- Expected changes in future levels of open space supply and demand in the 2025 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with exiting ratios to determine changes in future levels of open space supply and demand.
- Assess the effects on open space supply and demand resulting from increased residential populations added by the Proposed Project. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area is sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 4. SHADOWS

This chapter will examine the Proposed Project's potential for significant and adverse shadow impacts pursuant to 2014 *CEQR Technical Manual* guidelines. A shadow analysis is generally warranted if an action would result in new structures (or additions to existing buildings resulting in structures greater than 50 feet in height) located adjacent to, or across the street from a sunlight-sensitive resource. Such resources include publicly accessible open spaces, certain sunlight-sensitive natural features, or sunlight sensitive features of historic resources. The Proposed Project would result in two new buildings, the taller of which (Building 1) would rise to 11-stories with a maximum height of approximately 118 feet. In addition, the Development Site is located adjacent to Anibal Aviles Playground and across the street from the Booker T. Washington Playground. Therefore, a shadows assessment is warranted to determine the extent, duration, and effects of any potential incremental new shadows on these two playgrounds or any other sunlight-sensitive resource in the vicinity of the Development Site. The shadows assessment will follow the methodology described in the *CEQR Technical Manual*, and will include the following:

The preliminary screening assessment would include the following tasks:

- Develop a base map illustrating the Development Site in relationship to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.
- Determine the longest possible shadow that could result from the Proposed Project to determine whether it could reach any sunlight-sensitive resources at any time of year.

- Perform a screening assessment (Tier 1 through Tier 3) to ascertain seasons and times of day during which shadows from the Proposed Project could reach any sunlight-sensitive resources.

If the possibility of new shadows reaching sunlight sensitive resources cannot be eliminated in the preliminary screening assessment, the EIS will include a detailed analysis. This will entail the following tasks:

- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment. The three-dimensional computer model will include existing buildings and No-Action developments (if applicable), as well as taking into account the topographic characteristics of the area, such as substantial changes in grade.
- Develop a three-dimensional representation of the Proposed Project.
- Using three-dimensional computer modeling software, determine the extent and duration of existing/No-Action shadows, as well as new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project on four representative days of the year (March 21/September 21, May 6/August 6, June 21, and December 21), as outlined by the *CEQR Technical Manual*.
- Document the analysis with graphics illustrating the incremental shadow resulting from the Proposed Project highlighted in a contrasting color when compared to existing shadows from nearby existing buildings.
- Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources, taking into consideration the amount of remaining sunlight on those sensitive resources and the types of vegetation and or recreational activities involved. If any significant adverse shadow impacts are identified, potential mitigation strategies will be identified.

TASK 5. URBAN DESIGN AND VISUAL RESOURCES

According to the methodologies of the 2014 *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a development site beyond those allowable by existing zoning that could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared. As the Proposed Actions include a zoning map amendment that would result in an increase in allowable built floor area, a preliminary assessment of urban design and visual resources will be prepared in the EIS. The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary), in accordance with the 2014 *CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the proposed rezoning area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, “Land Use, Zoning, and Public Policy,” the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.

- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the Development Site, the analysis will focus on the general massing of the two building comprising the Proposed Project, including elements such as streetwall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.

A detailed analysis will be prepared, if warranted based on the preliminary assessment. As described in the 2014 *CEQR Technical Manual*, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstructing view corridors, or competing with icons in the skyline. The detailed analysis would describe the urban design and visual resources of the Project Area and the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions, in comparison to the No-Action condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 6. HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or c) the project would introduce a population to potential human or environmental exposure from off-site sources.

A Phase I Environmental Site Assessment (ESA) was prepared for the Development Site in June 2015, and a Phase II Site Investigation Report was prepared in September 2016. The EIS will summarize the completed Phase I ESA and Phase II conducted for the Development Site, and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the Proposed Project, including a discussion of any necessary remedial or related measures. In addition, the project sponsor is considering enrollment in New York City's Voluntary Cleanup Program (NYCVCP), which requires the NYC Mayor's Office of Environmental Remediation (OER) to approve a Remedial Investigation Report (RIR), a Remedial Action Work Plan (RAWP), and a Remedial Action Report (RAR) for the Development Site, including Engineering and Institutional Controls and a Site Management Plan (SMP). The EIS will include a general discussion of the health and safety measures that would be implemented during project construction to protect site workers and the surrounding community. Required testing/remedial measures would be enforced through the Land Disposition Agreement (LDA) between HPD and the project sponsor. The appropriate remediation measures specific to the proposed end use of the site, including those recommended by the New York City Office of Environmental Remediation (OER) will be provided in the EIS.

TASK 7. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and

motorists), on-and off-street parking, or goods movement. The Proposed Actions would result in the elimination of three public parking garages within the Project Area, with a combined capacity of approximately 675 spaces. This change may result in a significant future parking shortfall in the surrounding area, and therefore, a detailed parking analysis will be provided in the EIS. Additionally, the Proposed Actions are expected to introduce affordable housing and community facility uses to the Project Area, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, a transportation screening assessment has been conducted to determine if detailed analysis is warranted.

TRAVEL DEMAND AND SCREENING ASSESSMENT

A detailed travel demand forecast has been prepared for the Proposed Project using standard sources, including the 2014 *CEQR Technical Manual*, U.S. Census data, previously approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour and mode of travel, as well as by person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) Technical Memorandum (refer to **Appendix A**) which is subject to review and approval by DOT.

TRAFFIC

As shown in the TPF/TDF in **Appendix A**, the Proposed Project is expected to generate 18 vehicle trips (vph) in the weekday AM peak hour, 11 vph in the weekday midday, 22 vph in the weekday PM, and 18 vph in the Saturday midday, compared to No-Action conditions. In addition, by displacing three existing public parking garages in the Project Area, the Proposed Actions would eliminate 29 vph, 25 vph, and 33 vph in the weekday AM, Midday, and PM peak periods, respectively, on West 108th Street and adjacent streets. As such, the Proposed Actions would result in a net reduction of vehicle trips on West 108th Street. As the net number of vehicle trips generated/diverted by the Proposed Actions would not exceed the 50 peak hour vehicle trip CEQR threshold for detailed traffic analysis, significant adverse traffic impacts would be very unlikely. As such, in accordance with *CEQR Technical Manual* guidelines, a detailed traffic analysis is not warranted and will not be provided in the EIS.

TRANSIT

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by MTA and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. As shown in the TPF/TDF in **Appendix A**, the Proposed Project would generate 143, 73, 155, and 135 subway trips in the AM, midday, PM, and Saturday midday peak hours, respectively, and 32, 18, 36, and 31 bus trips in the AM, midday, PM, and Saturday midday peak hours, respectively. These transit trips are less than their associated CEQR thresholds. As such, in accordance with *CEQR Technical Manual* guidelines, a detailed transit analysis is not warranted and will not be provided in the EIS.

PEDESTRIANS

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) are not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. As shown in the TPF/TDF in **Appendix A**, the Proposed Project would not exceed the 200-trip *CEQR* thresholds at any pedestrian element. As such, in accordance with *CEQR Technical Manual* guidelines, a detailed pedestrians analysis is not warranted and will not be provided in the EIS.

VEHICULAR AND PEDESTRIAN SAFETY

The key issue to be resolved in safety analyses is the extent to which vehicular and pedestrian exposure to crashes may reasonably be expected to increase with a proposed project in place. According to the *CEQR Technical Manual*, a detailed analysis of safety impacts may need to be addressed for some projects, such as those located near sensitive land uses, such as hospitals, schools, parks, nursing homes, elderly housing, or study intersections located in Senior Pedestrian Focus Areas (SPFAs) that could be affected by increased traffic and pedestrian volumes generated by a proposed project. As discussed above, the Proposed Project does not warrant a quantitative analysis of traffic and does not trigger detailed analysis of pedestrian conditions at any corners or crosswalks. However, as the Project Area is located within the Manhattan Valley SPFA, is located near schools and playgrounds, and the Proposed Project would include senior housing units, the EIS will provide a qualitative discussion of pedestrian safety.

PARKING

Under the 2014 *CEQR Technical Manual*, a parking analysis is typically conducted if a quantified traffic analysis is necessary. While the Proposed Project does not warrant a quantified traffic analysis, the Proposed Actions would result in the elimination of three public parking garages within the Project Area, with a combined capacity of approximately 675 spaces. In addition, the affordable and supportive housing facilities developed under the Proposed Actions would not include any replacement parking. The elimination of this number of parking spaces without provision of replacement parking is atypical of most development subject to environmental review under the 2014 *CEQR Technical Manual*. Given this specific combination of factors, and the potential to result in a shortfall of parking in the surrounding area, a detailed analysis of on-street and off-street parking conditions in the surrounding study area will be provided in the EIS.

Detailed existing on-street parking and off-street parking inventories will be conducted within a ¼-mile radius of the Project Area. The inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when commercial parking demand typically peaks) to document the existing supply and demand for each period. The parking analyses will document changes in the parking supply and utilization under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from any other major projects in the vicinity of the proposed rezoning area. Parking demand generated by the Proposed Project will be forecasted based on auto ownership data for the proposed uses within the rezoning area as well as auto ownership data for the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Based on the above assumptions, an assessment will be provided to determine whether there would be a sufficient number of on- or off-street public parking spaces available in the study area to accommodate the parking spaces displaced by the Proposed Actions. If the ¼-mile study area demonstrate an insufficient amount of

parking to accommodate the parking spaces displaced by the Proposed Actions, the study area will be expanded to a ½-mile radius. The same analyses will then be conducted for the ½-mile study area.

If the ½-mile study area also demonstrates an insufficient amount of parking to accommodate the parking spaces displaced by the Proposed Actions, more detailed analyses will be conducted to determine the transit utilization of residents in the zip codes where the current garage occupants reside and the weekday/weekend usage of the existing garages. In considering any shortfall, the analysis will also take into account parking and transportation policies that apply within Parking Zones 1 and 2 within Manhattan, as shown in Map 16-2 (CEQR Parking Zones) of the *CEQR Technical Manual*.

TASK 8. AIR QUALITY

An air quality assessment is required for actions that could have potential to result in significant air quality impacts. Mobile source impacts can arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. Mobile source impacts can also be produced by parking facilities, parking lots, or garages. Stationary source impacts can occur with actions that create new stationary sources or pollutants, such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; Stationary source impacts can also occur when a proposed action introduces new uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks.

The EAS that has been prepared for the Proposed Actions determined that the Proposed Project would not result in significant adverse mobile source air quality impacts, and therefore an analysis of mobile source air quality is not warranted and will not be provided in the EIS. The EAS also determined that, assuming that natural gas-fired combustion equipment would be used to provide heating and hot water to Buildings 1 and 2 (except for an emergency diesel fuel generator for the shelter facility), there would not be any significant adverse air quality impacts due to the Proposed Project's HVAC systems. The LDA between HPD and the project sponsors would include restrictions requiring any new development on the Development Site to ensure that fossil fuel-fired heating and hot water equipment utilize only natural gas. With these restrictions in place, no significant adverse air quality impacts are predicted from the Proposed Project's HVAC systems, and no further analysis is warranted. However, the potential for impacts on the Proposed Project from existing industrial emissions sources could not be screened out without further evaluation, and will therefore be provided in the EIS, as detailed below.

INDUSTRIAL SOURCE ANALYSIS

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the proposed rezoning area. A copy of the air permits for each of these facilities will be requested from the New York City Department of Environmental Protection's (DEP's) Bureau of Environmental Compliance.
- A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the U.S. Environmental Protection Agency (EPA) Envirofacts database will also be performed to identify any Federal- or State-permitted facilities within 1,000 feet of the Project Area.
- Facilities with sources of emissions located within 400 feet of the Project Area will be considered for analysis.

- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to NYSDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound). The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.

TASK 9. NOISE

According to the 2014 *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would be located in an area with high ambient noise levels resulting from stationary sources.

For the Proposed Project, noise analysis will focus on two areas of concern: (1) the effect the Proposed Project may have on noise levels in the surrounding community; and (2) the level of building attenuation necessary to achieve acceptable interior noise levels. The detailed noise analysis will disclose required attenuation levels to meet both CEQR and HUD noise guidelines (as the Proposed Project may include federal sources of funding in the future). The Proposed Project would generate vehicle trips, but given the background conditions and the anticipated project-generated traffic, it is not expected that project-generated traffic would result in significant adverse noise impacts. As discussed in the "Transportation" task above, the Proposed Actions would result in a net reduction of vehicle trips on West 108th Street (refer to TPF/TDF memo in **Appendix A**) in the weekday AM, midday, and PM peak hours. As such, the Proposed Actions would not result in a doubling of Noise Passenger Car Equivalents (PCEs), and in accordance with *CEQR Technical Manual* guidelines, a detailed mobile source noise analysis is not warranted and will not be provided in the EIS. It is also assumed that outdoor mechanical equipment would be designed to meet applicable regulations and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed.

Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. As the Proposed Project would be located near two playgrounds, playground noise during will also be taken into account. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the noise environment and the impact of the Proposed Project will be selected. The L_{eq} , L_{10} , and L_{dn} levels will be the primary noise descriptors used for the analysis. Other noise descriptors including the L_1 , L_{10} , L_{50} , L_{90} , L_{min} , and L_{max} levels will be examined as appropriate.
- Select receptor locations for building attenuation analysis purposes. Up to three receptor locations will be selected adjacent to the Proposed Project's buildings.

- Determine existing noise levels based on noise monitoring. Perform 20-minute measurements at each receptor location during typical weekday AM, (7:00 AM to 9:00 AM), midday, (12:00 PM to 2:00 PM), and PM peak periods. (4:30 PM to 6:30 PM). L_1 , L_{10} , L_{50} , L_{90} , L_{min} , and L_{max} values will be recorded. As the Proposed Project would be located near two playgrounds (the Anibal Aviles playground and the Booker T. Washington Playground), playground noise during the School PM peak hour (2:30-3:30PM) will also be taken into account in the analysis
- Data analysis and reduction. The results of the noise measurement program will be analyzed and tabulated.
- Determine future noise levels both with and without the Proposed Actions. Future noise levels will be determined based on the measured existing noise levels and the incremental changes in noise levels calculated by the mobile source noise screening analysis.
- Determine the level of attenuation necessary to satisfy CEQR as well as HUD criteria. The level of building attenuation necessary to satisfy CEQR as well as HUD requirements is a function of exterior noise levels and will be determined. The building attenuation study will identify the level of building attenuation required to satisfy CEQR as well as HUD requirements by building and façade. Recommendations regarding general noise attenuation measures needed for the Proposed Project to achieve compliance with standards and guideline levels will be made.

TASK 10. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and HPD determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas in accordance with 2014 *CEQR Technical Manual* guidelines.

TASK 11. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas analyzed in the EIS—land use, zoning, and public policy; open space; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.

- Summarize changes in the character of the neighborhood that can be expected in the With-Action condition and compare to the No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted, following the guidelines of the *CEQR Technical Manual*.

TASK 12. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction activity can affect transportation conditions, community noise patterns, air quality conditions, and mitigation of hazardous materials. This chapter will describe the reasonable worst-case construction schedule and phasing plan for each construction-related impact area, and logistics assumptions for the Proposed Project. It will also include a discussion of anticipated on-site activities and will provide estimates of construction workers and truck deliveries. Technical areas to be analyzed include:

TRANSPORTATION

The preliminary assessment will qualitatively consider potential losses in lanes, sidewalks, on-street parking, and effects on other transportation services, if any, during the construction of the Proposed Project. It will also identify the construction-period increase in vehicle trips from construction workers and deliveries, and discuss measures to ensure pedestrian safety during construction. A reasonable worst-case peak construction year (or years, if applicable) will be selected for the assessment of potential transportation-related construction impacts and a determination of likely required mitigation measures.

AIR QUALITY

The Proposed Project involves construction of two noncontiguous buildings and over two years of construction activity, triggering a quantitative construction air quality analysis under CEQR. The air pollutants analyzed for construction activities include nitrogen dioxide (NO₂), particulate matter with an aerodynamic diameter of less than or equal to 10 micrometers (PM₁₀), particulate matter with an aerodynamic diameter of less than or equal to 2.5 micrometers (PM_{2.5}), and carbon monoxide (CO). Monthly and annual emission profiles will be developed based the emission factors predicted using the EPA NONROAD model (which is now incorporated as an option within MOVES2014a). Based on the emission profiles, the worst-case short-term (24-hr) and annual periods will be identified for dispersion modeling of pollutant concentrations.

In addition to emissions from on-road haul trucks, and off-road construction equipment engines, the PM_{2.5} and PM₁₀ emissions analysis will include quantification of fugitive dust emissions. Fugitive dust emissions from excavation and transferring of excavated materials into dump trucks will be calculated based on the estimated quantity of soil/debris to be moved and the equations delineated in EPA AP-42 Table 13.2.3-1. Dust emissions will also be calculated for general site preparation and grading activity. Fugitive dust emissions would primarily be a concern during the initial excavation and site preparation activities. In later construction phases soil handling would be minimal. The analysis will incorporate a typical 50% emissions reduction credit assuming the implementation of standard dust control best

management practices, such as spraying water during demolition, stabilized truck exit areas, stabilizing or watering disturbed soil areas, covering soil piles etc.

The closest sensitive receptors will then be modeled to determine potential worst-case air quality impacts within or around the Development Site. The receptors will include the Anibal Aviles Playground, nearby schools (e.g., Booker T. Washington Middle School), residences, and new sensitive receptors created by the Proposed Project that would be occupied at the same time that construction activity is occurring. AERMOD will be used for dispersion modeling. For modeling 1-hr, 8-hr, and 24-hr concentrations, stationary equipment (e.g., tower cranes) will be assumed as point sources and, mobile equipment (e.g., excavators, bulldozers) will be assumed as area sources. For modeling annual average concentrations, all equipment will be assumed as area sources.

The United States Environmental Protection Agency (EPA)'s Tier 1 through 4 standards for non-road engines regulate the emission of criteria pollutants from new engines, including PM, CO, NO_x, and hydrocarbons (HC). The construction air quality impact analysis will assume that all non-road construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 emissions standard with a Diesel Particulate Filter (DPF). All non-road engines rated less than 50 hp will be assumed to meet at least the Tier 2 emissions standard.

The maximum predicted concentration increments from construction under the Proposed Actions, and maximum overall concentrations including background concentrations for the construction peak periods analyzed will be compared with the National Ambient Air Quality Standards (NAAQS) for CO, PM_{2.5}, PM₁₀, and NO₂, and the CEQR *de minimis* criteria for CO and PM_{2.5} to determine the potential impacts of the Proposed Project.

NOISE

The Proposed Project involves construction of two noncontiguous buildings and over two years of construction activity, triggering a quantitative construction noise analysis under CEQR. A quantitative construction noise analysis will be prepared using SoundPLAN software, to determine potential noise impacts at receptors within or around the Development Site, such as the Anibal Aviles Playground, nearby schools (e.g., Booker T. Washington Middle School), residences, and new sensitive receptors created by the Proposed Project that would be occupied at the same time that construction activity is occurring. SoundPLAN is a *CEQR Technical Manual*-approved detailed analysis noise model capable of representing point, line, and area noise sources. The model takes into account absorption and reflection off the ground and buildings. Data input requirements for the model include digital elevation data, buildings, ground cover, receiver locations, source locations, and source noise emission levels. L_{max} reference sound levels will be obtained from *CEQR Technical Manual* Table 22-1.

Similar to the construction air quality analyses, the construction noise analysis would rely on the potential construction schedule to identify peak periods of construction activity for detailed analysis. Up to six representative time periods (months or quarters) would be modeled to provide an estimate of the variation in temporary construction noise impacts across the duration of construction as the focus of activity shifts to different locations/buildings in the various phases. Project-on-project construction noise impacts will also be evaluated given the phased construction schedule.

Background noise levels for the construction noise analysis will be based on existing conditions noise monitoring data. Predicted noise levels would be compared to CEQR impact thresholds and mitigation measures discussed, as appropriate. The potential duration of impacts to each receptor will be estimated using the results of the six modeled months or quarters. A field inspection of the noise-

sensitive receptor buildings within approximately 150 feet of each construction site will be conducted to determine the condition of windows and to confirm whether or not the facility has a central HVAC system that would allow for a continuous closed-window condition.

OTHER TECHNICAL AREAS

As appropriate, the construction assessment will discuss other areas of environmental concern, including Land Use and Neighborhood Character, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Hazardous Materials, for potential construction-related impacts. In accordance with *CEQR Technical Manual* guidelines, the construction analysis will include an assessment of whether construction of the Proposed Project would potentially physically impact, or inhibit access to, adjacent land uses, including community facilities. The chapter will summarize the potential for direct or indirect impacts on nearby open space resources (specifically, the adjacent Anibal Aviles playground) during the Proposed Project's construction; and summarize actions to be taken during project construction to limit exposure of construction workers, residents, and the environment to potential contaminants.

TASK 13. MITIGATION

Where significant adverse project impacts have been identified in any of the above tasks, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City agencies as necessary, including DEP, DPR, and DOT. Where impacts cannot be mitigated, they will be described as unmitigated and unavoidable adverse impacts.

TASK 14. ALTERNATIVES

The purpose of an alternatives analysis in an EIS is to examine reasonable and practical options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the Proposed Project. The alternatives are usually defined once the full extent of the Proposed Project's impacts has been identified, however, they will include the No-Action Alternative, as required by SEQRA/CEQR, which demonstrates environmental conditions that would exist if the Proposed Project were not implemented. Alternatives may also include, as necessary, a No-Unmitigated Impact Alternative which considers an alternative to the Proposed Project that would result in no unmitigated impacts. The alternatives analysis is primarily qualitative, except in those areas where significant adverse impacts have been identified for the Proposed Project.

TASK 15. SUMMARY EIS CHAPTERS

In accordance with CEQR guidelines, the EIS will include the following three summary chapters, where appropriate to the Proposed Project:

- **Unavoidable Adverse Impacts** - which summarizes any significant adverse impacts that are unavoidable if the Proposed Project is implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Project** - which generally refer to "secondary" impacts of a proposed project that trigger further development.

- **Irreversible and Irretrievable Commitments of Resources** - which summarizes the Proposed Project and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 16. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Project, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the Proposed Project. The executive summary will be written in sufficient detail to facilitate drafting of a Notice of Completion for the EIS by the lead agency.

APPENDIX A

Transportation Planning Factors (TPF)/ Travel Demand Forecast (TDF) Technical Memorandum



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West 108th Street WSFSSH Development

Transportation Planning Factors (TPF) / Travel Demand Forecast (TDF)

DRAFT TECHNICAL MEMORANDUM

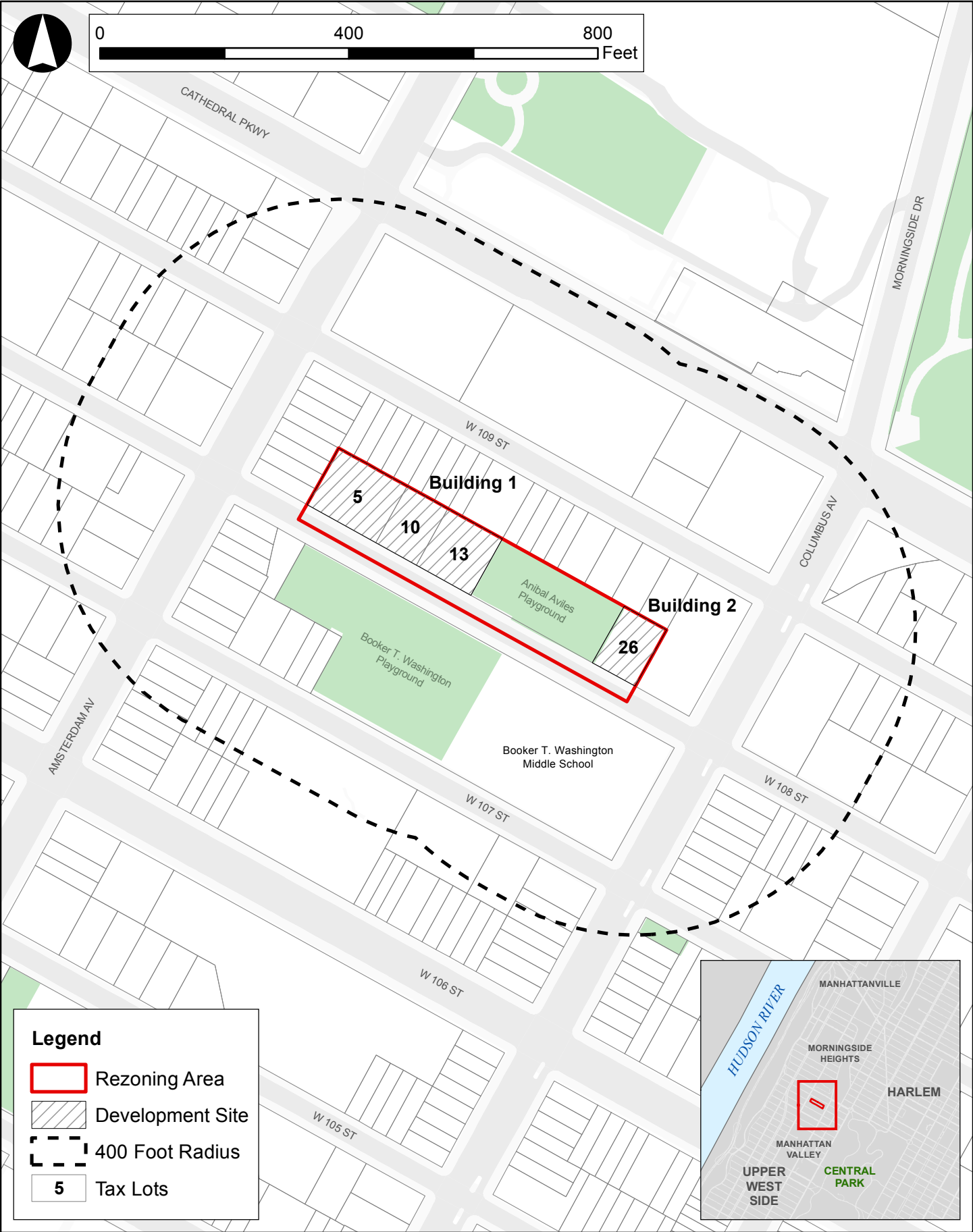
INTRODUCTION

The City of New York – Department of Housing Preservation and Development (“HPD”) and the project sponsor, the West Side Federation for Senior and Supportive Housing (“WSFSSH”), are seeking approval of several discretionary actions subject to City Planning Commission (“CPC”) approval (collectively, the “Proposed Actions”) to facilitate the construction of two new buildings consisting of affordable and supportive housing and community facility uses on West 108th Street in the Manhattan Valley neighborhood of Manhattan, Community District (CD) 7 (refer to Figure 1). The Proposed Actions include designation of an Urban Development Action Area, approval of an Urban Development Action Area Project (“UDAAP”), disposition of City-owned property, a zoning map amendment to change a portion of Manhattan Block 1863 from R8B to R8A, and a zoning text amendment to Appendix F of the NYC Zoning Resolution to map a Mandatory Inclusionary Housing (“MIH”) Area on the Project Area. The project sponsor may seek construction financing from HPD and other agencies at a later date.

The Proposed Actions would facilitate the development of approximately 277 affordable units, an approximately 31,000 gross square foot (gsf) transitional housing facility for older adults with approximately 110 shelter beds, and an additional approximately 6,400 gsf community facility use (the “Proposed Project”). This proposed development would consist of two buildings: the Western Development (Lots 5, 10, and 13) with approximately 193,000 gsf (maximum height of 11 stories), and the Eastern Development (Lot 26) with approximately 45,000 gsf (maximum height of 11 stories). This memorandum summarizes the transportation planning factors to be used for the scoping Environmental Assessment Statement (EAS) analyses of traffic, transit, pedestrian, and parking conditions for the proposed development.

REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the potential effects of the Proposed Actions, a Reasonable Worst Case Development Scenario (RWCDs) for both the “future without the Proposed Actions” (No-Action) and the “future with the Proposed Actions” (With-Action) conditions is analyzed for an analysis year of 2025. In the absence of the Proposed Actions, it is expected that no disposition of City-owned property and no changes to zoning or land use would occur within the rezoning area. Currently, Lot 5 is occupied by a four-story parking garage containing 250 parking spaces, Lot 10 is occupied by a five-story building that houses the Valley Lodge Shelter which contains 92 beds for the homeless, Lots 13 and 26 are also occupied by five- and three- story



public parking garages containing 300 and 125 parking spaces, respectively. Under the No-Action condition, the three off-street public parking garages (a total of 675 parking spaces) would continue to operate.

Under the With-Action condition, the Proposed Actions would facilitate development within the rezoning area. By 2025, the Proposed Actions would result in the development of Buildings 1 and 2. For CEQR analysis purposes, the Proposed Project described above represents the RWCDs.

Table 1 below provides a comparison of the 2025 No-Action and 2025 With-Action conditions identified for analysis purposes. As shown, by 2025 the incremental (net) change that would result from the Proposed Actions is the addition of 277 affordable units (approximately 200,600 gsf), approximately 18 shelter beds, approximately 6,400 gsf of community facility uses (excluding the shelter facility), and approximately 0.2 acres (9,000 sf) of private open space for tenants, as well as a reduction of 675 public parking spaces.

Construction of Building 1 (Block 1863, Lots 5, 10, and 13) is expected to begin in 2018, with all building elements complete and fully operational by the end of 2020; construction of Building 2 (Block 1863, Lot 26) is expected to begin in 2023, with all building elements complete and fully operational by the end of 2025. Accordingly, the EIS will assume a 2025 Build Year (a.k.a. analysis year), as it represents full build-out of the Proposed Project. As the incremental development resulting from the Proposed Actions would exceed the densities in Table 16-1 of the *City Environmental Quality Review (CEQR) Technical Manual* analysis thresholds, a preliminary travel demand forecast was prepared.

Table 1
Comparison of 2025 No-Action and 2025 With-Action Conditions

Use		No-Action Scenario	With-Action Scenario	Increment
Residential	Affordable Housing (Including Supportive Senior Housing)	--	277 units	+277 units
Community Facility	Shelter beds	92 beds	110 beds	+18 beds
	Other CF Uses	--	6,400 gsf	+6,400 gsf
Public Parking (spaces)		675 spaces	-	- 675 spaces
Accessory/Private Open Space		--	0.2 acres (9,000 sf)	+0.2 acres (9,000 sf)

TRANSPORTATION PLANNING FACTORS

In order to conduct a Level 1 Trip Generation Screening Assessment for the Proposed Actions in 2025, a travel demand forecast was prepared for a typical peak hour during the weekday AM, weekday midday, weekday PM and Saturday midday periods. The transportation planning factors shown below in Table 2 were developed based on standard criteria as per the 2014 *CEQR Technical Manual*, census data, and studies that have been used in previous Environmental Impact Statements (EIS) for projects with similar uses. These include trip generation rates, temporal and directional distributions, mode choice factors, and vehicle occupancies for the proposed project increment of 277 affordable DUs, 18 new transitional shelter beds (a total of 110 shelter beds to be provided, replacing the existing 92 beds), and 6,400 gsf of community facility space. The 277 affordable DUs and the 18 shelter beds were conservatively analyzed, for transportation purposes, as typical dwelling units (a total of 295 DUs).

Table 2
Transportation Planning Factors

Land Use:	<u>Residential</u>		<u>Community Facility</u>	
Size/Units:	295 DU		6,400 gsf	
Trip Generation:	(1)		(1)	
Weekday	8.075		44.7	
Saturday	9.600		26.1	
	per DU		per 1,000 gsf	
Temporal Distribution:	(1)		(1)	
AM	10.0%		4.0%	
MD	5.0%		9.0%	
PM	11.0%		5.0%	
SatMD	8.0%		9.0%	
Modal Splits:	(2)		(3)	
	All Periods		All Periods	
Auto	6.2%		4.0%	
Taxi	0.6%		9.0%	
Subway	58.3%		12.0%	
Bus	13.3%		5.0%	
Walk/Other	21.6%		70.0%	
	100.0%		100.0%	
In/Out Splits:	(3)		(4)	
	In	Out	In	Out
AM	16.0%	84.0%	60%	40%
MD	50.0%	50.0%	53%	47%
PM	67.0%	33.0%	50%	50%
Sat MD	53.0%	47.0%	34%	66%
Vehicle Occupancy:	(2,3)		(3)	
	All Periods		All Periods	
Auto	1.15		1.40	
Taxi	1.40		1.40	
Truck Trip Generation:	(1)		(3)	
Weekday	0.06		0.04	
Saturday	0.02		0.01	
	per DU		per 1,000 sf	
	(1)		(3)	
AM	12.0%		8.0%	
MD	9.0%		11.0%	
PM	2.0%		2.0%	
Sat MD	9.0%		11.0%	
	In	Out	In	Out
AM/MD/PM	50.0%	50.0%	50.0%	50.0%
Notes :				
(1) Based on 2014 <i>City Environmental Quality Review (CEQR) Technical Manual</i> . Community Facility assumes Health Club use.				
(2) Based on 2011-2015 <i>American Community Survey (ACS)</i> Means of Transportation to Work Table for Manhattan Census Tracts 193 for renter-occupied units				
(3) Based on <i>West Harlem Rezoning FEIS</i> , August 2012.				
(4) Based on March 2014 data provided by Chinatown YMCA facility.				

Residential

The forecast of travel demand for the residential use used a weekday trip generation rate of 8.075 person trips per DU, a Saturday trip generation rate of 9.6 person trips per DU, and temporal distributions of 10%, 5%, 11%, and 8% for the weekday AM, midday, PM, and Saturday midday peak hours respectively, as per the 2014 *CEQR Technical Manual*. The residential modal splits were estimated to be 6.2%, 0.6%, 58.3%, 13.3%, and 21.6% mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, as per 2010-2014 *American Community Survey (ACS)* Means of Transportation to Work data for renters in Manhattan Census Tract 193. Directional splits (in/out) shown in Table 2 were based on the *West Harlem Rezoning FEIS, 2012*. The vehicle occupancy of 1.15 persons per vehicle was also assumed based on ACS data, while the taxi occupancy of 1.40 persons per taxi was based on the *West Harlem Rezoning FEIS, 2012*.

Community Facility

The forecast of travel demand for the community facility use used a weekday trip generation rate of 44.7 person trips per 1,000 sf, a Saturday trip generation rate of 26.1 trips per 1,000 sf and temporal distributions of 4%, 9%, 5%, and 9% for the weekday AM, midday, PM, and Saturday midday peak hours, respectively, as per the 2014 *CEQR Technical Manual*. The modal split would be predominately walk, and assumed 4%, 9%, 12%, 5%, and 70% mode shares for private auto, taxi, subway, bus, and walk-only modes, respectively, based on the *West Harlem Rezoning FEIS, 2012*. The vehicle occupancies of 1.40 persons per vehicle, 1.40 persons per taxi were also assumed based on the *West Harlem Rezoning FEIS, 2012*. Directional splits (in/out) were based on March 2014 data provided by the Chinatown YMCA facility.

TRIP GENERATION

According to the 2014 *CEQR Technical Manual* guidelines, a two-tier screening process is used to determine whether quantified analyses of any technical areas of the transportation system are necessary. A Level 1 screening is typically necessary if a proposed project has the potential to exceed either 50 vehicle trips, 200 transit trips or 200 pedestrian trips during any given peak hour. If these thresholds are exceeded, a Level 2 screening assessment is required in order to ensure that there are not 50 vehicle trips, 50 bus trips, 200 subway/rail trips, or 200 pedestrian trips assigned to an individual transportation element (intersections, bus routes, subway stations, etc.), during any analysis peak hour. Based on the planning factors shown in in Table 2, a travel demand forecast (Level 1 screening) was prepared for the proposed development, and is shown below in Table 3.

Traffic and Parking

Based on the factors outlined above, an incremental increase of approximately 18, 11, 22, and 18 vehicle trips (in and out combined) would be generated as a result of the proposed development program during the weekday AM, midday, PM, and Saturday midday peak periods, respectively (refer to Table 3). However, as previously mentioned, there are currently three parking garages located at the project site (Block 1863, Lots 5, 13, and 26). In order to assess the existing conditions at the project site, vehicle counts were conducted at the entrances to each of the three parking garages during the weekday AM, midday and PM peak periods in November 2016. These counts are summarized below in Table 4.

As shown in Table 4, a total of 29, 25, and 33 vehicle trips (in and out combined) were generated by the three parking garages during the weekday AM, midday, and PM peak hours, respectively. As previously

Table 3
Travel Demand Forecast

Land Use:		<u>Residential</u>		<u>Community Facility</u>		<u>Total</u>	
Size/Units:		295 DU		6,400 gsf			
Peak Hour Person Trips:							
AM		240		12		252	
MD		120		26		146	
PM		264		16		280	
Sat MD		228		16		244	
Person Trips:							
		In	Out	In	Out	In	Out
AM	Auto	2	12	0	0	2	12
	Taxi	0	1	1	0	1	1
	Subway	22	119	1	1	23	120
	Bus	5	27	0	0	5	27
	Walk/Other	<u>8</u>	<u>44</u>	<u>5</u>	<u>4</u>	<u>13</u>	<u>48</u>
	Total	37	203	7	5	44	208
		In	Out	In	Out	In	Out
MD	Auto	4	4	1	0	5	4
	Taxi	0	0	0	1	0	1
	Subway	35	35	2	1	37	36
	Bus	8	8	1	1	9	9
	Walk/Other	<u>13</u>	<u>13</u>	<u>10</u>	<u>9</u>	<u>23</u>	<u>22</u>
	Total	60	60	14	12	74	72
		In	Out	In	Out	In	Out
PM	Auto	11	5	0	0	11	5
	Taxi	1	1	1	1	2	2
	Subway	102	51	1	1	103	52
	Bus	24	12	0	0	24	12
	Walk/Other	<u>38</u>	<u>19</u>	<u>6</u>	<u>6</u>	<u>44</u>	<u>25</u>
	Total	176	88	8	8	184	96
		In	Out	In	Out	In	Out
Sat MD	Auto	7	7	0	0	7	7
	Taxi	1	1	0	1	1	2
	Subway	71	62	1	1	72	63
	Bus	16	14	0	1	16	15
	Walk/Other	<u>26</u>	<u>23</u>	<u>5</u>	<u>7</u>	<u>31</u>	<u>30</u>
	Total	121	107	6	10	127	117
		In	Out	In	Out	In	Out
Vehicle Trips :							
AM	Auto (Total)	2	10	0	0	2	10
	Taxi	0	1	1	0	1	1
	Taxi Balanced	1	1	1	1	2	2
	Truck	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
	Total	4	12	1	1	5	13
		In	Out	In	Out	In	Out
MD	Auto (Total)	3	3	1	0	4	3
	Taxi	0	0	0	1	0	1
	Taxi Balanced	0	0	1	1	1	1
	Truck	<u>1</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>1</u>
	Total	4	4	2	1	6	5
		In	Out	In	Out	In	Out
PM	Auto (Total)	10	4	0	0	10	4
	Taxi	1	1	1	1	2	2
	Taxi Balanced	2	2	2	2	4	4
	Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Total	12	6	2	2	14	8
		In	Out	In	Out	In	Out
Sat MD	Auto (Total)	6	6	0	0	6	6
	Taxi	1	1	0	1	1	2
	Taxi Balanced	2	2	1	1	3	3
	Truck	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	Total	8	8	1	1	9	9
		In	Out	In	Out	In	Out
<u>Total Vehicles</u>		<u>In</u>	<u>Out</u>	<u>Total</u>			
AM		5	13	18			
MD		6	5	11			
PM		14	8	22			
Sat MD		9	9	18			

Table 4

Vehicle Counts at Existing Garages

Time Period		Garage 1 (Lot 5)			Garage 2 (Lot 13)			Garage 3			Total
		In	Out	Total	In	Out	Total	In	Out	Total	
7:30 AM	8:30 AM	2	5	7	1	11	12	1	2	3	22
7:45 AM	8:45 AM	4	6	10	2	9	11	0	1	1	22
8:00 AM	9:00 AM	5	6	11	2	7	9	0	1	1	21
8:15 AM	9:15 AM	8	7	15	2	4	6	0	1	1	22
8:30 AM	9:30 AM	9	12	21	2	4	6	1	1	2	29
12:00 PM	1:00 PM	7	11	18	3	2	5	1	1	2	25
12:15 PM	1:15 PM	6	10	16	2	1	3	1	3	4	23
12:30 PM	1:30 PM	7	9	16	1	2	3	1	2	3	22
12:45 PM	1:45 PM	4	4	8	1	4	5	1	2	3	16
1:00 PM	2:00 PM	4	2	6	1	4	5	0	3	3	14
5:00 PM	6:00 PM	6	10	16	2	0	2	3	3	6	24
5:15 PM	6:15 PM	7	13	20	2	4	6	3	1	4	30
5:30 PM	6:30 PM	10	9	19	4	4	8	3	1	4	31
5:45 PM	6:45 PM	12	7	19	5	5	10	3	1	4	33
6:00 PM	7:00 PM	10	7	17	6	6	12	3	0	3	32

Source: PHA counts conducted in November 2016

Note:

1. **Bold** indicates peak hour and peak hour volume

mentioned, the proposed development would result in an incremental increase of 18, 11, and 22 vehicle trips (in and out combined) during the weekday AM, midday, and PM peak hours (refer to Table 3). Under the With-Action condition, the vehicle trips generated by the existing parking garages would be displaced. Therefore, the net incremental vehicle trips generated by the proposed development would be negative during the weekday AM, midday, and PM peak hours, with -11, -14, and -11 vehicle trips generated, respectively. As the *CEQR Technical Manual* Level 1 screening threshold of 50 vehicle trips per peak hour is not exceeded during any of the four peak hour periods, significant adverse impacts would be unlikely and a Level 2 screening analysis is not warranted.

As per the *CEQR Technical Manual*, a detailed parking assessment is not needed if the threshold for traffic analysis is not exceeded. However, as the Proposed Actions would eliminate a combined 675 parking spaces, and may result in a significant parking shortfall in the surrounding area. Therefore, a detailed parking analysis will be included in the EIS.

Transit

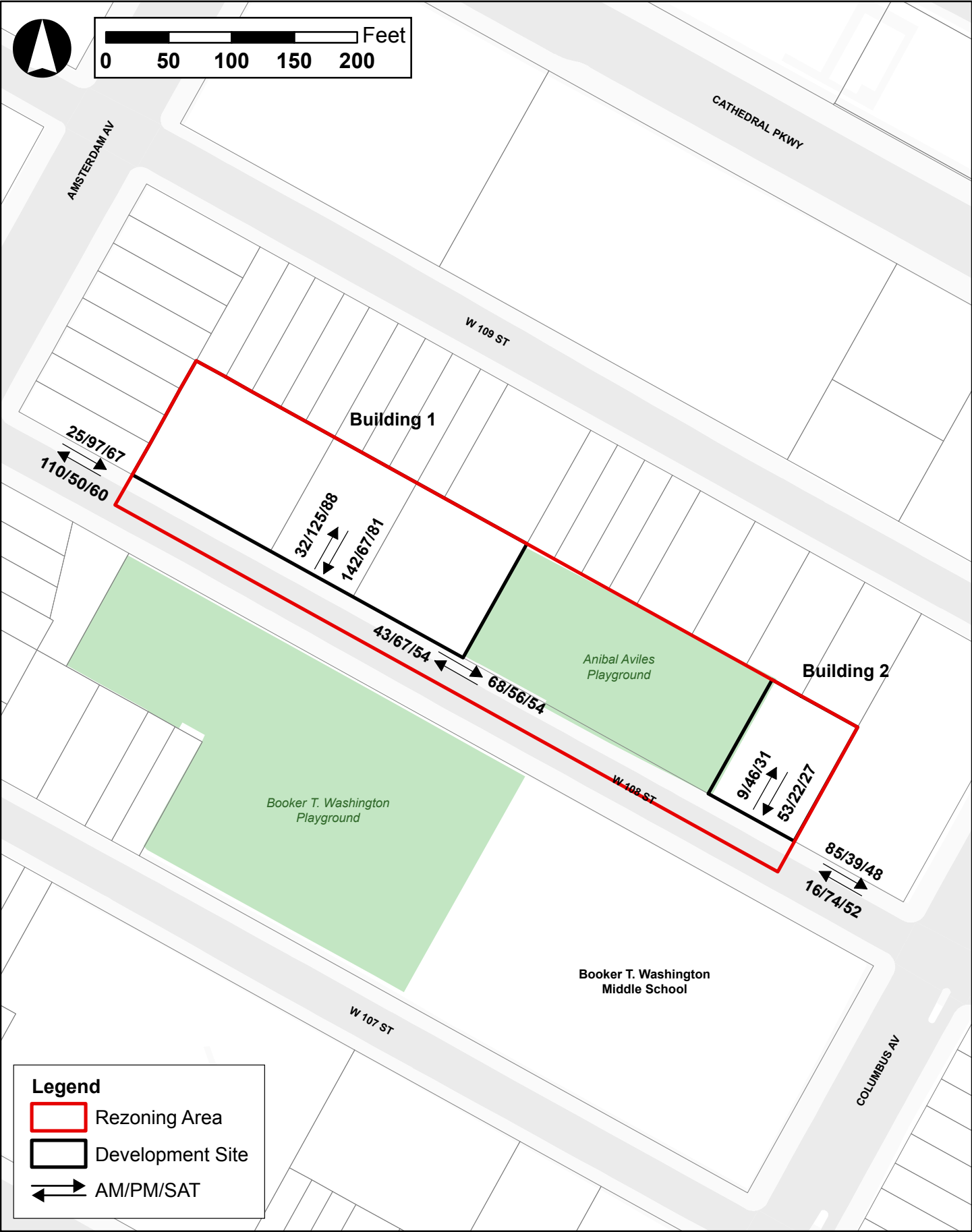
According to the general thresholds used by the Metropolitan Transportation Authority (MTA) specified in the 2014 *CEQR Technical Manual*, detailed transit analyses are not required if the proposed development is projected to result in fewer than 200 peak hour subway/rail or bus transit riders.

As shown in Table 3, the proposed development would generate an incremental increase of 143, 73, 155, and 135 subway (in and out combined) trips during the weekday AM, midday, PM and Saturday midday peak periods, respectively. Similarly, the development would generate an incremental increase of 32, 18, 36, and 31 bus trips during the weekday AM, midday, PM and Saturday midday peak hours, respectively. Therefore, the transit thresholds are not met in any of the four analyzed peak hours, and a detailed transit analysis would not be warranted as no significant adverse impacts are expected.

Pedestrians

According to the *CEQR Technical Manual*, detailed pedestrian analyses are not required if the proposed development is projected to result in less than 200 peak hour pedestrian trips. As shown in Table 3, the development would generate an incremental increase of 61, 45, 69, and 61 walk-only trips (in and out combined) during the weekday AM, midday, PM and Saturday midday peak periods, respectively (refer to Table 3). In addition to the walk-only trips, the subway and bus trips also include walk portions of the trip. Therefore, the proposed project would generate a total of 236, 136, 260, and 227 walk trips in the weekday AM, midday, PM and Saturday peak periods respectively. As the total walk trips exceed the *CEQR Technical Manual* threshold during the weekday AM, weekday PM and Saturday midday peak hours, a more detailed analysis is warranted. The subsequent Level 2 pedestrian assignment is shown below in Figure 2 for the weekday AM, PM and Saturday midday peak hours.

As shown in Figure 2, pedestrian trips would be distributed eastbound and westbound between the entrances to Buildings 1 and 2. Therefore, no single pedestrian element is expected to experience an increase of greater than 200 person trips during any of the peak hour periods, and no significant adverse impacts are expected and a detailed pedestrian analysis is not warranted.



CONCLUSIONS

The incremental trips generated by the proposed development would be less than the 2014 *CEQR Technical Manual* thresholds during all peak periods and detailed traffic, parking, transit, and pedestrian analyses are not warranted as impacts are not likely. However, as the Proposed Actions would eliminate three public parking garages containing a combined 675 parking spaces, which may result in a significant parking shortfall in the surrounding area, a detailed parking analysis will be included in the EIS.