SUGAR HILL REZONING

Environmental Assessment Statement (EAS)

(CEQR No. 10DCP031M)

Prepared for:
Broadway Housing Communities

Prepared by:
Philip Habib & Associates

April 2, 2010

Sugar Hill Rezoning

Environmental Assessment Statement

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ENVIRONMENTAL ASSESSMENT STATEMENT

PART I, GENERAL INFORMATION

Reference Numbers

1. 10DCP031M

CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)

BSA REFERENCE NO. IF APPLICABLE

N100274PDM, N100275PFM, I100277ZMM

ULURP REFERENCE NO. IF APPLICABLE

OTHER REFERENCE NO.(S) IF APPLICABLE
(e.g. Legislative Intro, CAPA, etc)

Lead Agency & Applicant Information
PROVIDE APPLICABLE INFORMATION

2a. Lead Agency

NYC Department of City Planning
NAME OF LEAD AGENCY

Robert Dobruskin, Director, EARD
NAME OF LEAD AGENCY CONTACT PERSON

22 Reade Street, Room 4E
ADDRESS

New York | **NY** | **10007**
CITY | STATE | ZIP

212-720-3420 | **212-720-3495**
TELEPHONE | FAX

rdobrus@planning.nyc.gov
EMAIL ADDRESS

2b. Applicant Information

Broadway Housing Communities (BHC) is primary applicant, other applicants are listed on page 1a
NAME OF APPLICANT

Ellen Baxter, Executive Director, BHC
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

583 Riverside Drive
ADDRESS

New York | **NY** | **10031**
CITY | STATE | ZIP

212-568-2030
TELEPHONE | FAX

ebaxter@broadwayhousing.org
EMAIL ADDRESS

Action Description
SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL **Sugar Hill Rezoning**

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):

This application is for a set of actions intended to facilitate the redevelopment of a site in the Hamilton Heights North neighborhood of West Harlem, in Manhattan Community District 9. The requested actions include: (1) a zoning map change from C8-3 and R7-2 to a R8A residential zoning district; (2) acquisition/ disposition of City-owned property, in the form of an exchange of easements between the applicant and the NYC Department of Citywide Administrative Services; and (3) financing from the NYC Department of Housing Preservation and Development (NYCHPD), New York State Division of Housing & Community Renewal (DHCR), and the New York State Office of Temporary Disability Assistance, for the residential component of the Proposed Development (collectively, the "Proposed Action"). The applicants for each action are listed on page 1a.

The Proposed Action would enable the applicant, Broadway Housing Communities (BHC), to construct a mixed-use building on a parcel within the proposed rezoning area, consisting of one privately owned lot (Block 2069, Lot 21) located at 404-414 West 155th Street (the "Proposed Development Site"). The Proposed Development Site, which currently contains a two-story plus cellar public parking garage, is an approximately 21,685 sf lot on the northern portion of the block bounded by West 155th Street to the north, St. Nicholas Avenue to the west, St. Nicholas Place to the east, and West 153rd Street to the south, and is comprised of Lot 21 in its entirety.

The Proposed Action would facilitate construction of an approximately 169,333 gsf 13-story mixed-use building (140,934 zsf, excluding parking and mechanical deductions) on the Proposed Development Site (the "Proposed Development"). The existing 300-space garage structure currently on the site would be demolished to allow construction of the new building. The Proposed Development would include:

- **approximately 124 residential units, all of which would be affordable;**
- **an approximately 18,036 sf Faith Ringgold Children's Museum of Art and Storytelling;**
- **a 12,196 sf day care facility and early childhood center for approximately 100 children;**
- **2,350 sf of non-profit program and office space; and**
- **a 114-space below-grade accessory parking garage.**

It is expected that construction on the Proposed Development Site would commence in the second half of 2010 with the demolition of the existing structure and site excavation, and the Proposed Development is expected to be completed by late 2012.

Item 2b. Applicant Information (continued from Page 1)

- Applicant for Rezoning Action: Broadway Housing Communities (BHC)
- Applicants for Acquisition/Disposition Action: Broadway Housing Communities (BHC), NYC Department of Citywide Administrative Services (DCAS) (for acquisition and disposition), and NYC Department of Environmental Protection (DEP) (for acquisition).
- Applicant for Funding Action: Broadway Housing Communities (BHC)

There are no current proposals for development of any of the other properties affected by the proposed zoning map change. Compared to future conditions without the Proposed Action, the RWCDS analyzed in this document consists of 124 residential units, an approximately 18,036 sf museum, a 12,196 sf day care facility (100 children capacity), approximately 2,350 sf of office space, as well as a net reduction of 300 public parking spaces. (Refer to Attachment A, "Project Description" for details.)

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):

The current C8-3 zoning which covers most of the Proposed Development Site does not allow residential uses. The Proposed Action would enable the applicant (BHC) to develop this property with a new 13-story mixed-income mixed-use development that is intended to serve the needs of the surrounding community, by providing a range of affordable housing options, an early childhood day care center, the Faith Ringgold Children's Museum, community not-for profit office space, and accessory parking. The Proposed Development is expected to provide 124 units of housing of varying sizes, which would serve 51 single adults and 73 families ranging in income from homelessness to 80% of the Area Median Income. Thus the Proposed Development seeks to advance BHC's mission to provide quality housing and services to the City's struggling families, and expand the supply of affordable housing in the City. The proposed Faith Ringgold Children's Museum of Art & Storytelling is intended to serve as a cultural capstone to help revitalize the neighborhood by providing cultural resources and new, healthy opportunities for children and families. The Proposed Development is also expected to include an Early Childhood day care center serving 100 children, which would serve the surrounding community, and allow low- and moderate-income mothers to secure employment.

By combining a permanent affordable place to live with comprehensive educational, family and cultural resources, the Proposed Development seeks to provide much needed services for New York's low-income children and families. In addition, the Proposed Development seeks to transform an underutilized commercial site into a green model of urban community revitalization that integrates affordable housing, education and cultural resources to enrich the neighborhood for generations to come.

Required Action or Approvals

4. CITY PLANNING COMMISSION ☒ Yes ☐ No

☐ Change in City Map ☐ Zoning Certification ☐ Site Selection - Public Facility
☒ Zoning Map Amendment ☐ Zoning Authorization ☒ Disposition - Real Property ☐ Franchise
☐ Zoning Text Amendment ☐ Housing Plan & Project ☐ UDAAP ☐ Revocable Consent ☐ Concession
☐ Charter 197-a Plan _____
☐ Zoning Special Permit, specify type: _____
☐ Modification of _____
☐ Renewal of _____
☐ Other _____

5. UNIFORM LAND USE PROCEDURE (ULURP) ☒ Yes ☐ No

6. BOARD OF STANDARDS AND APPEALS ☐ Yes ☒ No

☐ Special Permit ☐ New ☐ Renewal ☐ Expiration Date
☐ Variance ☐ Use ☐ Bulk
Specify affected section(s) of Zoning Resolution _____

7. DEPARTMENT OF ENVIRONMENTAL PROTECTION ☐ Yes ☒ No

☐ Title V Facility ☐ Power Generation Facility ☐ Medical Waste Treatment Facility

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL

8. OTHER CITY APPROVALS ☒ Yes ☐ No

☐ Legislation ☐ Rulemaking; specify agency:
☐ Construction of Public Facilities ☒ Funding of Construction, Specify ☒ Funding of Programs, Specify
☐ Policy or plan ☐ Permits, Specify: _____
Other; explain: **The Proposed Action includes financing from the NYC Department of Housing Preservation and Development (NYCHPD) for the residential component of the Proposed Development, through its Low Income Rental Program and Low Income Housing Tax Credits.**

9. STATE ACTIONS/APPROVALS/FUNDING ☒ Yes ☐ No

If "Yes," identify **State funding is being sought for the subsidized housing, day care center and/or children's museum. At this time, the applicant is seeking funding from DHCR's New York State Low-Income Housing Tax Credit Program (SLIHC), as well as from NYS Office of Temporary Disability Assistance for funding under their Homeless Housing Assistance Program.**

10. FEDERAL ACTIONS/APPROVALS/FUNDING ☐ Yes ☒ No

If "Yes," identify

Action Type

11a. ☐ Unlisted; or ☒ Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):
Proposed Development Site and rezoning area are located within the S/NR designated Sugar Hill Historic District and a small portion of the rezoning area also falls within the LPC-designated Hamilton Heights/ Sugar Hill Historic District [6NYCRR Part 617.4 (b)(a)]

11b. ☐ Localized action, site specific action ☒ Localized action, change in regulatory control for small area ☐ Generic

Analysis Year

12. Identify the analysis year (or build year) for the proposed action: **late 2012**
Would the proposal be implemented in a single phase? ☒ Yes ☐ No ☐ NA.
Anticipated period of construction: **approx. 20-24 months**
Anticipated completion date: **late 2012**
Would the proposal be implemented in multiple phases? ☐ Yes ☒ No ☐ NA.
Number of phases: **N.A.**
Describe phases and construction schedule: **N.A.**

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOLVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES)

13a. LOCATION OF PROJECT SITE

404-414 West 155th Street (Proposed Development Site)
STREET ADDRESS

Rezoning Area is located along the south side of West 155th Street, between St. Nicholas Avenue and St. Nicholas Place
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS

C8-3 & R7-2 | **3b**
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY | ZONING SECTIONAL MAP

Rezoning Area: Block 2069, Lots 21 and 28 in their entirety and parts of Lots 14 and 26
Proposed Development Site: Block 2069, Lot 21 | **Manhattan** | **9**
TAX BLOCK AND LOT NUMBERS | BOROUGH | COMMUNITY DISTRICT

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: **Approximately 21,685 (Proposed Development Site)** SQ. FT.

PROJECT SQUARE FEET TO BE DEVELOPED: **Approx. 21,685** SQ. FT

GROSS FLOOR AREA OF PROJECT: **Approx. 169,333** SQ. FT. **(Proposed Development)**

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED IN THE NUMBER OF UNITS, SQ. FT. OR OTHER APPROPRIATE MEASURE: **N.A.** % OF **N.A.**

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: **120'** HEIGHT **116'** WIDTH **154'** LENGTH

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: **Proposed Development Site: approximately 154 feet along West 155th Street. Rezoning Area: Approximately 205 feet along 155th Street, 150 feet along St. Nicholas Avenue**

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION: **N.A.**

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? ☒ Yes ☐ No
IF 'YES', IDENTI FY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.
The proposed rezoning area would incorporate one tax lot and parts of two additional tax lots that would not be developed as part of the Proposed Action. These lots are: Block 2069, Lots 14, 26, and 28. It should be noted that a portion of Lot 26 would provide an access easement for the Proposed Development (refer to Attachment A, "Project Description" for details).

PART II, SITE AND ACTION DESCRIPTION

Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

1. GRAPHICS Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

Please see Figures 1 (Sanborn Map), 2 (Zoning Map), and 3 (Tax Map)

2. PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **approx. 21,685** Water surface area (sq. ft.): **0**

Roads, building and other paved surfaces (sq. ft.): **approx. 21,685** Other, describe (sq. ft.): **0**

3. PRESENT LAND USE **Information is provided for all lots comprising the rezoning area**

Residential **Residential uses are located on Lot 14 only, which falls partially within rezoning area**

Total no. of dwelling units **24** No. of low-to-moderate income units

No. of stories **6** Gross floor area (sq. ft.) **approx. 23,256**

Describe type of residential structures: **6-story elevator apartment building**

Commercial

Retail: No. of bldgs **N.A.** Gross floor area of each building (sq. ft.):

Office: No. of bldgs **N.A.** Gross floor area of each building (sq. ft.):

Other: No. of bldgs **1** Gross floor area of each building (sq. ft.): **appx. 16,779**

Specify type(s): **a NYCDEP leak detection facility with accessory parking (Lot 26)**

No. of stories and height of each building: **2-story structure with enclosed surface parking**

Manufacturing/Industrial **N.A.**

No. of bldgs

Gross floor area of each building (sq. ft.):

No. of stories and height of each building:

Type of use(s):

Open storage area (sq. ft.)

If any unenclosed activities, specify:

Community facility **N.A.**

Type of community facility:

No. of bldgs. Gross floor area of each building (sq. ft.):

No. of stories and height of each building:

Vacant land

Is there any vacant land in the directly affected area? ☒ Yes ☐ No

If yes, describe briefly: **a small 12 sf lot (Lot 28) at the corner of W. 155th Street & St. Nicholas Avenue is shown on the tax map but appears to be part of the sidewalk**

Publicly accessible open space **N.A.**

Is there any existing publicly accessible open space in the directly affected area? ☐ Yes ☐ No

If yes, describe briefly:

Does the directly affected area include any mapped City, State or Federal parkland? ☐ Yes ☐ No

If yes, describe briefly:

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes ☐ No

If yes, describe briefly:

Other land use

No. of stories **2 above grade** Gross floor area (sq. ft.) **approx. 65,070**

Type of use: **public parking garage (Lot 21)**

4. EXISTING PARKING

Garages

No. of public spaces: **300** No. of accessory spaces: **0**

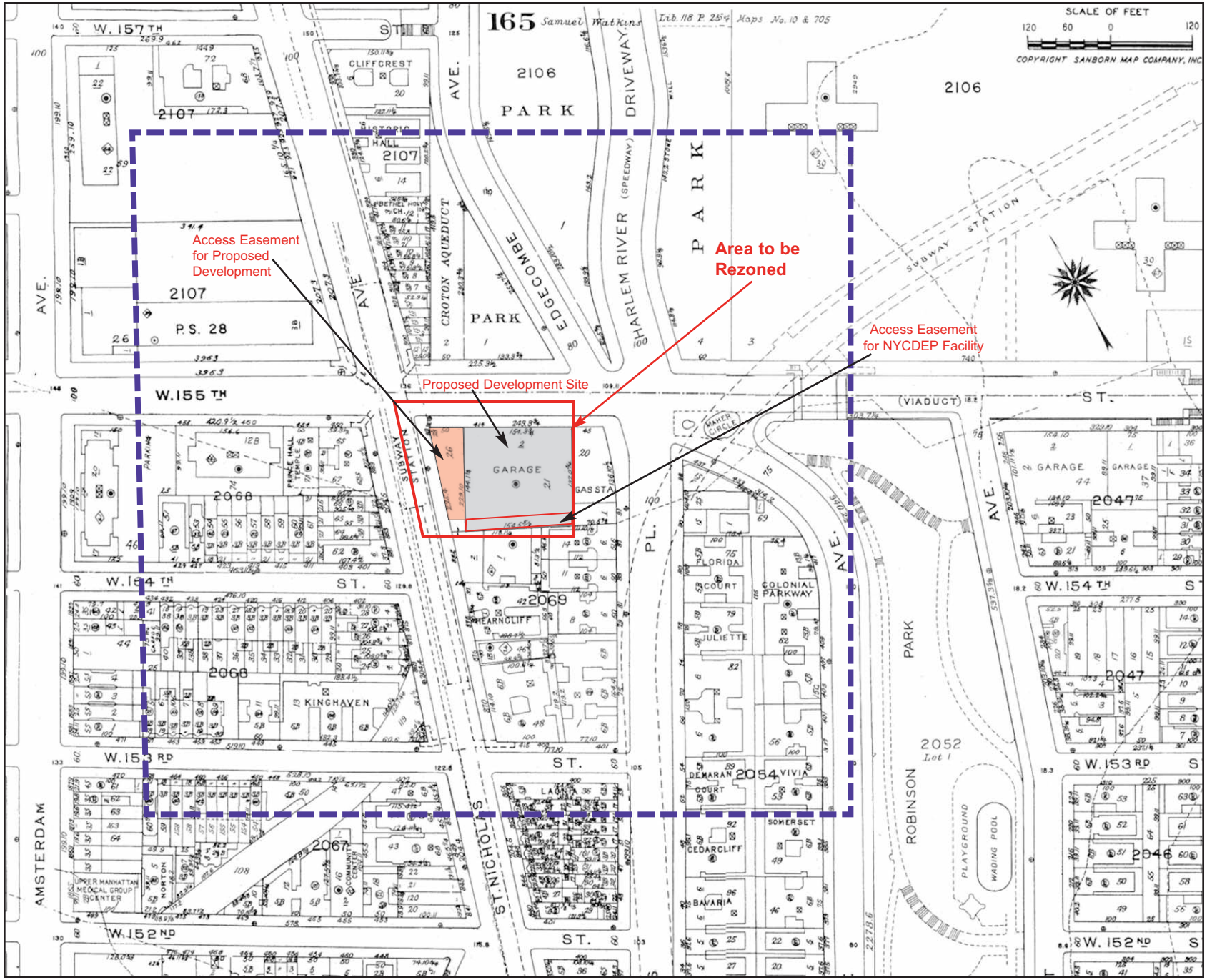
Operating hours: **24 hours** Attended or non-attended? **attended**

Lots **N.A.**

No. of public spaces: No. of accessory spaces:

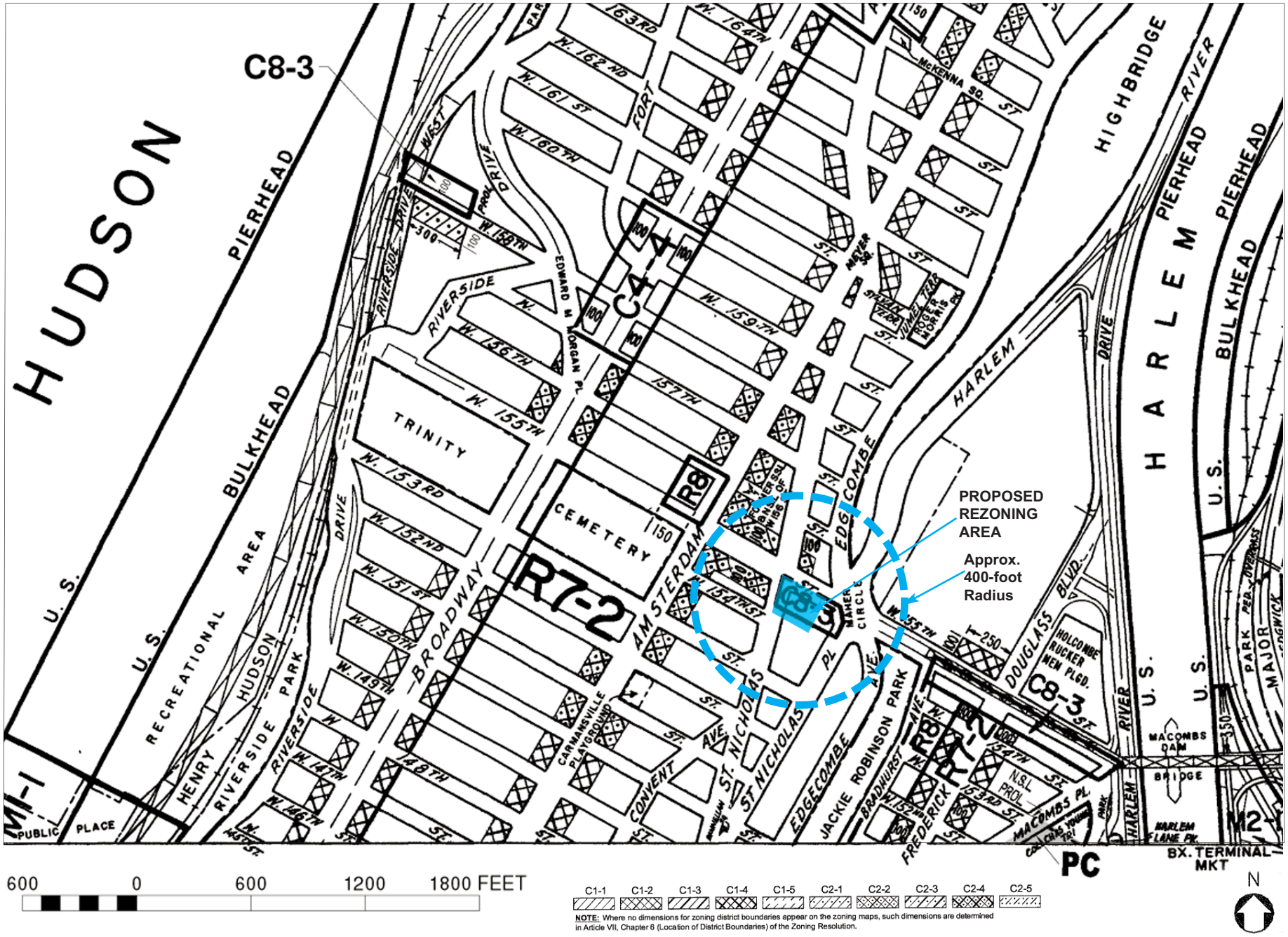
Operating hours: Attended or non-attended?

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate. **On-street parking is available along the streets adjacent to the rezoning area**



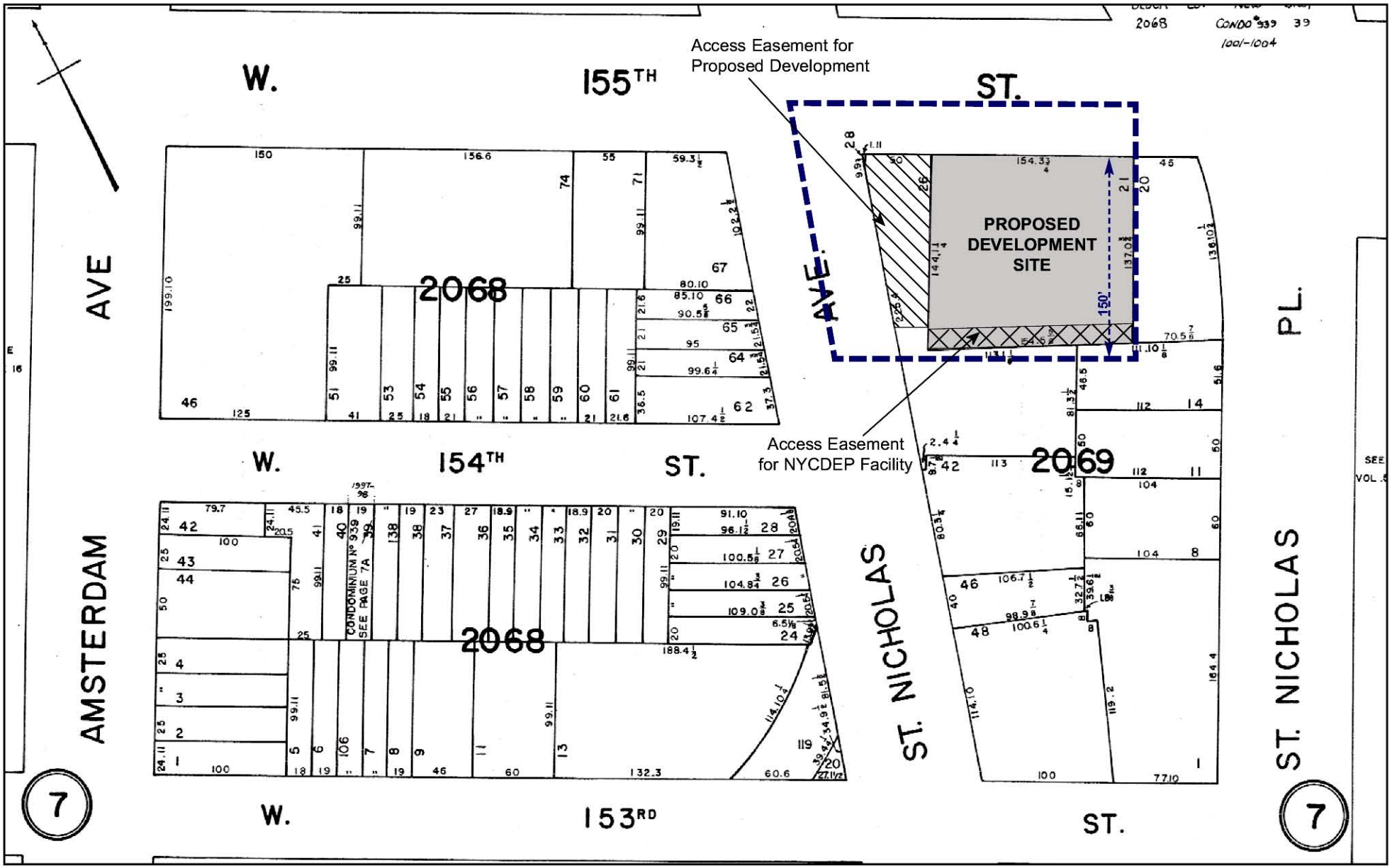
Sugar Hill Rezoning EAS

Figure 1
Sanborn Map



Sugar Hill Rezoning EAS

Figure 2
Zoning Map


Access Easement for Proposed Development
W. 155TH ST.
PROPOSED DEVELOPMENT SITE
150'
AVE.
AVE
2068
2069
Access Easement for NYCDEP Facility
W. 154TH ST.
AMSTERDAM
ST. NICHOLAS
ST. NICHOLAS PL.
W. 153RD ST.
7
7
Area to be Rezoned

5. EXISTING STORAGE TANKS **Refer to Hazardous Materials Section in Attachment B, "Screening Analyses"**

Gas or service stations? ☐ Yes ☒ No Oil storage facility? ☐ Yes ☐ No Other? ☒ Yes ☐ No

If yes, specify: **The Proposed Development Site has been identified as potentially having 4 historical gasoline tanks and 2 lube oil tanks**

Number and size of tanks: Last NYFD inspection date:

Location and depth of tanks:

6. CURRENT USERS

No. of residents: **Proposed Development Site: 0; Remainder of Rezoning Area: approximately 61 (Lot 14)**

No. & type of businesses: **1 public parking garage, 1 municipal office facility**

No. & type of workers by businesses: **estimated 3 parking attendants, and approximately 67 office workers**

No. and type of non-residents who are not workers: **an undetermined number of parkers and visitors**

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

SEE CEQR TECHNICAL MANUAL CHAPTER III F., HISTORIC RESOURCES

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

(a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark; **YES**

(b) is within a designated New York City Historic District; **YES**

(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; **NO**

(d) is within a New York State or National Register Historic District; or **YES**

(e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places? **NO**

Identify any resource:

Proposed Development Site and rezoning area are located within the S/NR designated Sugar Hill Historic District, and Lot 14, which falls partially within the rezoning area, also falls within the LPC-designated Hamilton Heights/ Sugar Hill Historic District. In addition, the western edge of the 155th Street Viaduct (NYCLPC designated) is located diagonally across from the rezoning area, and 409 Edgecombe Avenue and Jackie Robinson Pool and Park (both NYCLPC-designated resources) are located within a 400-foot radius of the rezoning area.

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource.

No.

8. WATERFRONT REVITALIZATION PROGRAM

SEE CEQR TECHNICAL MANUAL CHAPTER III K., WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? ☐ Yes ☒ No

(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

Project Description

THIS SUBPART SHOULD GENERALLY BE COMPLETED ONLY IF YOUR ACTION INCLUDES A SPECIFIC OR KNOWN DEVELOPMENT AT PARTICULAR LOCATIONS

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? ☒ Yes ☐ No

If yes, describe briefly: **The existing 2-story garage structure on the Proposed Development Site (Lot 21) would be demolished to make way for the Proposed Development.**

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction?

☒ Yes ☐ No If yes, describe briefly: **A new building would be developed on the Proposed Development Site, consisting of 13 stories plus one cellar.**

10. PROPOSED LAND USE (Proposed Development Site)

Residential

Total no. of dwelling units **124;**

No. of low-to-moderate income units **124**

Gross floor area (sq. ft.) **approx. 121,683**

No. of stories **11 floors in a 13-story mixed-use buildling**

Describe type of residential structures: **mixed-use elevator building**

Commercial
Retail: No. of bldgs **N.A.** Gross floor area of each building (sq. ft.):
Office: No. of bldgs **space in a 13-story bldg** Gross floor area of each building (sq. ft.): **2,350 sf**
Other: No. of bldgs Gross floor area of each building (sq. ft.):
Specify type(s): **non-profit office space**
No. of stories and height of each building: **N.A. Space will be located in a 13-story mixed-use building**

Manufacturing/Industrial **N.A.**
No. of bldgs Gross floor area of each building (sq. ft.):
No. of stories and height of each building:
Type of use(s): Open storage area (sq. ft.)
If any unenclosed activities, specify:

Community facility
Type of community facility: **Museum and Day Care center**
No. of bldgs **space in a 13-story mixed-use building**
Gross floor area of each building (sq. ft.): **Museum: 18,036 gsf; Day Care: 12,196 gsf**
No. of stories and height of each building: **N.A. Space will be located in a 13-story mixed-use building**

Vacant land **N.A.**
Is there any vacant land in the directly affected area? ☐ Yes ☐ No
If yes, describe briefly:

Publicly accessible open space **N.A.**
Is there any existing publicly accessible open space to be removed or altered? ☐ Yes ☐ No
If yes, describe briefly:

Is there any existing publicly accessible open space to be added? ☐ Yes ☐ No
If yes, describe briefly:

Other land use
Gross floor area (sq. ft.) **15,068** No. of stories **N.A.** Type of use: **garage**

11. PROPOSED PARKING (Proposed Development Site)

Garages
No. of public spaces: **0** No. of accessory spaces: **114 spaces**
Operating hours: **24 hours** Attended or non-attended? **attended**

Lots **N.A.**
No. of public spaces: No. of accessory spaces:
Operating hours: Attended or non-attended?

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.
No. and location of proposed curb cuts:

12. PROPOSED STORAGE TANKS N.A.

Gas or service stations? ☐ Yes ☐ No Oil storage facility? ☐ Yes ☐ No Other? ☐ Yes ☐ No
If yes, specify:
Size of tanks: Location and depth of tanks:

13. PROPOSED USERS (Proposed Development Site)

No. of residents: **315**
No. and type of businesses: **1 children's museum, 1 day care center, 1 accessory parking garage, non-profit office space**
No. and type of workers by businesses: **approx. 74 total (33 for day care, 24 for museum, 9 for non-profit office space, 3 for garage, and 5 for residential uses (maintenance workers, etc.)**
No. and type of non-residents who are not workers: **an estimated 15,000 to 24,500 museum visitors annually, plus miscellaneous visitors**

14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? ☒ Yes ☐ No
If yes, describe briefly: **An existing garage structure within the S/NR Sugar Hill Historic District would be demolished to facilitate construction of the Proposed Development.**

SEE CEQR TECHNICAL MANUAL CHAPTER III B., SOCIO-ECONOMIC CONDITIONS

SEE CEQR TECHNICAL MANUAL CHAPTER III C., COMMUNITY FACILITIES & SERVICES

15. **DIRECT DISPLACEMENT**

Will the action directly displace specific business or affordable and/or low income residential units? ☒ Yes ☐ No

If yes, describe briefly: **The existing 300-space pubic parking garage on the Proposed Development Site, which is owned by the applicant and leased to an operator, would be replaced by a 114-space accessory parking garage in the Proposed Development.**

16. **COMMUNITY FACILITIES**

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations? ☐ Yes ☒ No

If yes, describe briefly: **It should be noted that the Proposed Development would include a day care center**

Zoning Information

17. What is the zoning classification(s) of the directly affected area?

C8-3 and R7-2

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use.

C8-3: FAR of 2.0 for commercial uses and 6.5 for allowable community facilities
R7-2: FAR of 3.44 for residential uses and 6.5 for allowable community facilities
The Proposed Development Site, with a lot area of 21,685 sf (74% in C8-3 district and 26% in R7-2), has a maximum allowable floor area (adjusted for split designation) of 19,300 sf of residential use (on southern portion of lot only), 32,094 sf of commercial use (on northern portion of lot only), and 140,953 sf of community facility floor area

19. What is the proposed zoning of the directly affected area?

R8A

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use.

Maximum FAR of 6.02 for residential and 6.5 for community facilities/mixed buildings.
The Proposed Development Site, with a lot area of 21,685 sf would be able to accommodate a maximum allowable floor area of 130,544 sf of residential use, and 140,953 sf of community facility uses

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action?

The area surrounding the proposed rezoning area encompasses the northern portion of the Hamilton Heights North neighborhood in West Harlem (Community District 9), Washington Heights South (Community District 12), and the Polo Grounds neighborhood in Central Harlem (Community District 10). Hamilton Heights North and Washington Heights South are separated by West 155th Street, a major crosstown street, and both these neighborhoods are separated from the Polo Grounds and the rest of Central Harlem by the Fordham Cliffs. The historical significance of the area dates back to the Revolutionary War, when Jumel Mansion, approximately five blocks north of the rezoning area, served as George Washington's headquarters.

The area is predominantly residential, and includes two major parks. To the north of the rezoning area, across West 155th Street, is Highbridge Park, which extends north to Dyckman Street, between Edgecombe and Amsterdam Avenues. This 118.75-acre park is widely known for its important landmarks, the Highbridge tower and the High Bridge (the city's oldest standing bridge), and also offers natural beauty and recreational fun, including a recreation center with pool, open vistas and an unusual geologic makeup. The proposed rezoning area is also located approximately two blocks to the west of Jackie Robinson Park, a 12.77-acre park that extends from West 155th Street south to 145th Street, between Bradhurst and Edgecombe Avenues, which provides ten blocks of recreational resources. P.S. 28 is located at the corner of West 155th Street and St. Nicholas Avenue, diagonally across from the rezoning area. The area is largely comprised of prewar buildings up to six stories in height. Newer mid-century buildings, especially those owned by the New York City Housing Authority, are taller, with the Polo Grounds Houses reaching a maximum of 30 stories. Driven in part by the existing infrastructure and housing stock, the area surrounding the proposed rezoning area has experienced greater construction activity in recent years. Within the immediately surrounding area, this has been limited mostly to rehabilitation of residential prewar buildings. However, some new construction projects are in progress or planned near the rezoning area.

The area is well connected by the transit system and regional road network. The area is well connected to the greater region via West 155th Street which connects to the Westside Highway (Route 9A), FDR Drive, and Major Deegan Expressway/New York State Thruway (Interstate Route 87). The C subway line stops adjacent to the rezoning area at the intersection of West 155th Street and St. Nicholas Avenue, and the number 1 subway line stops at West 157th Street and Broadway. Bus routes connect the area to the Bronx, Harlem, and Midtown Manhattan. Yankee Stadium is located directly across the Harlem River, just over a ½-mile from the rezoning area, and is connected to the area by McCombs Dam Bridge.

Zoning classifications within a ¼-mile radius include R7-2 to the north, south and west; R8, R7-2 and C8-3 to the east, and R8 and C4-4 further to the northwest. Commercial overlays are mapped along the major thoroughfares in the area, including Amsterdam Avenue, Broadway, and Fredrick Douglas Boulevard, as well as the block of west 155th Street to the west of the rezoning area.

Additional Information

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

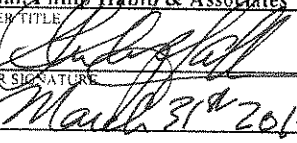
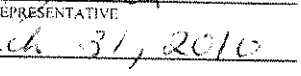
23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):

a. LAND USE, ZONING, AND PUBLIC POLICY	See CEQR Technical Manual Chapter III.A.	**Attachment B**
b. SOCIOECONOMIC CONDITIONS	See CEQR Technical Manual Chapter III.B	**Attachment B**
c. COMMUNITY FACILITIES AND SERVICES	See CEQR Technical Manual Chapter III.C.	**Attachment B**
d. OPEN SPACE	See CEQR Technical Manual Chapter III.D.	**Attachment B**
e. SHADOWS	See CEQR Technical Manual Chapter III.E.	**Attachment B**
f. HISTORIC RESOURCES	See CEQR Technical Manual Chapter III.F.	**Attachment B**
g. URBAN DESIGN/VISUAL RESOURCES	See CEQR Technical Manual Chapter III.G	**Attachment B**
h. NEIGHBORHOOD CHARACTER	See CEQR Technical Manual Chapter III H	**Attachment B**
i. NATURAL RESOURCES	See CEQR Technical Manual Chapter III.I.	**Attachment B**
j. HAZARDOUS MATERIALS	See CEQR Technical Manual Chapter III.J.	**Attachment B**
k. WATERFRONT REVITALIZATION PROGRAM	See CEQR Technical Manual Chapter III.K.	**Attachment B**
l. INFRASTRUCTURE	See CEQR Technical Manual Chapter III.L.	**Attachment B**
m. SOLID WASTE AND SANITATION SERVICES	See CEQR Technical Manual Chapter III.M.	**Attachment B**
n. ENERGY	See CEQR Technical Manual Chapter III.N.	**Attachment B**
o. TRAFFIC AND PARKING	See CEQR Technical Manual Chapter III.O	**Attachment B**
p. TRANSIT AND PEDESTRIANS	See CEQR Technical Manual Chapter III.P.	**Attachment B**
q. AIR QUALITY	See CEQR Technical Manual Chapter III.Q.	**Attachment B**
r. NOISE	See CEQR Technical Manual Chapter III.R.	**Attachment B**
s. CONSTRUCTION IMPACTS	See CEQR Technical Manual Chapter III.S.	**Attachment B**
t. PUBLIC HEALTH	See CEQR Technical Manual Chapter III.T.	**Attachment B**

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above-listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Applicant Certification

24.

Philip A. Habib, P.E. PREPARER NAME	Broadway Housing Communities PRINCIPAL
Principal, Philip Habib & Associates PREPARER TITLE	Ellen Baxter NAME OF PRINCIPAL REPRESENTATIVE
 PREPARER SIGNATURE	Executive Director TITLE OF PRINCIPAL REPRESENTATIVE
March 31st 2010 DATE	 SIGNATURE OF PRINCIPAL REPRESENTATIVE
	March 31, 2010 DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

PART III ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completingthis Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING, AND PUBLIC POLICY	No
SOCIOECONOMIC CONDITIONS	No
COMMUNITY FACILITIES AND SERVICES	No
OPEN SPACE	Yes
SHADOWS	Yes
HISTORIC RESOURCES	Yes
URBAN DESIGN/VISUAL RESOURCES	Yes
NEIGHBORHOOD CHARACTER	Yes
NATURAL RESOURCES	No
HAZARDOUS MATERIALS	Yes
WATERFRONT REVITALIZATION PROGRAM	No
INFRASTRUCTURE	No
SOLID WASTE AND SANITATION SERVICES	No
ENERGY	No
TRAFFIC AND PARKING	No
TRANSIT AND PEDESTRIANS	No
AIR QUALITY	Yes
NOISE	Yes
CONSTRUCTION IMPACTS	Yes
PUBLIC HEALTH	No

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ENVIRONMENTAL CO

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

3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.

4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.

5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment

Lead Agency Certification

Justin Jarboe	Robert Dobruskin, AICP
PREPARER NAME	NAME OF LEAD AGENCY REPRESENTATIVE
Project Manager, EARD	Director, DCP-EARD
PREPARER TITLE	TITLE OF LEAD AGENCY REPRESENTATIVE
	Robert D
PREPARER SIGNATURE	SIGNATURE OF LEAD AGENCY REPRESENTATIVE
April 6, 2010	April 6, 2010
DATE	DATE

ATTACHMENT A

PROJECT DESCRIPTION

I. INTRODUCTION

This application is for a set of actions intended to facilitate the redevelopment of a site in the Hamilton Heights North neighborhood of West Harlem, in Manhattan Community District 9 (refer to Figure A-1 for project location). The requested actions include: (1) a zoning map change from C8-3 and R7-2 to a R8A residential zoning district; (2) acquisition/disposition of City-owned property, in the form of an exchange of easements between the applicant and the NYC Department of Citywide Administrative Services (DCAS); and (3) financing from the NYC Department of Housing Preservation and Development (NYCHPD), the New York State Division of Housing & Community Renewal (DHCR), and the New York State Office of Temporary Disability Assistance for the residential component of the Proposed Development (collectively, the "Proposed Action"). Broadway Housing Communities (BHC, a.k.a., "the applicant") is the applicant for the proposed rezoning and funding actions; applicants for acquisition/disposition action are BHC, DCAS (for acquisition and disposition), and NYC Department of Environmental Protection (DEP) (for acquisition).

The Proposed Action would enable the applicant, BHC, to construct a mixed-use building on a parcel within the proposed rezoning area, consisting of one privately owned lot (Block 2069, Lot 21) located at 404-414 West 155th Street (the "Proposed Development Site"). The Proposed Development Site, which currently contains a two-story plus cellar public parking garage, is an approximately 21,685 sf lot on the northern portion of the block bounded by West 155th Street to the north, St. Nicholas Avenue to the west, St. Nicholas Place to the east, and West 153rd Street to the south, and is comprised of Lot 21 in its entirety.

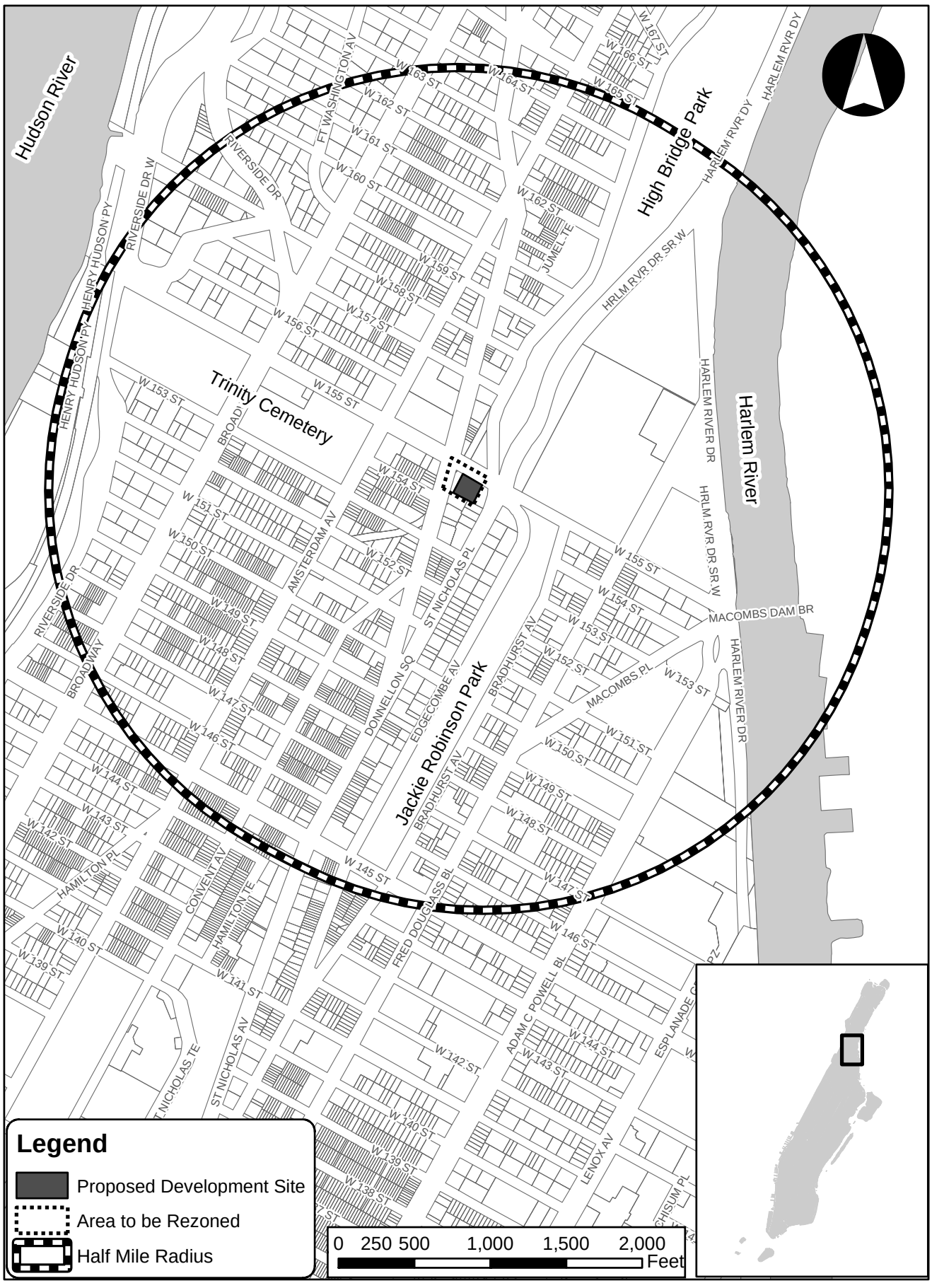
The Proposed Action would facilitate construction of an approximately 169,333 gsf 13-story mixed-use building (140,934 zsf, excluding parking and mechanical deductions) on the Proposed Development Site (the "Proposed Development"). The existing 300-space garage structure currently on the site would be demolished to allow construction of the new building. The Proposed Development would include:

- approximately 124 residential units, all of which would be affordable;
- an approximately 18,036 sf Faith Ringgold Children's Museum of Art and Storytelling;
- a 12,196 sf day care facility and early childhood center for approximately 100 children;
- 2,350 sf of non-profit program and office space; and
- a 114-space below-grade accessory parking garage.

It is expected that construction on the Proposed Development Site would commence in the second half of 2010 with the demolition of the existing structure and site excavation, and the Proposed Development is expected to be completed by late 2012.

There are no current proposals for development of any of the other properties affected by the proposed zoning map change. Compared to future conditions without the Proposed Action (No-Build), the future with action (Build) condition analyzed in this document consists of 124 residential units, an approximately 18,036 sf museum, a 12,196 sf day care facility (100 children capacity), approximately 2,350 sf of office space, as well as a net reduction of 300 public parking spaces.

Project Location



II. BACKGROUND AND EXISTING CONDITIONS

Sugar Hill is one of New York City's architecturally and historically rich neighborhoods. Since its initial development, the area has been home to a wide variety of New Yorkers, both native and foreign born, of varied ethnicity and races and from various economic levels. During the 1920's it was an epicenter of the Harlem Renaissance when African American cultural, intellectual and social prominence and wealth flourished. By the 1930s, the area became known as "Sugar Hill," a neighborhood that attracted many of the city's most prestigious African-American residents. W.E.B. Du Bois, founder of the NAACP, writers Zora Neale Hurston and Langston Hughes, Supreme Court Justice Thurgood Marshall, pioneering civil rights activists Roy Wilkins and Rev. Adam Clayton Powell, boxer Joe Louis, actress Lena Horne and musicians Paul Robeson, Cab Calloway, Count Basie and Duke Ellington all resided in Sugar Hill. Known as the foundation of the Civil Rights Movement, much of the area of Sugar Hill was named a historic district by the New York City Landmarks Preservation Commission (NYCLPC) in 2000. Today, the Hamilton Heights/Sugar Hill area remains an architecturally distinguished and culturally significant neighborhood.

The Proposed Development Site and Area to Be Rezoned

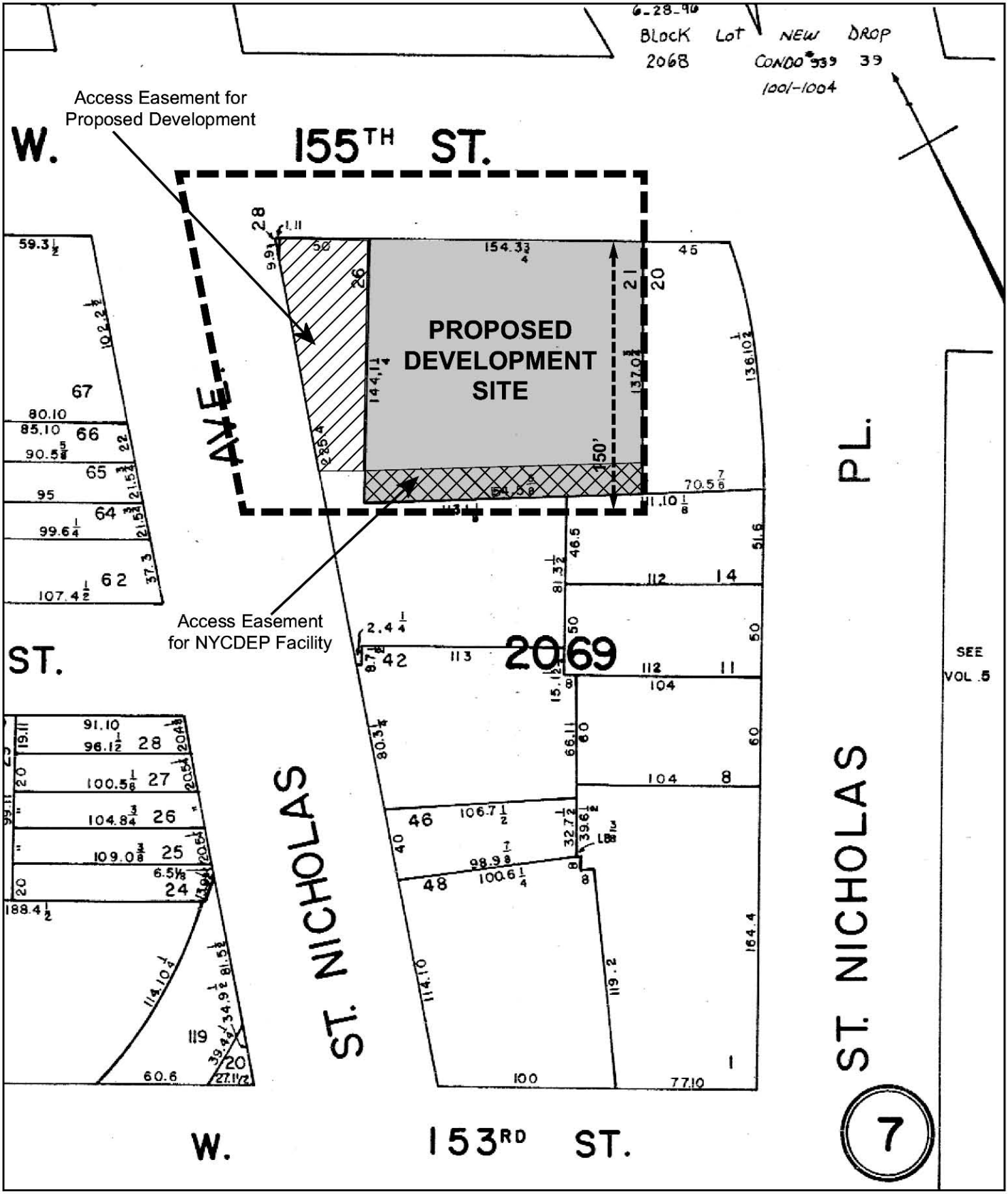
The proposed rezoning area covers approximately the northern third of the block bounded by West 155th and West 153rd Street, St. Nicholas Avenue and St. Nicholas Place (Block 2069), extending approximately 150 feet south from West 155th Street, and includes Lots 21 and 28 in their entirety, approximately 44% of Lot 26 and about 12% of Lot 14 (see Figure A-2). Lots 14, and 28 are not part of the Proposed Development Site, whereas a portion of Lot 26 will contain an access easement for the Proposed Development, as shown in Figure A-2. Current uses within the area affected by the Proposed Action are shown in Table A-1 and discussed below.

TABLE A-1
Existing Land Uses in Directly Affected Area (Area to be Rezoned)

Block/ Lot	Address	# of Stories	Estimated Height (in feet)	Existing Uses	Approx. Lot Area (1)	Estimated Floor Area (1)
PROPOSED DEVELOPMENT SITE						
2069/21	404-414 West 155th Street	2	30 max.	300-space attended parking garage	21,685	65,070
REMAINDER OF REZONING AREA						
2069/14 (part)*	87 St. Nicholas Place*	6	60	Residential with ground floor retail	692	2,791
2069/26 (part)**	416 West 155th Street**	N.A.	N.A.	Surface parking area adjacent to a 2-story NYCDEP building (located on the southern portion of the lot, mostly outside the rezoning area)	9,020	0
2069/28	89 St. Nicholas Place	N.A.	N.A.	Vacant	12	0

(1) Lot area and floor area numbers shown in table are only for the portions of each lot that fall within the rezoning area.
* Lot 14 has a lot area of approximately 5,768 sf, and contains a 6-story residential building (23,256 sf). Approximately 12% of this lot (estimated at approximately 692 sf) falls within the rezoning area.
** Lot 26 has a lot area of approximately 20,500 sf, and contains a 2-story commercial building (approximately 16,779 sf) and a paved vehicle storage area. Only part of this lot (estimated at 44% or approximately 9,020 sf) falls within the rezoning area, and is comprised exclusively of the vehicle storage area. This portion of Lot 26 is the easement area to serve as the entry plaza portion of the Proposed Development Site.

Tax Lots Affected by Proposed Rezoning



The Proposed Development Site extends approximately 154 feet along the south side of West 155th Street with a maximum depth of approximately 144 feet. The Site is currently occupied by a two-story plus cellar public parking garage, with a capacity of approximately 300 spaces. Due to the hilly topography in the area, the Proposed Development Site is naturally sloped, sloping down approximately 17 feet from its western boundary to its eastern boundary (refer to photos in Figure A-3). Due to this steep grade in the site, the existing garage rises three stories at the northeast corner and is one story at the northwest corner.

Most of the Proposed Development Site (about 74% or approximately 16,047 sf) is currently zoned C8-3, with an R7-2 residential district mapped along an area at the southern edge of the site that ranges from 37 to 44 feet wide (approximately 5,638 sf). The C8-3 zoning district allows uses such as automotive sales and service facilities and warehouses, with a maximum allowable Floor Area Ratio (FAR) of 2.0 for commercial uses and 6.5 for allowable community facilities. Housing is not permitted in C8-3 zoning districts. R7-2 is a general residence zoning district with a maximum allowable FAR of 3.44 for residential uses and 6.5 for allowable community facilities.

Immediately to the west of the Proposed Development Site is Lot 26, which is located partially within the rezoning area (approximately 44%, or 9,020 sf of this lot falls within the rezoning area). Lot 26 is owned by the City and under control of the New York City Department of Environmental Protection (NYCDEP), and includes a 2-story building at the southern portion of the lot, which falls entirely outside the rezoning area. The building is occupied by a NYCDEP leak detection facility and includes offices and a storage and equipment facility with a 2-truck garage. The portion of Lot 26 that falls within the proposed rezoning area is currently used predominantly as a vehicle storage area, which is entirely enclosed by a brick wall with a fence above (see Figure A-3, photo #6). The Old Croton Aqueduct passes underneath Lot 26.

The proposed rezoning area also includes the northern portion of Lot 14 (estimated at 12% of the lot), approximately 11 to 13 feet wide, comprising approximately 692 sf. Lot 14 is occupied by a 6-story elevator apartment building, with approximately 24 units, and it is the only lot within the rezoning area that falls within the NYC Landmarks Preservation Commission (NYCLPC) designated Hamilton Heights/Sugar Hill Northeast Historic District. The rezoning area also includes a very small triangular parcel at the corner of St. Nicholas Avenue, identified as Lot 28, which is comprised of only 12 sf (approximately 2 feet wide and less than 10 feet deep), and is currently vacant.

Surrounding Area

The Proposed Development Site and rezoning area (shown in Figure A-2) are located in West Harlem, also known as Hamilton Heights. The Proposed Development Site and proposed rezoning area are located at the crossroads of three distinct communities: Washington Heights, a stronghold of the region's Dominican population; Central Harlem, primarily African American; and West Harlem, a mixed community of blacks, whites and Hispanics. Much of the area to the east, west and south of the rezoning area falls within the NYCLPC Hamilton Heights/Sugar Hill Historic District.

The area surrounding the proposed rezoning area encompasses the northern portion of the Hamilton Heights North neighborhood in West Harlem (Community District 9), Washington Heights South (Community District 12), and the Polo Grounds neighborhood in Central Harlem (Community District 10). Hamilton Heights North and Washington Heights South are separated by West 155th Street, a major crosstown street, and both these neighborhoods are separated from the Polo Grounds and the

Photographs of Proposed Development Site and Rezoning Area



1.

View of Proposed Development Site from the corner of West 155th Street and St. Nicholas Place, looking southwest. Lot 20 (not part of rezoning area) is to the left of photo, and Lot 14 is visible in background.



2.

View of Proposed Development Site (eastern facade) from adjacent sidewalk on West 155th Street, looking west towards St. Nicholas Avenue.

3.

View from the corner of St. Nicholas Place and West 155th Street looking southeast towards northern portion of Lot 26. Proposed Development Site is visible beyond.



4.

View from St. Nicholas Avenue looking north-east towards Lot 26. The southern portion of the lot (to the right) is occupied by a NYCDEP leak detection facility, whereas the northern portion (to the left) is enclosed and used for surface parking.



5.

View from St. Nicholas Place near West 155th Street, looking west. Lot 20 (which is just to the east of the rezoning area), is occupied by a gas service station, and is located on the corner, with Lot 14 to the left of photo. Proposed Development Site is visible in background.





6.

View from West 155th Street near St. Nicholas Avenue, looking south. Proposed Development Site is to the left, and the northern portion of Lot 26 is to the right.

rest of Central Harlem by the Fordham Cliffs. The historical significance of the area dates back to the Revolutionary War, when Jumel Mansion, approximately five blocks north of the rezoning area, served as George Washington's headquarters.

The area is predominantly residential, and includes two major parks. To the north of the rezoning area, across West 155th Street, is Highbridge Park, which extends north to Dyckman Street, between Edgecombe and Amsterdam Avenues. This 118.75-acre park is widely known for its important landmarks, the Highbridge tower and the High Bridge (the city's oldest standing bridge), and also offers natural beauty and recreational fun, including a recreation center with pool, open vistas and an unusual geologic makeup. Among its strongest features are the magnificent cliffs and large rock outcroppings that dominate the park. The proposed rezoning area is also located approximately two blocks to the west of Jackie Robinson Park, a 12.77-acre park that extends from West 155th Street south to 145th Street, between Bradhurst and Edgecombe Avenues, which provides ten blocks of recreational resources. It includes a pool and recreation center, as well as baseball diamonds, basketball courts, volleyball courts, and two playgrounds, as well as a bandshell that hosts concerts throughout the warm season.

P.S. 28 is located at the corner of West 155th Street and St. Nicholas Avenue, diagonally across from the rezoning area. The area is largely comprised of prewar buildings up to six stories in height. Newer mid-century buildings, especially those owned by the New York City Housing Authority, are taller, with the Polo Grounds Towers reaching a maximum of 30 stories. Driven in part by the existing infrastructure and housing stock, the area surrounding the proposed rezoning area has experienced greater construction activity in recent years. Within the immediately surrounding area, this has been limited mostly to rehabilitation of residential prewar buildings. However, some new construction projects are in progress or planned near the rezoning area.

The area is well connected by the transit system and regional road network. The area is well connected to the greater region via West 155th Street which connects to the Westside Highway (Route 9A), FDR Drive, and Major Deegan Expressway/New York State Thruway (Interstate Route 87). The C subway line stops adjacent to the rezoning area at the intersection of West 155th Street and St. Nicholas Avenue, and the number 1 subway line stops at West 157th Street and Broadway. Bus routes connect the area to the Bronx, Harlem, and Midtown Manhattan. Yankee Stadium is located directly across the Harlem River, just over a ½-mile from the rezoning area, and is connected to the area by McCombs Dam Bridge.

III. PROJECT PURPOSE AND NEED

The Proposed Development Site, located at the northern boundary of Harlem's Sugar Hill, was acquired by Broadway Housing Communities in January, 2008. Broadway Housing Communities (BHC) is a not for profit organization with a 25 year track record of developing and managing nationally recognized, innovative community-based housing and programs to redress poverty and homelessness. The current C8-3 zoning which covers most of the Development Site does not allow residential uses. The Proposed Action would enable the applicant (BHC) to develop this property with a new 13-story mixed-income mixed-use development that is intended to serve the needs of the surrounding community, by providing a range of affordable housing options, an early childhood day

care center, the Faith Ringgold Children's Museum, community not-for profit office space, and accessory parking.

Harlem's booming real estate market and influx of prosperous professionals that began at the turn of this century is commonly described as Harlem's Second Renaissance. This rapid force of gentrification in West Harlem and Washington Heights makes low income families especially vulnerable. In this context, the Proposed Development seeks to demonstrate that housing opportunities for households in poverty buttressed by educational and cultural resources can affirmatively contribute to the revitalization of West Harlem. The Proposed Development is expected to provide 124 units of housing of varying sizes, which would serve 51 single adults and 73 families ranging in income from homelessness to 80% of the Area Median Income. Thus the Proposed Development seeks to advance BHC's mission to provide quality housing and services to the City's struggling families, and expand the supply of affordable housing in the City.

The proposed Faith Ringgold Children's Museum of Art & Storytelling is intended to serve as a cultural capstone to help revitalize the neighborhood by providing cultural resources and new, healthy opportunities for children and families. The museum is intended to teach children and families from the neighborhood and afar to take pride in themselves and their communities through art and storytelling. The Proposed Development is also expected to include an Early Childhood day care center serving 100 children, which would serve the surrounding community, and allow low- and moderate-income mothers to secure employment.

By combining a permanent affordable place to live with comprehensive educational, family and cultural resources, the Proposed Development seeks to provide much needed services for New York's low-income children and families. In addition, the Proposed Development seeks to transform an underutilized commercial site into a green model of urban community revitalization that integrates affordable housing, education and cultural resources to enrich the neighborhood for generations to come. Best practices at the highest standard of affordable housing, museum based early childhood education, and nonprofit resources for families will also be provided.

Finally, the proposed acquisition/disposition of City-owned property, in the form of an easement exchange, which is described in detail in Section IV below, would enable the applicant to locate its main entrance to the Proposed Development on St. Nicholas Avenue through a landscaped plaza. Currently, this area accommodates NYCDEP vehicle storage, and is restricted in its development potential due to its irregular shape and the presence of the Old Croton Aqueduct running beneath it. NYCDEP would benefit by exchanging use of this parcel for use of the easement from BHC which is more conveniently located to the building on the NYCDEP site. This easement would provide an automobile egress to the NYCDEP site from St. Nicholas Avenue, and would fulfill NYCDEP's need for vehicle staging.

IV. DESCRIPTION OF THE PROPOSED ACTION

Proposed Actions

Zoning Map Change

The Proposed Action includes an amendment of the City's zoning map for a portion of the northern end of the block bounded by West 155th and West 153rd Streets, St. Nicholas Avenue, and St. Nicholas Place, changing the zoning from C8-3 and R7-2 to a R8A residential district, as illustrated in Figure A-4. The proposed R8A zoning district would allow residential uses in the entire rezoning area, which are prohibited under the existing C8-3 zoning on the northern portion of the block. It would also allow a wider range of community facility uses, including museums, schools, and libraries. R8A zoning districts permit residential and community facility uses, and in general allow for a more diverse group of residential and community facility uses than those allowed by the existing C8-3 and R7-2 zoning districts.

The proposed R8A district would allow residential and community facility uses within Use Groups 1-4, and establish envelope controls within the new district. Table A-2 provides a comparison of the zoning use groups allowed in the existing C8-3 and R7-2 districts and the proposed R8A district. As shown in the table, residential Use Groups 1 and 2 and community facilities Use Groups 3 and 4 would be allowed as-of-right under the proposed zoning, while commercial Use Groups 5 through 14, and 16 (automotive and semi-industrial uses) would no longer be permitted. As such, all of the existing uses in the rezoning area are expected to be in conformance with the proposed R8A zoning.

TABLE A-2
Use Groups Allowed in Existing (C8-3 & R7-2) and Proposed (R8A) Zoning Districts

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
C8-3				X	X	X	X	X	X	X	X	X	X	X		X		
R7-2	X	X	X	X														
R8A	X	X	X	X														

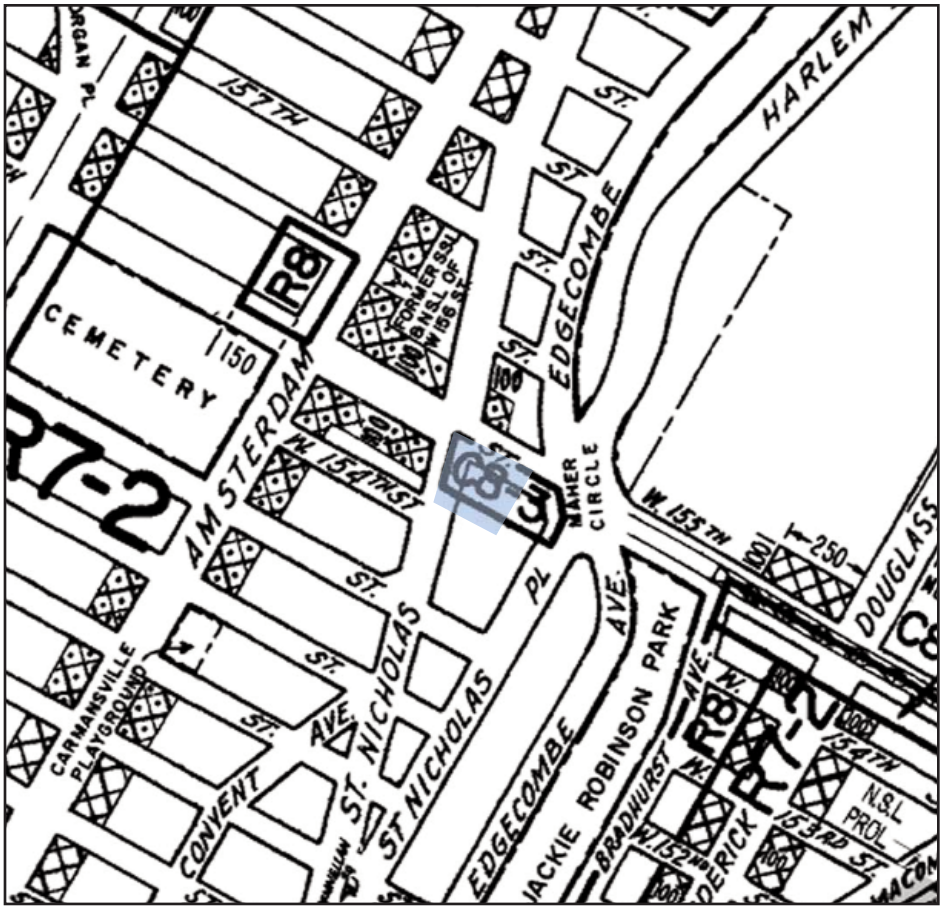
Source: NYCDCP *Zoning Handbook*

The proposed R8A zoning district is a contextual zoning district, which regulates the height, bulk, and setback of new buildings. The maximum allowable FAR for the proposed R8A district is 6.02 for residential uses, and 6.50 for community facilities. The maximum allowable lot coverage is 70 percent for an interior lot, such as the Proposed Development Site. The minimum building base height is 60 feet, the maximum building base height is 85 feet, and the maximum building height is limited to 120 feet. Compliance with the Quality Housing Program is mandatory for residential buildings in R8A districts. Quality Housing buildings must include amenities relating to the planting of trees, landscaping and recreational space.

Acquisition and Disposition of City-Owned Property

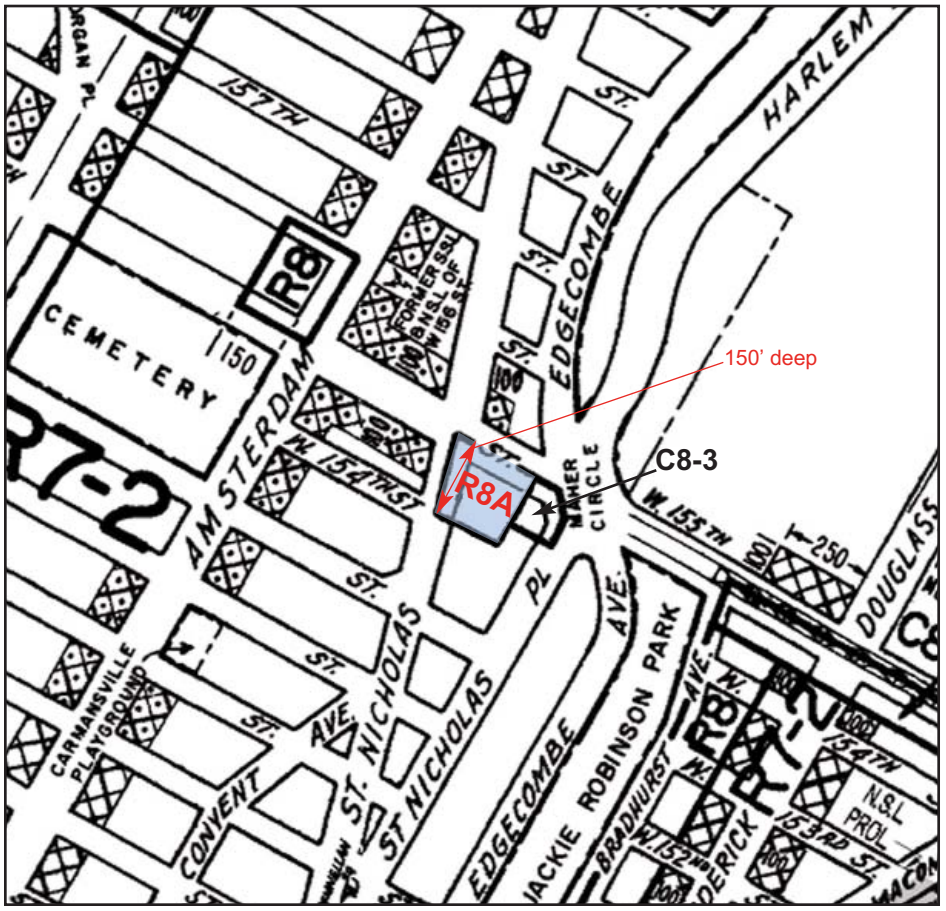
The Proposed Action includes an easement for pedestrian ingress and egress from NYCDEP and the NYC Department of Citywide Administrative Services (DCAS). As noted above, the Proposed Development Site's frontage along West 155th Street is quite steep, with a difference in elevation of approximately 17 feet between the eastern and western edges of the site. This makes access to the site

EXISTING ZONING



Area to be Rezoned

PROPOSED ZONING



Area to be Rezoned

very challenging, particularly for the museum and day care uses, which require drop-offs and pick-ups at the curb.

As shown in Figure A-5, the Proposed Development Site is bounded on its western side by a roughly triangular, 4,597 square foot paved portion of the City-owned NYCDEP property on Lot 26 that has frontage along St. Nicholas Avenue. BHC would acquire an easement over this area (shown in Figure A-5 as the "Easement from DEP for Broadway Housing") for use as a plaza, which Broadway Housing would pave and landscape, to provide access to the primary entrances for the museum, day care and residential spaces of the Proposed Development. In exchange, as shown in Figure A-5 as the "Easement from Broadway Housing for DEP Use," the roughly rectangular, 4,321 square foot southern portion of the Proposed Development Site would be the subject of an easement from BHC to NYCDEP for use as a NYCDEP vehicular storage and staging area. BHC would pave this area and construct a curb cut leading to it in connection with the construction of the Proposed Development. In both instances, the easements would be surface easements and would exclude the below grade volumes that encompass the Old Croton Aqueduct on the NYCDEP Site and the future garage on the Proposed Development Site. Other than as described above, permanent above-grade construction would not be permitted on either easement.

Funding/Financing

The Proposed Action includes financing from the NYC Department of Housing Preservation and Development (NYCHPD) for the residential component of the Proposed Development. NYCHPD, which will be the lead financing agency, has issued a commitment for an $8.7 million loan through their Low Income Rental Program. In addition, an allocation of Low Income Housing Tax Credits expected to yield $24.9 million is anticipated to be made by NYCHPD in September 2010.

In addition, State funding is also being sought for the subsidized housing, day care center and/or children's museum. At this time, State funding is expected to include approximately $3.9 million in NYS Low Income Housing Tax Credits allocated by the NYC Division of Housing Community Renewal (DHCR), as well as approximately $3.0 million in funding from the NYS Office of Temporary Disability Assistance under their Homeless Assistance Program.

V. REASONABLE WORST CASE DEVELOPMENT SCENARIO

In order to assess the potential effects of the Proposed Action, a reasonable worst-case development scenario (RWCDS) for both "future No-Action" (No-Build) and "future with the Proposed Action" (Build) conditions will be analyzed for an analysis year, or Build year, of 2012. Only one site (Lot 21) would be affected in its entirety by the proposed rezoning, and that site is owned by the applicant, who intends for the site to be redeveloped and fully occupied by 2012. Therefore, 2012 is the Build year for environmental analysis purposes. As such, a RWCDS for both "future No-Action" and "future With-Action" conditions will be analyzed for an analysis year of 2012.

The future With-Action (Build) scenario identifies the amount, type and location of development that is expected to occur by the end of 2012 as a result of the Proposed Action. The future without the action (No-Build) scenario identifies similar development projections for 2012 absent the Proposed

Action. The effect of the Proposed Action would be the incremental change in conditions between the No-Build and Build scenarios.

Apart from the applicant-owned Proposed Development Site, the proposed rezoning area includes portions of two other tax lots (Lots 26 and 14) and a small 12 sf lot. Table A-3 lists each of the four lots on Block 2069 that would be affected by the proposed rezoning action, including the Proposed Development Site. For each lot, the table provides a brief description of the existing use and development on the lot, the approximate lot area, the existing FAR, and the percent of the lot's maximum allowable floor area under the proposed R8A zoning. As shown in Table A-3, apart from the Proposed Development Site, none of the other parcels are likely to be redeveloped as a result of the proposed zoning change. Lot 14 was eliminated from further consideration because it would be built to 92% of its allowable floor area with the proposed rezoning, it includes more than 6 rent stabilized residential units, and falls within the NYCLPC-designated Hamilton Heights/Sugar Hill Northeast Historic District. Lot 26 is a City-owned parcel that is occupied by a public facility (a NYC Department of Environmental Protection leak detection facility) and is also located above the Old Croton Aqueduct, and is therefore unlikely to be redeveloped as a result of the Proposed Action. Finally, Lot 28 is a very tiny parcel consisting of 12 sf, which cannot be feasibly developed.

The Future Without the Proposed Action (No-Action Condition)

In the absence of the Proposed Action, the rezoning area would continue to be zoned C8-3 and R7-2. None of the properties within the proposed rezoning area would be expected to be redeveloped, and the existing land uses would remain. The Proposed Development Site would continue to be occupied by a public parking garage (Lot 21). Therefore, for CEQR analysis purposes, the No-Action condition would be identical to the existing conditions.

The Future With the Proposed Action (With-Action Condition)

In the future with the Proposed Action, the rezoning area would be rezoned from C8-3 and R7-2 to R8A. The new land uses that are expected to result from the Proposed Action would represent a continuation of general land use trends in a manner compatible with surrounding land uses. The Proposed Action would allow for the construction of residential development that is consistent with the built character of the area. New development that is projected to result from the Proposed Action would occur on an underutilized site, namely the Proposed Development Site. As discussed above, apart from the Proposed Development Site, no other lots are expected to be developed as a result of the Proposed Action. Therefore, the Proposed Development as described below is the only incremental development expected as a result of the Proposed Action, and represents the reasonable worst case development scenario for analysis purposes. Planned development on the Proposed Development Site is described below.

Proposed Development Site

The Proposed Action would facilitate construction of an approximately 169,333 gsf 13-story mixed-use building (140,934 zsf, excluding parking and mechanical deductions) on the Proposed Development Site. The existing garage structure currently on the site would be demolished to allow construction of the new building. The proposed new building would include approximately 121,683

TABLE A-3
Lots within the Proposed Rezoning Area and their Existing FAR and Percent of Proposed R8A Floor Area

Block	Lot	Lot Area (sf)	Owner	Existing Use	# of Stories	Approx. Building FA [1]	Existing Zoning	Proposed Zoning	Max. Allowable FAR [R/C/CF] [1]		Existing Built FAR	% of Maximum FA with Proposed R8A Zoning [1]
									Existing	Proposed		
2069	p/o 14	5,768	79 S N Ltd	Residential	6	23,256	R7-2	R7-2 & R8A	3.44/---/6.5	3.75/---/6.5 [2]	4.03	107.5% [R]
Projected Development Site	***21***	***21,685***	***Broadway Housing Development Fund Co.***	***Parking***	***2***	***65,070***	***C8-3 & R7-2***	***R8A***	***0.89/1.48/6.5*** [2]	***6.02/---/6.5***	***3***	***46% [CF]***
	p/o 26	20,500	NYC Dept. of Environmental Protection	Parking and Utility	2	16,779	C8-3 & R7-2	R7-2 & R8A	2.51/0.54/6.5 [2]	4.58/---/6.5 [2]	0.82	12.6% [CF]
	28	12	Leemilts Petroleum Inc	Vacant	N.A.	0	C8-3	R8A	---/2.0/6.5	6.02/---/6.5	0.00	N.A.

Notes:

Highlighted bold, italicized text indicates the Proposed Development Site under the control of the applicant.

[1] FA: Floor area. R/C/CF: Residential/Commercial/Community Facility.

[2] Pursuant to ZR Section 77-22, the maximum FAR of the zoning district shall be applied to each portion of the zoning lot within the respective district, and the sum of the product shall be the adjusted maximum FAR applicable to the zoning lot. The following breakdowns were applied:

Lot 14: Existing Condition: 100% of lot in R7-2 district; With Proposed Rezoning: 88% in R7-2 and 12% in R8A

Lot 21: Existing Condition: 74% of lot in C8-3 district and 26% in R7-2; With Proposed Rezoning: 100% in R8A

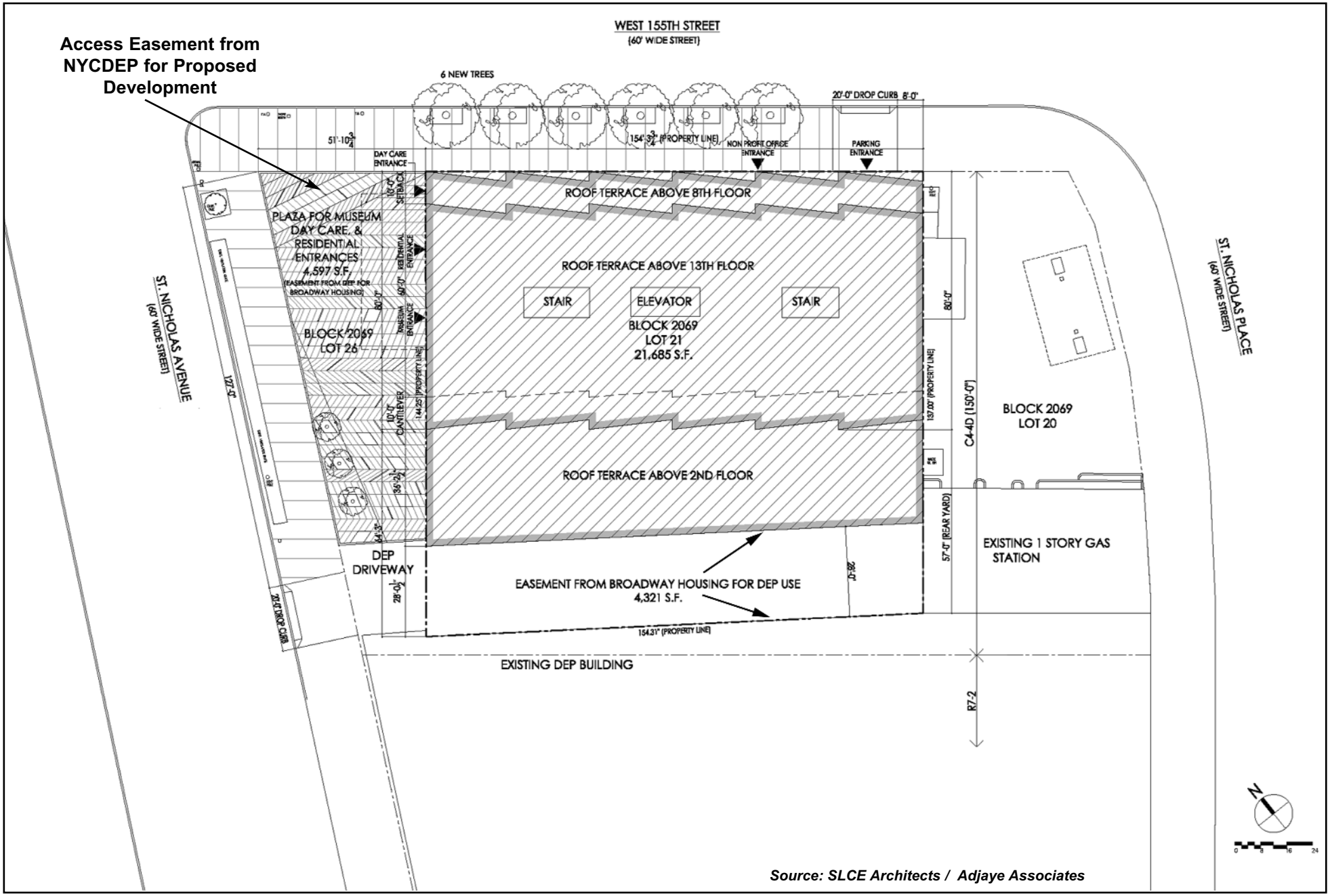
Lot 26: Existing Condition: 27% of lot in C8-3 district and 73% in R7-2; With Proposed Rezoning: 56% in R7-2 and 44% in R8A

gsf (114,878 zsf) of residential floor area, with approximately 124 residential rental units. All 124 units would be affordable to individuals or households earning up to 80% of the Area Median Income (AMI). Although the specific unit mix has not been determined at this time, it is expected that there would be a mix of studios, one-, two-, and three-bedroom units. The proposed development would also include an approximately 18,036 sf Faith Ringgold Children's Museum of Art and Storytelling; a 12,196 sf day care facility and early childhood center; 2,350 sf of non-profit program and office space; and a 114-space below-grade accessory parking garage. The new development is scheduled to be completed by late 2012.

The site's gradient/slope along West 155th Street will be used to create separate access points for the Proposed Development's users, with a separate entrance for residents and children at the St. Nicholas Avenue level, a mid-block entrance for the museum, also off of St. Nicholas Avenue, and an entrance for the proposed garage at the lowest level of the Proposed Development, along West 155th Street (refer to site plan in Figure A-5). As discussed above and illustrated in Figure A-5, the Proposed Action includes the acquisition of an access easement on the northern triangular portion of adjacent Lot 26 (which is owned by the City). This easement area would be converted into an entry plaza for the Proposed Development, with entrances for the museum, day care and residential components. In return, the applicant would provide an access easement to NYCDEP along the southern 28 feet of the Proposed Development Site, which would be utilized for parking and vehicular access to NYCDEP's building.

As shown in the illustrative building section in Figure A-6, the Proposed Development would consist of 13 stories plus one cellar, with a height of approximately 120 feet from the average curb level to the roof line. As shown in the figure, the preliminary design of the Proposed Development includes a setback at approximately 76 feet, with the upper portion of the building sliding back from the base with a 10-foot cantilever. The cellar level would be occupied mostly by the accessory parking garage, which would accommodate up to 114 spaces utilizing stackers. The first floor would be occupied mostly by the museum, as well as the non-profit office space and the lobbies for the residential and day care uses. As shown in Figure A-6, residential uses would occupy the third through thirteenth floors. The Proposed Development would be developed in accordance with the Quality Housing regulations, which are mandatory in the proposed R8A zoning district. Quality Housing buildings must include amenities relating to the planting of trees, landscaping and recreational space. The Proposed Development fulfills this requirement by providing a total of approximately 8,026 sf of accessory recreation space, which consists of roof terraces above the second, eight and thirteenth floors of the building (refer to illustrative building section in Figure A-6). An illustrative rendering of the Proposed Development is provided in Figure A-7.

The Proposed Development would increase community use, historic connection, and public access on the site. Given the location of the Faith Ringgold Children's Museum of Art & Storytelling at the ground level of the Proposed Development, it is expected that historic photographs and art work would be visible to passers-by at the museum's first floor entrance and would provide substantive historic experiences within the museum. Moreover, the proposed landscaped entry plaza on St. Nicholas Avenue would be a publicly accessible community resource that highlights the presence of the Old Croton Aqueduct underneath that lot (Lot 26). The entry plaza is expected to draw attention to the path of the Old Croton Aqueduct, one of the great engineering feats of the 19th century. Although the plans for the plaza have not yet been finalized, it is expected that the entry plaza would be landscaped, and may include a linear configuration of concrete pavers to locate the Aqueduct, distinguishing it from the surrounding paved open space.

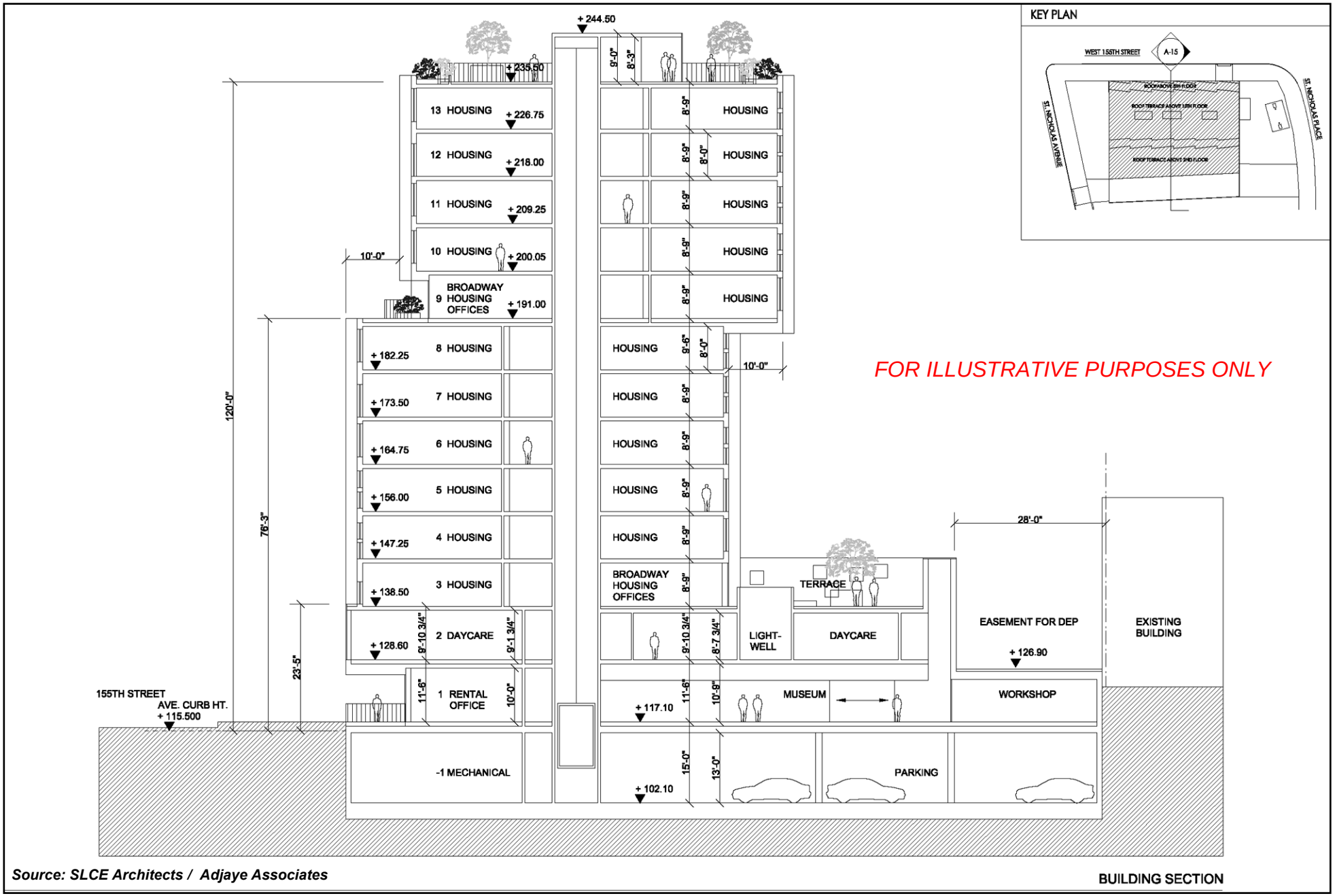


Source: SLCE Architects / Adjaye Associates

Sugar Hill Rezoning EAS

Figure A-5

Preliminary Site Plan for Proposed Development - Illustrating Reciprocal Easements



Source: SLCE Architects / Adjaye Associates

BUILDING SECTION

Sugar Hill Rezoning EAS

Figure A-6
Proposed Development - Illustrative Building Section



Sugar Hill Rezoning EAS

Figure A-7

Proposed Development - Illustrative Rendering (View from St. Nicholas Avenue Looking Southeast)

The proposed R8A zoning district requires accessory parking spaces for 12% of the proposed residential units, whereas no accessory parking is required for community facility or museum uses. Therefore, the Proposed Development requires approximately 15 parking spaces. The proposed 114-space accessory garage would serve the Proposed Development's residents, employees and visitors. In addition, as the Proposed Development would displace a 300-space public parking garage, any unutilized spaces in the proposed accessory garage may be rented to area residents on a monthly basis, as permitted by Zoning Resolution section 25-412.

As noted above, the 124 residential units within the Proposed Development are anticipated to serve 51 single adults and 73 families. 2000 Census data for Manhattan Community District 9, where the Proposed Development Site is located, indicate that the average household size for this area is approximately 2.54 persons per household. Conservatively applying this average to the 124 units, the Proposed Development would add a total of approximately 315 new residents to the area. In addition, the Proposed Development would also add a total of approximately 74 employees (33 day care employees, an estimated 24 museum employees, 9 non-profit office employees, up to 3 parking attendants, and an estimated 5 employees associated with the residential component, i.e., maintenance workers, etc..[1]

In the event that the proposed rezoning is approved but the planned funding for the Proposed Development does not materialize, the Proposed Development described above would not be constructed. In addition, as the acquisition and disposition of City-owned property described above is contingent upon the construction of the Proposed Development planned by BHC, this easement exchange would also not take effect in absence of the Proposed Development. Thus, for environmental analysis purposes, under the proposed zoning it can be assumed that instead of the Proposed Development described above, the development site may be developed with an as-of-right market-rate residential building with ground floor community facility uses, and an accessory garage. Without the easement exchange, such an as-of-right development will be accessible only from West 155th Street. Given the maximum allowable FAR and height limits for R8A districts, such an as-of-right development would be similar in height and bulk to the Proposed Development, and would also contain a similar number of units (or a smaller number of units, if unit sizes are larger), with no museum or day care uses.

With a lot area of 21,685 sf and a maximum allowable FAR of 6.02 for residential uses and 6.5 for community facility or mixed uses, up to approximately 140,953 zsf can be developed on the site on an as-of-right basis under the proposed R8A zoning. Assuming 21,685 sf (one floor) of community facility uses, the site could accommodate up 119,268 sf of residential use, or approximately 119 market rate residential units (based on 1,000 sf per unit). Such a market-rate development would require approximately 24 accessory parking spaces (at 0.2 spaces per unit), which is slightly higher than the requirement for the Proposed Development. However, as the garage capacity would be the same under either scenario, this would not affect the results of traffic or parking analysis for the Proposed Development (refer to traffic and parking section in Attachment B). It should also be noted that without the easement exchange, such an as-of-right development would not provide the public plaza along St. Nicholas Avenue planned with the Proposed Development, and as such the open space analysis to be conducted for the Proposed Action conservatively excludes that plaza from the quantitative analysis. Therefore, for environmental analysis purposes, the Proposed Development

[1] Based on following assumptions: day care – 1 employee per 3 children; museum – 1 employee per 750 sf; non-profit office – 1 employee per 250 sf; residential – 1 employee per 25 units.

described previously represents the reasonable worst-case development scenario for the EIS, and an analysis of an alternate development scenario is not warranted.

V. PROPOSED ACTIONS AND REQUIRED APPROVALS

The Proposed Development described above would require the following actions:

- Approval of the New York City Planning Commission (CPC) for an amendment to the zoning map to change the rezoning area from C8-3 and R7-2 to R8A.
- Property disposition and acquisition in the form of a reciprocal easement for ingress and egress with NYCDEP and/or the NYC Department of Citywide Administrative Services (DCAS).
- Financing from the NYC Department of Housing Preservation and Development (NYCHPD), the New York State Division of Housing & Community Renewal (DHCR), and the New York State Office of Temporary Disability Assistance for the residential component of the Proposed Development.

The Proposed Action includes some discretionary public actions (such as the proposed rezoning) that are subject to both the Uniform Land Use Review Procedure (ULURP), as well as the City Environmental Quality Review (CEQR). ULURP is a process that allows public review of proposed actions at four levels: the community board, the Borough President, the City Planning Commission, and if applicable, the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of seven months. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment.

In addition, in order to effectuate the proposed easement exchange, NYCDEP would first need to secure the consent of the New York City Water Board following the appropriate procedures of the Board. The Mayor of the City of New York acting through DCAS would have the authority to effectuate the exchange pursuant to Section 384(a) of the New York City Charter. The City's simultaneous disposition and acquisition of the easements would be subject to ULURP pursuant to Section 384(b)(5) of the Charter, as described above, and a DCAS public hearing process.

ATTACHMENT B

SCREENING ANALYSES

INTRODUCTION

This attachment examines the potential for the Proposed Action to result in impacts in any CEQR technical area. The attachment has been prepared in accordance with the procedures set forth in the *CEQR Technical Manual*. For each technical area, the *CEQR Technical Manual* defines thresholds that, if met or exceeded, require that a detailed technical analysis be undertaken. Using the guidelines and methodologies in the *CEQR Technical Manual*, supplemental ("screening") analyses were conducted for the Proposed Action in each of the Manual's impact categories. For each of the impact categories, the screening analysis is intended to determine whether further, more detailed impact assessment in the draft Environmental Impact Statement (EIS) is appropriate for this Proposed Action, and whether the potential for adverse impacts can be ruled out.

As detailed in Attachment A, "Project Description," the requested actions include: (1) a zoning map change from C8-3 and R7-2 to a R8A residential zoning district; (2) acquisition/ disposition of City-owned property, in the form of an exchange of easements between the applicant and the NYC Department of Citywide Administrative Services (DCAS); and (3) financing from the NYC Department of Housing Preservation and Development (NYCHPD), the New York State Division of Housing & Community Renewal (DHCR), and the New York State Office of Temporary Disability Assistance for the residential component of the Proposed Development (collectively, the "Proposed Action").

The Proposed Action would facilitate construction of an approximately 169,333 gsf 13-story mixed-use building (140,934 zsf, excluding parking and mechanical deductions) on the Proposed Development Site (the "Proposed Development"). The existing 300-space garage structure currently on the site would be demolished to allow construction of the new building. The Proposed Development would include:

- approximately 124 residential units, all of which would be affordable;
- an approximately 18,036 sf Faith Ringgold Children's Museum of Art and Storytelling;
- a 12,196 sf day care facility and early childhood center for approximately 100 children;
- 2,350 sf of non-profit program and office space; and
- a 114-space below-grade accessory parking garage.

It is expected that construction on the Proposed Development Site would commence in the second half of 2010 with the demolition of the existing structure and site excavation, and the Proposed Development is expected to be completed by late 2012.

Apart from the Proposed Development Site, no other lots are expected to be developed as a result of the Proposed Action. Therefore, the Proposed Development described above is the only incremental development expected as a result of the Proposed Action, and represents the reasonable worst case development scenario (RWCDS) for analysis purposes. Thus, for environmental analysis purposes, compared to future conditions without the Proposed Action (No-Build), the RWCDS, or future with action (Build) condition analyzed in this document consists of the Proposed Development as well as a net reduction of 300 public parking spaces.

The Proposed Action would add a total of approximately 315 new residents to the area, as well as an estimated total of 74 workers.

LAND USE, ZONING AND PUBLIC POLICY

A detailed assessment of land use and zoning is appropriate if a proposed action would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would change the zoning on the site or result in the loss of a particular use. As the Proposed Action includes a zoning map change and the proposed Development would change land use on the Proposed Development Site, a detailed analysis of land use, zoning, and public policy is warranted. As summarized below, the Proposed Action is not anticipated to result in any significant adverse impacts to land use, zoning, or public policy. However, in order to provide context for other analyses, a discussion of Land Use, Zoning and Public Policy will be provided in the EIS, as described in the draft scope of work (Task 2).

Land Use

The Proposed Action is not expected to affect existing land use patterns in the study area except on the Proposed Development Site, nor is it expected to affect the viability of land uses in the surrounding area. The blocks immediately to the north, south and west of the rezoning area support predominately residential uses, as well as a few institutional uses, and commercial uses along the main thoroughfares. To the east and north are large public open spaces. The Proposed Development seeks to provide quality housing and services to the City's struggling families, and expand the supply of affordable housing in the City, while providing valuable community services, including a day care center and a children's museum.

The proposed R8A zoning district would allow residential and community facility uses as-of-right. The Proposed Action would therefore allow for the introduction of new land uses and an increase in the density of uses on the Proposed Development Site, but these new uses and increased density would be consistent with the largely residential and mixed uses in the study area. The proposed zoning changes would represent an opportunity to strengthen the existing residential uses of the Hamilton Heights/Sugar Hill area of Manhattan by allowing new residential development at a scale and density appropriate for the area. No substantially different or incompatible land uses would be introduced to the study area as a result of the Proposed Action. In addition, the Proposed Development facilitated by the proposed rezoning would not result in any non-conforming uses. Therefore, the Proposed Action is not anticipated to result in any significant adverse land use impacts.

Zoning

The Proposed Action includes an amendment of the City's zoning map for a portion of the northern end of the block bounded by West 155th and West 153rd Streets, St. Nicholas Avenue, and St. Nicholas Place, changing the zoning from C8-3 and R7-2 to a R8A residential district. The proposed zoning change would permit new residential development as-of-right on the Proposed Development Site, whereas no residential uses are permitted under the existing C8-3 zoning, which is currently mapped on most of the Proposed Development Site. The proposed R8A district would not differ significantly from other zoning districts nearby, and would be compatible with existing land uses in the area. The proposed rezoning would not interfere with existing activities nor would the Proposed

Development be affected by incompatible uses in the surrounding area. Therefore, no significant adverse zoning impacts are expected to result from the Proposed Action.

Public Policy

No significant adverse public policy impacts are expected to result from the Proposed Action. The Proposed Action addresses some objectives of the 197-a Plan for Manhattan Community District 9, by establishing a contextual zoning district, providing affordable housing in the district, and facilitating the redevelopment of underutilized sites. Thus the Proposed Action would promote several of the objectives of the 197-a plan and implement some of its recommendations. Therefore, the Proposed Action is not expected to cause any significant adverse public policy impacts.

SOCIOECONOMIC CONDITIONS

A socioeconomic assessment may be necessary if an action is expected to create substantial socioeconomic changes within the area that would not be expected to occur in the absence of the action. Such socioeconomic changes include direct displacement of residential population, businesses or employees; a new development that is markedly different from existing uses and activities within the neighborhood; an adverse effect on conditions in the real estate market in the area or an adverse effect on socioeconomic conditions in a specific industry. According to the *CEQR Technical Manual*, a residential development of 200 units or less or a commercial development of 200,000 sf or less would typically not result in socioeconomic impacts, unless it generates socioeconomic conditions that are very different from prevailing conditions.

As described above, the RWCDS associated with the Proposed Action consists of 124 residential units, all of which would be affordable, an approximately 18,036 sf museum, a 12,196 sf day care facility (100 children capacity), approximately 2,350 sf of office space, as well as a net reduction of 300 public parking spaces and an addition of 114 accessory parking spaces. The Proposed Development would displace one public parking garage with 300 spaces, and replace it with a 114-space accessory garage on the site. Parking facilities are not particularly unique business operations in the City, and such sites are often targeted for redevelopment. Moreover, the existing garage is owned by the applicant. Thus, the displacement of the existing parking facility is not considered a significant adverse impact of the Proposed Action.

The Proposed Action does not exceed the CEQR thresholds noted above, and is therefore unlikely to trigger any significant changes to the area's socioeconomic conditions or real estate market. Therefore, there is no potential for significant adverse impacts as a result of the Proposed Action, and a detailed assessment of socioeconomic conditions is not warranted.

COMMUNITY FACILITIES AND SERVICES

The need for analysis of community facilities can be triggered by potential direct or indirect effects of a proposed project. Direct effects occur if a project would "physically alter a community facility, whether by displacement or other physical change." Indirect effects occur if a project would add population to an area which may potentially affect service delivery. According to guidelines established in the *CEQR Technical Manual*, such potential generally exists when a project either physically displaces or alters a community facility, or adds 100 or more residential units to an area.

According to the *CEQR Technical Manual*, demand for community services such as schools, libraries, hospitals and day care, generally stems from the introduction of new residents to an area.

The Proposed Action would not displace any existing community facilities or services, nor would it affect the physical operations of or access to and from any police or fire stations. Therefore, the Proposed Action would not have any significant adverse direct impacts on existing community facilities or services. In fact, the Proposed Development would include a new community facility, a day care center serving 100 children.

As stated in the *CEQR Technical Manual*, the demand for community services generally stems from the introduction of new residents to an area. The RWCDS associated with the Proposed Action would introduce approximately 124 dwelling units to the area, with an estimated 315 residents. A discussion of the Proposed Action's potential effects on community facilities is provided below.

Educational Facilities

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required. The screening threshold is higher for high school students as high school level students can elect to attend schools other than their neighborhood high schools.

Since the publication of the *CEQR Technical Manual* in 2001, the New York City Department of City Planning (NYCDCP) and the New York City School Construction Authority (NYCSCA) have modified Table 3C-2 of the Manual to reflect new multipliers for determining the number of school-aged children expected to be generated by residential development. These new multipliers are based on the number of new residential units projected and the respective borough, and no longer give consideration to the targeted income level of the respective residents. According to the recent 2008 update of Table 3C-2 of the *CEQR Technical Manual*, a residential development in Manhattan would introduce new students at the following rates: 0.12 new elementary school students per unit; 0.04 new middle school students per unit; and 0.06 new high school students per unit.

Based on the new multipliers discussed above, the RWCDS associated with the Proposed Action would result in a net increase of approximately 20 new elementary and middle school students in the area, which is below the CEQR threshold for analysis. As the Proposed Action would not trigger the CEQR threshold for school analysis, it is unlikely to result in any significant adverse impacts to elementary or middle schools, and a detailed analysis of schools is not required.

The Proposed Action would also add an estimated 7 new high school students, which would likewise not trigger the CEQR threshold for detailed analysis of high schools.

Libraries

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of residential units served by the local library branch by more than 5 percent, then an analysis of library services is necessary. In Manhattan, the introduction of 901 residential units would represent a 5 percent increase in dwelling units per branch. As the RWCDS associated with the Proposed Action would result in the addition of 124 dwelling units to the study area (representing an increase of 0.69 percent in dwelling units per branch), it falls well below the CEQR threshold for a

detailed analysis. Therefore, a significant adverse impact to library services would not be expected to result from the Proposed Action, and a detailed analysis is not necessary.

Hospitals and Public Health Facilities

According to the *CEQR Technical Manual*, a detailed analysis of health care facilities is required for large projects that introduce a sizable number of new low-income residents, who may rely on nearby emergency and/or other outpatient clinic services. A project that introduces less than 2,500 units does not require analysis of hospital services, while an action that generates more than 600 low- to moderate-income units may require analysis of other public health care facilities. The RWCDS associated with the Proposed Action is expected to introduce approximately 124 mixed-income residential dwelling units, all of which would be reserved for low-moderate-income residents. As such, the Proposed Action would not meet the threshold for analysis of health care facilities. Therefore, no significant adverse impacts would be expected to occur, and a detailed analysis of hospitals and public health care facilities is not required.

Day Care

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age six require further analysis.

According to Table 3C-4 of the *CEQR Technical Manual*, updated in Fall 2009, the number of dwelling units to yield 20 or more eligible children under age six in Manhattan would be 169 affordable housing units. The RWCDS associated with the Proposed Action would result in a total of 124 dwelling units, all of which would be affordable. Based on the new ratios provided by NYCDCP, these units would add approximately 14 children under the age of 6, i.e., potentially eligible for subsidized day care, to the study area. As the Proposed Action falls below the CEQR threshold for analysis of public day care centers, no significant adverse impact to day care facilities would be expected to occur.

It should also be noted that the Proposed Development being planned by the applicant on the Proposed Development Site (Lot 21) would include a 12,196 sf day care facility and early childhood center for approximately 100 children, which would serve not only the Proposed Development's residents but the surrounding neighborhood as well.

Fire Protection

Because of the City's policy of allocating fire and emergency service as required, the *CEQR Technical Manual* indicates that the potential for adverse impacts to fire protection services exists only where a proposed action would have a direct effect on an existing fire station or interferes with the paths of travel to or from a facility or the physical operations of a facility. A detailed assessment of fire protection is not necessary because the Proposed Action: (a) is not expected to increase building square footage in the area to such an extent that the fire department's capacity to respond in a timely manner would be affected; (b) would comply with the stringent fire codes for new construction; (c) is not at an unacceptable distance from an existing fire station (less than a half-mile from Engine 84 Ladder 34 located at 513 West 161st Street, between Broadway and Amsterdam

Avenue); and (d) would not result in a physical change to an existing fire station, or interfere with paths of travel to or from a facility. Therefore, a significant adverse impact to fire protection services or facilities is unlikely, and no further analysis of fire protection services is warranted.

Police Protection

The nearest police station (30th Precinct) is located at 451 West 151st Street (between Amsterdam and Convent Avenues), approximately four blocks to the southwest of the rezoning area. According to the *CEQR Technical Manual*, impacts on police protection services occur when a proposed action physically changes an existing police station, or affects the physical operations of, or access to and from a station house. The Proposed Action would not result in any of the above effects, and therefore further analysis is not provided.

Conclusion

The Proposed Action is not anticipated to result in any significant adverse impacts to community facilities. No detailed community facilities analysis is warranted based on the above preliminary assessment, and none will be provided in the EIS.

OPEN SPACE

An open space assessment may be necessary if a proposed action could potentially have a direct or indirect effect on open space resources in the project area. A direct effect would "physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value." An indirect effect may occur when the population generated by a proposed action would be sufficient to noticeably diminish the ability of an area's open space to serve the existing or future population. According to the guidelines established in the *CEQR Technical Manual*, a project that would add fewer than 200 residents or 500 employees, or a similar number of other users to an area, is typically not considered to have indirect effects on open space.

The RWCDS associated with the Proposed Action would result in the addition of an estimated 315 new residents, thereby requiring further assessment based on the *CEQR Technical Manual*'s guidelines, as described in the draft scope of work (Task 3). It is possible that the analysis will be completed during the scoping process. If the analysis shows that no significant adverse impacts to open space are anticipated, this subject area would then be screened out and no detailed analysis of open space would be included in the EIS.

SHADOWS

A shadow assessment considers actions that result in new shadows long enough to reach a publicly accessible open space or historic resource (except within an hour and a half of sunrise or sunset). For actions resulting in structures less than 50 feet high, a shadow assessment is generally not necessary unless the site is adjacent to a park, historic resource, or important natural feature (if the features that make the structure significant depend on sunlight).

The Proposed Action would facilitate the construction of the Proposed Development, with a height of approximately 120 feet (refer to Attachment A, "Project Description"). According to the *CEQR Technical Manual*, the longest shadow cast by any structure in New York City would be 4.3 times the height of that structure (except within an hour and a half of sunrise or sunset). Therefore, the longest shadow that could be cast by the Proposed Development would be approximately 516 feet. As there are open space facilities within this maximum shadow radius, a shadow assessment is warranted, and will be provided pursuant to CEQR methodologies, as described in the draft scope of work (Task 4). It is possible that the analysis will be completed during the scoping process. If the analysis shows that no significant adverse shadows impacts are anticipated, this subject area would then be screened out and no analysis of shadows would be included in the EIS.

HISTORIC RESOURCES

Historic resources are defined as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes properties that have been designated or are under consideration as New York City Landmarks or Scenic Landmarks, or are eligible for such designation; properties within New York City Historic Districts; properties listed on the State and/or National Register of Historic Places; and National Historic Landmarks. An assessment of historic/archaeological resources is usually needed for projects that are located adjacent to historic or landmark structures, or projects that require in-ground disturbance, unless such disturbance occurs in an area that has already been excavated.

Archaeological Resources

The Proposed Development Site would experience new development that would require ground disturbance. However, as the site has undergone significant excavation and ground disturbance in the past, it is not likely to have any undisturbed archaeological resources, and therefore no significant adverse impacts are anticipated. The NYCLPC has indicated that all of the lots comprising the rezoning area have no archaeological significance (refer to letter in Appendix 1). Therefore, no detailed analysis of archaeological resources is warranted, and none will be provided in the EIS.

Architectural Resources

The Proposed Development Site and rezoning area are located within the State and National Register-listed (S/NR) Sugar Hill Historic District, and Lot 14, which falls partially within the rezoning area, also falls within the New York City Landmarks Preservation Commission (NYCLPC) designated Hamilton Heights/Sugar Hill Historic District. Because the Proposed Action would result in new development within or adjacent to a designated historic district, as well as the demolition of an existing building within a S/NR-listed historic district, it has the potential to result in significant adverse impacts to architectural resources. A detailed assessment of historic architectural resources will be presented in the EIS, as described in the draft scope of work (Task 5).

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, an analysis of urban design and visual resources is appropriate if a proposed project would; a) result in buildings that have substantially different height,

bulk, form, setbacks, size, scale, use or arrangement than exists in an area; b) change block form, demap an active street or map a new street, or affect the street hierarchy, street wall, curb cuts, pedestrian activity or street space elements; or c) would result in above-ground development in an area that includes significant visual resources. As the Proposed Action would facilitate new construction in an area that includes historic resources and significant natural features, an urban design assessment is provided below.

Urban Design[1]

An area's urban design components and visual resources together define the look and character of the neighborhood. The urban design components encompass the characteristics of buildings and streets in the area, including building bulk, use and type; building arrangement; block form and street pattern; streetscape elements; street hierarchy; and natural features. The concept of bulk is created by the size of a building and the way it is massed on the site. Height, length, and width define its mass. In accordance with the *CEQR Technical Manual*, the effects of the Proposed Action on the elements that collectively form an area's urban design is provided below

Street Hierarchy, Block Form and Street Pattern

The Proposed Action would not result in changes in block form, the demapping of streets or the mapping of new streets, nor would it affect or alter the street hierarchy in the area.

Building Arrangement, Bulk, Use, and Type

Building arrangement refers to the way that buildings are placed on zoning lots and blocks. The buildings can have small or large footprints, be attached or detached and separated by open uses, and varied in their site plans. This urban design feature helps to convey a sense of the overall form and design of a block or a larger area. In addition, buildings are usually described by their bulk, use and type characteristics. A building's bulk is created from an amalgam of characteristics that include its height, length, and width; lot coverage and density; and shape and use of setbacks and other massing elements. The general use of a building (e.g., residential, manufacturing, commercial office) gives an impression of its appearance and helps to define its visual and urban design character. Building type refers to a distinctive class of buildings and suggests distinguishing features of a particular building. Examples of building type include: industrial loft, church, gas station, walk-up tenement.

Buildings in the general vicinity of the rezoning area are typically arranged linearly along blockfronts, creating continuous rows of mostly low- to mid-rise residential buildings. Exceptions to this prevailing building arrangement include the two major NYCHA developments to the northeast of the rezoning area. As shown in Figure B-1, the Polo Grounds Houses consist of four 30-story apartment buildings set within a large landscaped area, with a surface parking lot occupying much of the frontage along West 155th Street. Similarly, the Rangel Houses consist of eight 14-story buildings arranged in a triangular pattern around a common planted area (refer to Figure B-1). Most of the buildings in the area are residential in nature, with some mixed-use, institutional and commercial uses interspersed throughout. Commercial uses are mainly found along Amsterdam Avenue, Broadway, St.

[1] Some of the information in this section regarding existing condition is from the *404 West 155th Street Development Study*, dated Fall 2007, which was prepared by Urban Technical Assistance Project (UTAP) - Columbia University.

Aerial View Illustrating Building Arrangement, Block Form and Street Pattern in the Vicinity of Rezoning Area



Source: Google Earth

Proposed Rezoning Area

Nicholas Avenue, Frederick Douglass Boulevard, and Macombs Place – usually in the form of ground floor retail in mixed-use residential buildings.

Buildings between three and six floors in height constitute nearly 50% of the structures in the study area. However, there are three buildings in the range of 6 to 12 floors in the area, namely the Hamilton Heights on West 150th Street, the Prince Hall Apartment Building on West 155th Street, and the Broadway Association on Broadway. There are also several buildings in the 12 to 20 floors range, most of which are owned by the New York City Housing Authority (NYCHA), including the eight buildings in the Ralph Rangel Houses complex. The one building in that range that is not a NYCHA property is the 14-story residential building located at the corner of Edgecombe Avenue and West 155th Street. The NYCHA development at Amsterdam Avenue and West 156th Street has 22 stories and the Polo Grounds Towers, also a NYCHA development, are 30 floors high. Figure B-2 illustrates some of the building bulk in the area.

The housing typology of the area generally consists of three types – row houses (3 to 4 stories), apartment buildings (6 to 8 stories), and high-rise apartment buildings (over 15 stories). The built form varies from small courtyard entrances to 6-storey buildings on Edgecombe Avenue, to stepped entrances to individual row houses on St. Nicholas Avenue. A majority of the buildings in the study area were built from 1900-1920, with the oldest developments dating back to the 1880s.

The Proposed Development would demolish a 2-story garage structure on the site and replace it with a 13-story mixed residential and community facilities building, which would be constructed pursuant to the contextual bulk envelope mandated for R8A districts. The proposed R8A zoning district is a contextual zoning district, which regulates the height, bulk, and setback of new buildings. The maximum allowable FAR for the proposed R8A district is 6.02 for residential uses, and 6.50 for community facilities. The maximum allowable lot coverage is 70 percent for an interior lot, such as the Proposed Development Site. The minimum building base height is 60 feet, the maximum building base height is 85 feet, and the maximum building height is limited to 120 feet (refer to illustrative bulk diagram in Figure B-3). Compliance with the Quality Housing Program is mandatory for residential buildings in R8A districts. Quality Housing buildings must include amenities relating to the planting of trees, landscaping and recreational space.

The Proposed Development would include a mix of residential and community facility uses, which would be compatible with similar building types and uses in the surrounding area. As described below, the Proposed Development would also be compatible with building bulk and height in the surrounding area.

The Proposed Development, at 13-stories, would be taller than most buildings immediately to the south of the rezoning area, which fall within the Sugar Hill historic district. However, there are several buildings within a 400-foot radius that are of similar height or taller than the Proposed Development, as shown in the illustrative 3-dimensional (3D) model in Figure B-3. These include the 14-story landmark building at 409 Edgecombe Avenue, as well as newer mid-century buildings, especially those owned by the New York City Housing Authority, such as the 22-story NYCHA development at Amsterdam Avenue and West 156th Street, the 20-story NYCHA building at the southeast corner of Amsterdam Avenue and West 155th Street, one block to the west of the Proposed Development, and the 30-story Polo Grounds Towers to the northeast of the rezoning area. Moreover, the Proposed Development would be located along West 155th Street, which is a major two-way thoroughfare that divides the historic district to the south and the open spaces and the 30-story Polo Ground residential complex to the north. Most of the taller structures noted above are located along

Urban Design Characteristics in the Vicinity of Rezoning Area



Topography - View from Edgecombe Avenue looking northeast, illustrating steep change in grade between Edgecombe Avenue and Jackie Robinson Park below (to the right). Polo Grounds Houses visible in background.



View from the north side of West 155th Street near St. Nicholas Avenue, looking southeast towards Proposed Development Site and St. Nicholas Place. This busy intersection has several crosswalks and traffic lights.



View looking east along West 155th Street, illustrating the eclectic nature of this major two-way corridor. Proposed Development Site is to the right, the 30-story Polo Grounds Houses to the left and center of photo.



Example of uniform street walls and similar building heights typical along many of the streets to the south of rezoning area. View looking south along St. Nicholas Place (southern portion of subject block is to the right).

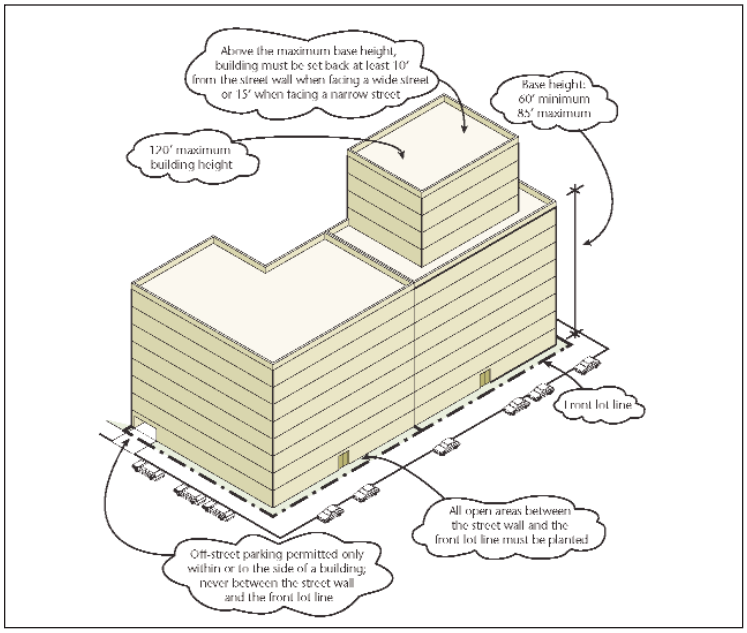


Example of some of the taller structures and less uniform building bulks and streetscapes in the area. View from West 155th Street and Amsterdam Avenue looking northeast. Bus shelter visible in foreground.



View from West 155th Street and Harlem River Driveway looking west. Several streetscape elements are shown, including street trees on the north sidewalk of West 155th Street, street lights and bus stop.

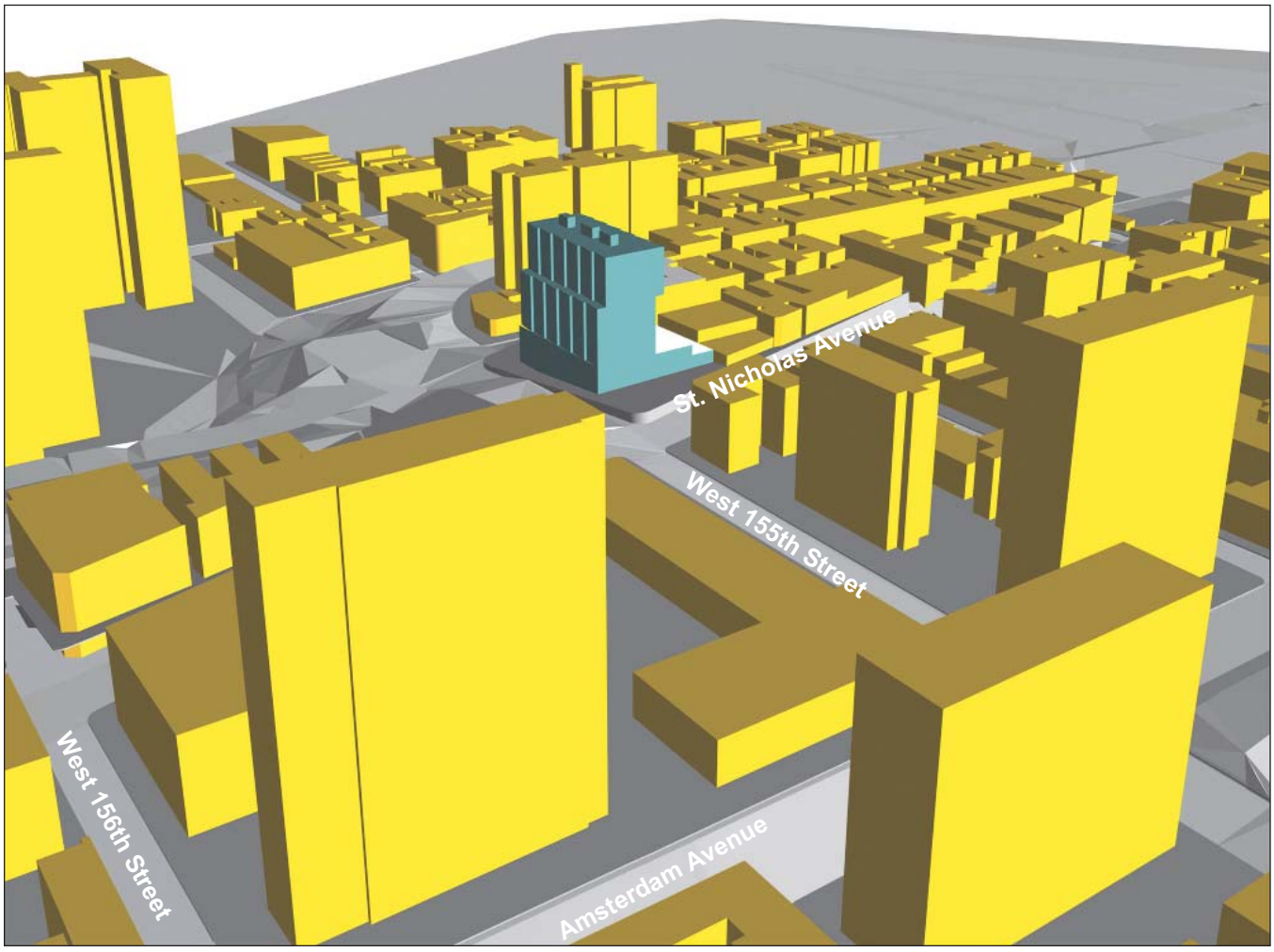
Figure B-3
Illustrative Contextual Building Types in R8A Districts and Illustrative 3D Model Showing Proposed Development



R8A Illustrative Bulk Diagram
Source: *NYC Zoning Handbook*



Sample Development Resulting from R8A zoning
Source: *NYC Zoning Handbook*



Illustrative 3D Model of Proposed Development (in blue) in Context with Its Surroundings - View Looking Southeast

West 155th Street, similar to the Proposed Development. As such, the Proposed Development would relate well to the taller contemporary buildings in the study area, as shown in the illustrative 3D model in Figure B-3.

The Proposed Development would have a continuous streetwall and high lot coverage, in keeping with the character of many of the buildings in the area. The preliminary design of the Proposed Development, with a maximum height of 120 feet, includes a setback at approximately 76 feet, with the upper portion of the building sliding back from the base with a 10-foot cantilever. The proposed new building is expected to use modern materials and design, including tinted concrete facades. Overall, while some elements of the Proposed Development would be considerably different from those of neighboring buildings, these changes would be compatible as the area has a wide range of building types, sizes, and architectural styles.

Streetscape Elements

Streetscape elements are the distinctive physical features that make up a streetscape, such as street walls, building entrances, parking lots, fences, street trees, street furniture, curb cuts, and parking ribbons. These features help define the immediate visual experience of pedestrians.

As illustrated in some of the photos in Figure B-2, street furniture in the vicinity of the rezoning area generally consists of metal street signs, streetlights, metal garbage bins, parking meters, fire hydrants, and newspaper boxes. Street trees are found along some streets in the area, although the presence of foliage within Jackie Robinson Park and Highbridge Park further enhances the streetscape in the vicinity. There are a number of trees along the northern sidewalk of West 155th Street, but there are no trees on the southern sidewalk of West 155th Street adjacent to the proposed rezoning area. Street lamps are also found on most sidewalks, and bus stops are found at frequent intervals on all sidewalks in the area, with the majority along West 155th Street. The only bus shelter observed near the rezoning area was at the westbound stop on West 155th Street.

The Proposed Development resulting from the Proposed Action would enliven the street with visual texture and pedestrian activity. The development would also improve the streetscape in the immediate vicinity through the planting of street trees mandated by the NYC Zoning resolution. In addition, as described in Attachment A, "Project Description," the Proposed Action includes the acquisition of an access easement on the northern triangular portion of adjacent Lot 26, which is currently used predominantly as a surface parking lot, and is entirely enclosed by a brick wall with a fence above. This easement area would be converted into a landscaped publicly-accessible plaza (refer to illustrative rendering in Figure A-7 of Attachment A, "Project Description"), which would serve as an entry plaza for the Proposed Development, with entrances for the museum, day care and residential components. This plaza would significantly enhance the streetscape along St. Nicholas Avenue. Therefore, the Proposed Action and resultant development would enhance and improve streetscape conditions in the area.

Natural Features and Topography

Topographic and natural features help define the overall visual character of an area and may include varied ground elevation, rock outcroppings and steep slopes, vegetation, and aquatic features.

The most peculiar feature of the study area is the topographic drop known as the Fordham Cliffs. Caused by a geological rupture and a shift of the eastern plates of the Northern Manhattan Plateau, the

Fordham Cliffs drop more than 70 feet contributing to several Harlem parks – Morningside, St. Nicholas, Jackie Robinson and Highbridge. In the study area, the Cliffs present an obstacle in terms of access and connectivity between neighborhoods. There is a drop varying between 60 to 70 feet from Edgecombe to Bradhurst Avenue (Jackie Robinson Park) and a drop of more than seventy feet from Edgecombe Avenue to the Polo Grounds (Highbridge Park).

The Proposed Action would not alter or change the area's significant natural features or topography.

Conclusion

The Proposed Development would not result in any significant adverse impacts on urban design in the study area. As the Proposed Development would be constructed on an existing developed block, it would not alter any natural features, street patterns, or block shapes in the study area. In addition, the Proposed Development would enhance the area's streetscape by replacing a fenced and underutilized area along St. Nicholas Avenue with a landscaped publicly-accessible plaza, which would serve as the entrance to the proposed building. The Proposed Development would infill the low-rise streetwall along West 155th Street with a taller mid-rise mixed-use residential building. The museum and child care uses proposed along West 155th and St. Nicholas Avenue would further revitalize this blockfront, and the Proposed Development would enliven the surrounding streets with street plantings and trees, and greater pedestrian activity. The Proposed Development, at 13-stories tall, would not be substantially different in bulk, scale, height, or form than many other mid to high-rise buildings located within the area surrounding the rezoning area, including the 22, 20, and 15-story residential buildings located one block to the west of the Proposed Development Site on Amsterdam Avenue and West 155th Street. Therefore, the Proposed Action and resultant development is not expected to result in any significant adverse urban design impacts, and this technical area will not be included in the EIS.

Visual Resources

An area's visual resources are its unique or important public view corridors, vistas, or natural or built features. For CEQR analysis purposes, this includes only views from public and publicly accessible locations and does not include private residences or places of business. Visual resources could include views of the waterfront, public parks, landmark structures and districts, or natural resources.

The Proposed Development Site does not contain any prominent visual resources, as it is currently occupied by a low-rise commercial structure. There are a number of visual resources in the vicinity of the proposed rezoning area, including views of significant historic and architectural landmarks and views of natural areas. These include two major parks, Highbridge Park and Jackie Robinson Park, as well as several designated historic resources, including the S/NR Sugar Hill Historic District and NYCLPC Hamilton Heights/Sugar Hill Historic District, the 155th Street Viaduct and Macomb's Dam Bridge, and 409 Edgecombe Avenue. Additional visual resources located further away include Trinity Cemetery to the west and the Harlem River to the east.

As the Proposed Action would result in new development within or adjacent to a designated historic district, as well as the demolition of an existing building within a S/NR-listed historic district, an assessment of visual resources will be presented in the EIS, as described in the draft scope of work (Task 6).

NEIGHBORHOOD CHARACTER

According to the *CEQR Technical Manual*, an assessment of neighborhood character may be appropriate if a proposed action could result in adverse impacts to land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic or noise within the neighborhood. It is also possible that several moderate changes in the elements that contribute to neighborhood character, while not significant adverse impacts by themselves, could lead to a significant impact on neighborhood character.

In the future with the Proposed Action, the existing 2-story garage on the Proposed Development Site would be replaced by the Proposed Development, which would consist of a 13-story plus cellar mixed-use building, with a height of approximately 120 feet from the average curb level to the roof line. The Proposed Development would include approximately 124 residential units, all of which would be affordable; the Faith Ringgold Children's Museum of Art and Storytelling; a day care facility and early childhood center for approximately 100 children; approximately 2,350 sf of non-profit program and office space; and a 114-space below-grade accessory parking garage.

The Proposed Development would change the character of the surrounding neighborhood, but not in a significant adverse manner. The development would enliven and improve the streetscape by creating more active uses on the Proposed Development Site, and increasing 24-hour pedestrian activity. Although the Proposed Development would be much more visible than the existing structure on the site, given its location along West 155th Street, a major 2-way roadway lined with many of the taller buildings in the area, this greater visibility would not be an adverse effect on neighborhood character.

The Proposed Development would provide land uses that would be compatible to existing and anticipated uses in the surrounding area, and would further promote and enhance the ongoing revitalization of this area on northern Manhattan. The Proposed Action is also expected to advance the City's public policies of providing affordable housing and introducing new jobs and drawing visitors to the area, as well as generating economic activity. In addition, as discussed below, the Proposed Action is not anticipated to result in any significant traffic, air quality or noise impacts. Therefore, although the Proposed Development would alter the character of the neighborhood by revitalizing the area and adding a taller higher density structure, these changes would not constitute a significant adverse impact to neighborhood character.

However, as noted in the discussion of "Historic Resources" above, the Proposed Action has the potential to result in significant adverse impacts to architectural resources, which is one of the components that contribute to neighborhood character. Therefore, the EIS will provide a neighborhood character assessment to discuss specifically whether the potential historic resources impact would affect neighborhood character (refer to Task 7 of the draft scope of work).

NATURAL RESOURCES

As indicated in the *CEQR Technical Manual*, a natural resource is defined as plant and animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance. Such resources include surface and groundwater, wetlands, dunes and beaches, grasslands, woodlands and landscaped areas, gardens and built structures used by wildlife. Two conditions determine whether an adverse impact on a natural resource might occur, and therefore whether an assessment may be appropriate:

the presence of a natural resource on or near the site of the action; and an action that involves direct or indirect disturbance of that resource.

The proposed rezoning area is located in an upland area, and all of the lots falling within the rezoning area all currently contain existing structures or are mostly paved, and do not contain any vegetation or natural resources. The Proposed Development Site is currently occupied by a 2-story garage structure, and does not contain any vegetation or natural resources. As the proposed rezoning area is located in a developed section of Manhattan and there are no known natural resources on or immediately adjacent to the rezoning area, an assessment of natural resources is not warranted. Consequently, no significant adverse impacts to natural resources are anticipated.

HAZARDOUS MATERIALS

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

A Phase I Environmental Site Assessment (ESA) was conducted by ATC Associates for the Proposed Development Site, which identified some Recognized Environmental Conditions ("RECs") that could affect the property, including:

- The historical Site use for garage and repair purposes;
- The potential presence of four historical gasoline tanks, two lube oil tanks and a potential tank associated with an observed apparent fill port;
- Petroleum staining (approximately 12' x 18') observed on the floor in the east-northeastern portion of the cellar along the eastern wall by the door; and
- The presence of a historical gasoline filling and service station adjacent to the east of the Site with documented soil and groundwater contamination that is reportedly being remediated under the supervision of the New York State Department of Environmental Conservation (NYSDEC) and a garage adjacent to the southwest of the Site.
- Subsequent site visit identified the presence of vent pipes located on the roof which were assumed by ATC to be consistent with fuel oil tanks.

Based on these findings, the Phase I ESA recommended that a Phase II Environmental Site Investigation (ESI) be conducted to assess potential impacts to the soil and groundwater as a result of potential releases from the identified RECs. Subsequently, a Phase II ESI Work Plan was prepared in January 2009, which included the Phase II ESI Subsurface Testing Scope of Work for the Proposed Development Site. Both the Phase I and Phase II ESI Work Plan will be submitted to the New York City Department of Environmental Projection (NYCDEP) for review and approval.

Given the above, the Proposed Action has the potential to result in significant adverse impacts related to hazardous materials. A detailed assessment of hazardous materials will therefore be presented in the EIS, as described in the draft scope of work (Task 8).

WATERFRONT REVITALIZATION PROGRAM

The rezoning area is not located within the designated New York City Coastal Zone Boundary. Therefore, an assessment of the Proposed Action's consistency with the City's Local Waterfront Revitalization Program is not required.

INFRASTRUCTURE

For assessment purposes, the City's "infrastructure" comprises the physical systems supporting its population, including water supply, wastewater treatment and storm water management. Other infrastructure components are addressed separately per *CEQR Technical Manual* guidelines. Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant impacts on this system. Therefore only very large developments or actions having exceptionally large water demands (e.g., more than 1 million gallons per day) would warrant a detailed water supply assessment. Similarly, only unusual actions with very large wastewater flows could have potential impacts on wastewater treatment.

In the future with the Proposed Action, the RWCDS analyzed in this document assumes that a total of 124 residential units, an approximately 18,036 sf museum, a 12,196 sf day care facility (100 children capacity), approximately 2,350 sf of office space would be developed within the rezoning area. Given the average daily water use rates provided in Table 3L-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Action would use a total of approximately 66,778 gallons of water per day (refer to Table B-1 below).

TABLE B-1
Expected Water Demand on Proposed Development Site in With-Action Conditions

	Use	Size (gsf)	Domestic Use (gpd)	Air Conditioning (gpd)	Total Water Demand (gpd)
With-Action Condition	Residential	121,683 (124 DU)	35,280	20,686	55,966
	Commercial (Office)	2,350	225	235	460
	Community Facility (Museum)	18,036	3,066	3,066	6,132
	Community Facility (Day Care)	12,196 (100 students)	3,000	1,220	4,220
		Total	***41,571***	***25,207***	***66,778***

Notes: Based on average daily water use rates provided in Table 3L-2 of the *CEQR Technical Manual.* Residential use: 112 gallons per day (gpd) per resident (assume a total of 315 residents); assume an additional 0.17 gpd per square foot for air conditioning. Office use: 25 gpd per day per person (assume 9 office employees), plus 0.10 gpd per sf for air conditioning. Museum use: assume the rate for retail/public use, 0.17 gpd per square foot, plus 0.17 gpd per sf for air conditioning. Day Care use: use the rate for schools, 30 gpd per seat (assume 100 seats), plus 0.10 gpd per sf for air conditioning.

Given the size of New York City's water supply system and the City's commitment to maintaining adequate water supply and pressures, few actions have the potential to cause significant impacts on this system. Therefore only very large developments or actions having exceptionally large water demands (e.g., more than 1 million gallons per day) would warrant a detailed water supply

assessment. Similarly, only unusual actions with very large wastewater flows could have potential impacts on wastewater treatment.

The estimated total water consumption associated with the Proposed Action is well below the general threshold of 1 million gallons per day typically used to determine the need for a detailed analysis. Similarly for wastewater flows, the Proposed Action is not expected to have any potential impacts on wastewater treatment. The additional expected sanitary sewage resulting from the Proposed Action, a net increase of approximately 41,571 gpd would not cause the North River wastewater pollution control plant (WPCP), which has a capacity of 170 million gpd, to exceed its design capacity or SPDES permit flow limit. Therefore, the Proposed Action would not result in any new significant adverse infrastructure impacts.

SOLID WASTE AND SANITATION SERVICES

According to the *CEQR Technical Manual*, actions involving the construction of housing or other development generally do not require evaluation for solid waste impacts unless they are unusually large. A generation rate of less than 10,000 pounds per week is generally not considered large.
As shown in Table B-2 below, the RWCDS associated with the Proposed Action would result in a net increase of 5,681 pounds of solid waste per week (lbs/wk). This would include an increase of approximately 5,084 lbs/wk (2.5 tons) in the solid waste that would be handled by the Department of Sanitation (DSNY), and an increase of approximately 597 lbs/wk (0.3 tons) in the solid waste handled by private carters.

TABLE B-2
Expected Solid Waste Generation on Proposed Development Site in With-Action Conditions

	Use	Size (gsf)	Solid Waste Handled by DSNY (lbs/wk)	Solid Waste Handled by Private Carters (lbs/wk)	Total Solid Waste (lbs/wk)
With-Action Condition	Residential	121,683 (124 DU)	5,084	0	5,084
	Commercial (Office)	2,350	0	81	81
	Community Facility (Museum)	18,036	0	216	216
	Community Facility (Day Care)	12,196 (100 students)	0	300	300
		Total	***5,084***	***597***	***5,681***

Notes: Based on citywide average waste generation rates presented in Table 3M-1 of the *CEQR Technical Manual*. Residential use: 41 lbs/wk per unit. Office use: 9 lbs/wk per employee, and 1 employee per 250 sf. Museum use: use office rate, 9 lbs/wk per employee, and 1 employee per 750 sf. Day Care use: use elementary school rate, 3 lbs/wk per pupil, and 100 children.

The Proposed Development Site would be served by existing DSNY collection routes with the Department adjusting appropriate collection levels as needed to service the community. The residential and community facility components would be required to participate in the City's ongoing recycling program for paper, metals, glass, and certain types of plastics. According to the *CEQR Technical Manual*, the typical DSNY collection truck for residential refuse carries approximately 12.5 tons of waste material. Therefore, the new demand associated with the Proposed Action would be expected to generate solid waste equivalent to approximately 4 percent of a truck load per day (assuming a five-day week).

Solid wastes generated by the non-residential components of the RWCDS are expected to be picked up by private garbage disposal companies. Collections for these uses would be part of the normal routes for commercial pick-ups. They would also be required to participate in the City's recycling program, with paper, metals and plastics picked up by their private carters. According to the *CEQR Technical Manual*, commercial carters typically carry between 12 and 15 tons of waste material per truck. Therefore, the additional commercial and community facility uses generated by the Proposed Action would be expected to generate solid waste equivalent to less than 0.5 percent of a truck load per day (assuming a five-day week).

Development resulting from the Proposed Action would occur in an area that is currently served by DSNY residential trash and recycling pick-ups as well as private carting companies. The Proposed Action would not affect the delivery of these services, or place a significant burden on the City's solid waste management system. The resulting increase in residential refuse is relatively small (about 0.75 tons per day) when compared to the estimated 18,500 tons of residential and institutional refuse and recyclables collected by DSNY per day. Likewise, non-residential waste serviced by private carters would experience minimal increases (amounting to 0.06 tons per day), and therefore the private carting system would not be overburdened by the Proposed Action. As the Proposed Action would not generate an unusually large amount of solid wastes, no significant adverse solid waste impacts are anticipated.

ENERGY

According to the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy. Therefore, actions resulting in new construction would not create adverse energy impacts, and would not require a detailed energy assessment. A detailed assessment would be limited to actions that might somehow affect the transmission or generation of energy, or that generate substantial indirect consumption of energy. As the Proposed Action does not fall into that category, significant adverse impacts to energy sources are not anticipated to occur as a result of the Proposed Action and an energy assessment is not warranted and none will be provided in the EIS.

TRAFFIC AND PARKING

The objective of traffic and parking analyses is to determine whether a proposed action is expected to have a significant impact on street and roadway conditions or on parking facilities. This includes the sufficiency of street and highway elements to adequately process a proposed action's expected traffic flow and operating condition changes, and the effect of a proposed action on parking resources in the area.

According to the *CEQR Technical Manual*, a preliminary trip generation analysis for a project will generally be appropriate to determine the volume of vehicular trips expected during the peak hours. In most areas of the city, including the project area, if a proposed action is projected to result in fewer than 50 peak hour vehicular trip ends, traffic impacts would be unlikely, and therefore further traffic analysis would not be necessary. Pursuant to CEQR guidelines, a preliminary trip generation was prepared to determine potential changes in traffic volumes and parking demand in the area as a result of the Proposed Action.

Traffic

The incremental residential, commercial and community facility uses that would result from the Proposed Action are expected to generate their highest demand during the traditional weekday AM and PM commuter periods as well as the weekday midday (lunch time) and Saturday midday period. The transportation planning factors used to forecast changes in travel demand resulting from the Proposed Action during these periods are summarized in Table B-3. The trip generation rates, temporal distributions and mode choice factors for community facility, residential, and commercial uses shown in Table B-3 were based on accepted *CEQR Technical Manual* criteria, standard professional references, and studies that have been done for similar uses in the City.

Table B-4 shows an estimate of the increase in peak hour person trips that would occur in 2012 with implementation of the Proposed Action, which includes the Proposed Development Site. As shown in Table B-4, the Proposed Development would generate an increase of approximately 214 person trips in the weekday AM peak hour, 135 person trips in the weekday midday, 309 in the weekday PM peak hour, and 182 during the Saturday midday peak hour. Table B-4 also shows an estimate of the increase in peak hour vehicle trips (auto, taxi and truck) that would occur in 2012 with implementation of the Proposed Action. Overall, as shown in Table B-4, the Proposed Action would generate approximately 29 vehicle trips in the weekday AM peak hour, 15 vehicle trips in the weekday midday, 38 in the weekday PM peak hour, and 21 during the Saturday midday peak hour.

In addition, the Proposed Development would displace a 300-space public parking garage, and replace it with a 114-space accessory parking garage on-site. As discussed in the "Parking" section below, the net vehicle trips associated with the eliminated parking garage would be approximately-11, -8, and -12 vehicle trips in the AM, midday, and PM peak hours, respectively. As described in Attachment A, "Project Description," the proposed accessory garage may also be utilized by some area residents who would be allowed to rent spaces on a monthly basis, as permitted by Zoning Resolution section 25-412. This would add approximately 6, 5 and 7 vehicle trips to the study area in the AM, midday, and PM peak hours, respectively. Table B-5 shows the resultant net change in traffic volumes generated by the Proposed Action. As shown in the table, compared to the No-Build condition, the Proposed Action would result in a net increment of 24 vehicle trips in the weekday AM peak hour, 12 in the midday peak hour, and 33 in the PM peak hour, as well as an estimated 28 vehicle trips in the Saturday midday peak hour.

Under *CEQR Technical Manual* criteria, if a proposed action in any area of the City would generate fewer than 50 peak hour vehicle trip ends, it is unlikely to result in significant adverse impacts, and further analysis is not warranted. As the Proposed Development facilitated by the proposed rezoning would result in less than 50 net additional vehicle trips in all peak hours, the Proposed Action would not trigger the CEQR threshold for analysis, and a detailed traffic analysis is therefore not warranted. It should also be noted that the proposed easement for NYCDEP would not result in any increase in traffic, as this easement would not alter the operation of the existing NYCDEP facility.

TABLE B-3
Transportation Planning Factors

Land Use:		Office	Residential	Children's Museum	Early Childhood Center
Size/Units:		2,350 gsf	124 gsf	18,036 gsf 29,095 Annual Visitors (8)	100 Students
		(1)	(2)	(9)	(10)
Trip Generation:	Weekday	18	8.075	224	7.39
	Saturday	0.9	7.678	560	0.64
		per 1,000 sf	per DU	per day	per Student
Temporal Distribution:		(1)	(2)	(6)	(5)
	AM	12.0%	9.1%	0.0%	16.0%
	MD	15.0%	4.7%	20.0%	5.0%
	PM	14.0%	10.7%	25.0%	19.0%
	Sat MD	15.0%	7.0%	20.0%	5.0%
		(1)	(3)	(6)	(3,7)
Modal Splits:		AM/PM/Sat MD		AM/MD/PM Sat	
	Auto	33.0% 5.0%	14.5%	22.6% 47.2%	14.5%
	Taxi	2.0% 5.0%	1.4%	3.2% 6.7%	1.4%
	Subway	30.0% 10.0%	57.9%	5.6% 11.7%	5.0%
	Bus	12.0% 5.0%	15.5%	3.6% 7.5%	5.0%
	Charter Bus	0.0% 0.0%	0.0%	52.1% 0.0%	0.0%
	Walk	18.0% 75.0%	8.7%	9.2% 19.1%	74.1%
	Rail	5.0% 0.0%	2.0%	3.7% 7.8%	0.0%
		100.0% 100%	100.0%	100.0% 100.0%	100.0%
		(1)	(2)	(6)	(5)
In/Out Splits:		In Out	In Out	In Out	In Out
	AM	96% 4%	16.0% 84.0%	0% 0%	53% 47%
	MD	39% 61%	50.0% 50.0%	45% 55%	50% 50%
	PM	5% 95%	67.0% 33.0%	20% 80%	47% 53%
	Sat MD	60% 40%	53.0% 47.0%	45% 55%	50% 50%
Vehicle Occupancy:		(1)	(1)	(6)	(5)
	Auto	1.50	1.15	3.50	1.65
	Taxi	1.42	1.40	2.50	1.40
Truck Trip Generation:		(4)	(4)	(6)	(5)
		0.16	0.03	45.00	0.07
		per 1,000 sf	per DU	per Charter Bus	per 1,000 sf
		(4)	(4)	(6)	(5)
	AM	9.6%	12.2%	0.0%	9.6%
	MD	11.0%	8.7%	0.0%	11.0%
	PM	1.0%	1.0%	0.0%	1.0%
	Sat MD	-	-	-	1.0%
		In Out	In Out	In Out	In Out
	AM/MD/PM	50.0% 50.0%	50.0% 50.0%	0.0% 0.0%	50.0% 50.0%

Notes :

(1) 125th Street Corridor Rezoning and Related Actions EIS, 2007.

(2) Pushkarev & Zuban, "Urban Space for Pedestrians," 1975. Saturday rate is based on ITE Trip Generation Land Use Code (220) Apartment rate proportion between weekday and Saturday.

(3) Based on 2000 Census journey to work data for Census Tracts 235, 239 and 243.02.

(4) Federal Highway Administration, "Curbside Pickup and Delivery and Arterial Traffic Impacts," 1981.

(5) No- 7 Subway Extension- Hudson Yards Rezoning and Development Program FGEIS, 2004.

(6) Brooklyn Children's Museum Renovation and Expansion EAS, 2003.

(7) Based on residential journey to work data, adjusted to reflect that daycare center would primarily serve the local neighborhood.

(8) Based on the ratio of Brooklyn Children Museum Renovation and Expansion EAS projections.

(9) New daily trips based on the ratio of Brooklyn Children Museum Renovation and Expansion EAS projections, 52 weeks, 50% of visitors during weekdays and 50% during weekends, Museum open 5 weekdays per week, 2 weekend days per week, and 2 trips per person.

(10) Based on ITE Trip Generation, 8th Edition, Land Use 565: Day Care Center.

TABLE B-4
Demand Forecast Summary - Proposed Development

Land Use:		Office		Residential		Children's Museum		Early Childhood Center		Total Net Demand	
Size/Units:		2,350	gsf	124	gsf	18,036	gsf	100	Students		
Peak Hour Trips:											
	AM	5		91		0		118		214	
	MD	6		47		45		37		135	
	PM	6		107		56		140		309	
	Sat MD	0		67		112		3		182	
Person Trips:											
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto	2	0	2	11	0	0	9	8	13	19
	Taxi	0	0	0	1	0	0	1	1	1	2
	Subway	1	0	8	44	0	0	3	3	12	47
	Bus	1	0	2	12	0	0	3	3	6	15
	Charter Bus	0	0	0	0	0	0	0	0	0	0
	Walk	1	0	1	7	0	0	46	41	48	48
	Railway	0	0	0	2	0	0	0	0	1	2
	Total	5	0	13	77	0	0	63	56	81	133
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto	0	0	3	3	5	6	3	3	11	12
	Taxi	0	0	0	0	1	1	0	0	1	1
	Subway	0	0	14	14	1	1	1	1	16	16
	Bus	0	0	4	4	1	1	1	1	6	6
	Charter Bus	0	0	0	0	11	13	0	0	11	13
	Walk	2	3	2	2	2	2	14	14	20	21
	Railway	0	0	0	0	1	1	0	0	1	1
	Total	2	3	23	23	22	25	19	19	66	70
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto	0	2	10	5	3	10	10	11	23	28
	Taxi	0	0	1	0	0	1	1	1	2	2
	Subway	0	2	42	20	1	3	3	4	46	29
	Bus	0	1	11	5	0	2	3	4	14	12
	Charter Bus	0	0	0	0	6	23	0	0	6	23
	Walk	0	1	6	3	1	4	49	55	56	63
	Railway	0	0	1	1	0	2	0	0	1	3
	Total	0	6	71	34	11	46	66	75	148	161
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	Auto	0	0	5	5	24	29	0	0	29	34
	Taxi	0	0	0	0	3	4	0	0	3	4
	Subway	0	0	20	18	6	7	0	0	26	25
	Bus	0	0	5	5	4	5	0	0	9	10
	Charter Bus	0	0	0	0	0	0	0	0	0	0
	Walk	0	0	3	3	10	12	1	1	14	16
	Railway	0	0	1	1	4	5	0	0	5	6
	Total	0	0	34	32	51	62	1	1	86	95
Vehicle Trips :											
		In	Out	In	Out	In	Out	In	Out	In	Out
AM	Auto (Total)	1	0	2	10	0	0	5	5	8	15
	Taxi Balanced	0	0	1	1	0	0	2	2	2	2
	Truck/ Charter Bus	0	0	0	0	1	1	0	0	1	1
	Total	1	0	2	11	1	1	7	7	11	18
		In	Out	In	Out	In	Out	In	Out	In	Out
MD	Auto (Total)	0	0	3	3	1	2	2	2	6	7
	Taxi Balanced	0	0	0	0	0	0	0	0	1	1
	Truck/ Charter Bus	0	0	0	0	1	1	0	0	1	1
	Total	0	0	3	3	2	3	2	2	7	8
		In	Out	In	Out	In	Out	In	Out	In	Out
PM	Auto (Total)	0	1	9	4	1	3	6	7	16	15
	Taxi Balanced	0	0	2	2	0	0	1	1	2	2
	Truck/ Charter Bus	0	0	0	0	1	2	0	0	1	2
	Total	0	1	10	6	2	5	7	8	19	19
		In	Out	In	Out	In	Out	In	Out	In	Out
Sat MD	Auto (Total)	0	0	4	4	3	4	0	0	7	8
	Taxi Balanced	0	0	0	0	3	3	0	0	3	3
	Truck/ Charter Bus	0	0	0	0	0	0	0	0	0	0
	Total	0	0	4	4	6	7	0	0	10	11

	Total Vehicle	In	Out	Total
	AM	11	18	29
	MD	7	8	15
	PM	19	19	38
	Sat MD	10	11	21

TABLE B-5
Net Change in Peak Hour Traffic Volumes Due to the Proposed Action

	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
Vehicles Generated by the Proposed Development	29	15	38	21
Vehicle Trips Displaced from Existing Garage On-Site	-11	-8	-12	N/A
Vehicle Trips Associated with Off-site Monthly Parkers Utilizing Proposed Garage	***6***	***5***	***7***	***7****
Net Vehicle Trips Resulting from Proposed Action	**24**	**12**	**33**	**28**

* Saturday off-site monthly parkers estimated based on the ratio of weekday to Saturday residential auto travel demand.

Parking

The Proposed Development would provide an up to 114-space accessory parking garage on the site, while eliminating a 300-space public parking garage currently on the site, for a net reduction of 300 public parking spaces. The garage can readily accommodate 77 parking spaces, and is expandable to 114 spaces if stackers are utilized. As described in Attachment A, "Project Description," as the Proposed Development would displace a public parking facility, the proposed accessory garage may also be utilized by some area residents who would be allowed to rent spaces on a monthly basis, as permitted by Zoning Resolution section 25-412.

Existing Conditions

The boundaries of the parking study area were extended to account for the geographic constraints caused by the local topography. As discussed in the Urban Design and Visual Resources section, the presence of the Fordham Cliffs, which causes dramatic drops of more than 70 feet in some sections, creates an obstacle in terms of access and connectivity between the eastern and western portions of the study area. There is a drop varying between 60 to 70 feet from Edgecombe to Bradhurst Avenue and a drop of more than 70 feet from Edgecombe Avenue to the Polo Grounds. As a result, it is unlikely that vehicles circulating through the area would attempt to find off-street parking in a portion of the neighborhood that is difficult to navigate geographically. Therefore, public off-street parking facilities within a 1/3-mile parking study area were identified, as illustrated in Figure B-4, and Table B-6 shows the location number, operator, address, license number, licensed capacity, and observed weekday midday utilization levels for those facilities.

The existing public parking garage located on the Proposed Development Site (#1 in Figure B-3) is open 7 days a week 24 hours a day and is used by local residents, workers, and other users, and also accommodates small trucks/vans for commercial businesses. A 12-hour count at this existing garage was conducted in March of 2009, and the existing pattern is shown in Table B-7.

As shown in Table B-6, there are seven other public parking facilities within a 1/3-mile radius of the rezoning area. Including the garage currently on the Proposed Development Site, the public parking facilities in the study area currently have a total capacity of 1,176 parking spaces. As shown in the table, the cumulative midday utilization for these facilities is approximately 50%, while the garage on the Proposed Development Site is about 56% utilized during the midday. The study area currently has approximately 593 available off-street parking spaces during the weekday midday period, including 133 on the Proposed Development Site which is 56% utilized at midday.

Off-Street Public Parking Facilities

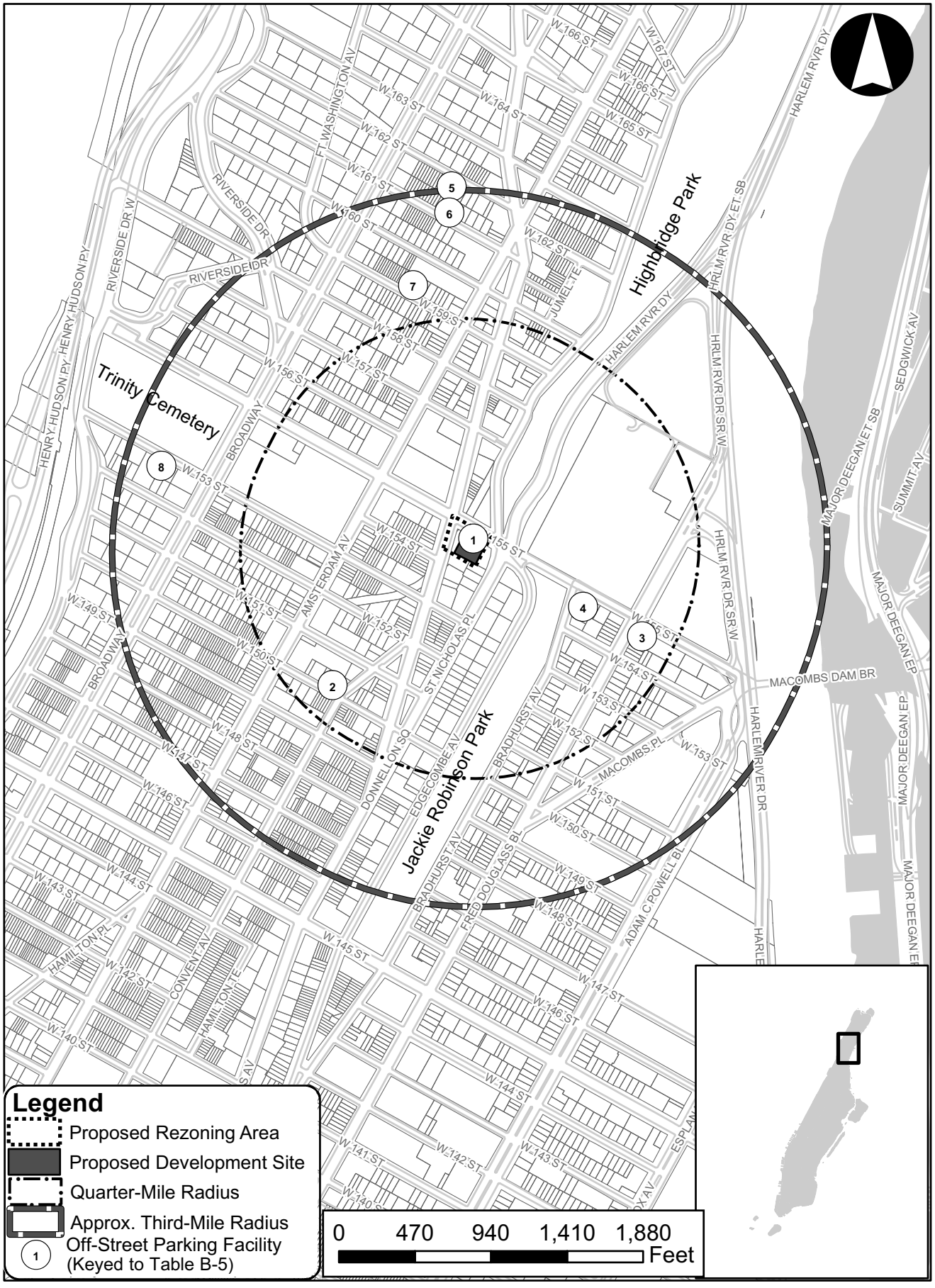


TABLE B-6
Existing Off-Street Public Parking facilities Midday Utilization

Map No.	Facility Name	License No.	Address	Licensed Capacity *	Est. Midday Utilization Rate	Est. Midday Demand	Available Spaces
1	Park-It Washington Heights Operating LLC	1287539	404 W. 155th St.	300	56%	167	133
2	LAZ L Park 2, LLC	1181103	457 W. 150th St.	125	75%	94	31
3	J & L Parking Inc. **	1254337	280 W. 155th St.	125	67%	84	41
4	Central Parking	1303105	250-256 Bradhurst Ave.	145	60%	87	58
5	Central Parking	1303101	528 W. 162nd St.	171	20%	35	136
6	Central Parking	1304553	519 W. 161st St.	100	12%	12	88
7	Peak Time Parking, Inc.	1314114	535 W. 159th St.	75	32%	24	51
8	Stable Car Parking, Inc.	1097397	614 W. 153rd St.	135	59%	80	55
			TOTAL	**1,176**	**50%**	**583**	**593**

Source: PHA surveys conducted March 2009 and December 2009
* Capacities shown are licensed capacity.
** No licensed capacity was posted for this facility. Capacity information obtained from the NYC Dept. of Consumer Affairs.

TABLE B-7
Parking Demand at Existing Garage on Site

	IN	OUT	Estimated Accumulation
7-8 AM	2	15	182
8-9	4	7	179
9-10	1	8	172
10-11	3	2	173
11-12	2	6	169
12-1 PM	3	5	167
1-2	3	14	156
2-3	3	5	154
3-4	2	6	150
4-5	10	4	156
5-6	5	7	154
6-7	2	4	152

Source: PHA counts in March 2009

Future Without the Proposed Action (No-Action)

In the future without the Proposed Action, the existing 300-space garage on the Proposed Development Site would remain in operation. Within the study area, the sites of the 125-space parking facility identified as #3 in Table B-6 is planned for redevelopment with a new mixed-use building that, according to available information, is planned to include approximately 144 public parking spaces. In addition, the 145-space parking facility identified as #4 in Table B-5 6 is also planned for redevelopment. Therefore, the off-street parking supply in the study area is expected to decrease by approximately 126 spaces in the No-Action condition. At the same time, the development on the site of facility #3 is planned to include approximately 272 residential units and 32,800 sf of retail uses, and is therefore estimated to increase midday parking demand by a total of approximately 44 spaces.[2]

[2] Parking demand for this No-Action is estimated at 0.19 spaces per DU (overnight), and 60% of that demand in the midday, as well as 0.4 spaces per 1,000 sf of retail.

In addition, under 2012 No-Action conditions, demand for parking in the study area is expected to become greater due to other developments in the area, and therefore a 0.5 percent per year background growth in demand is assumed for all parking facilities in the area. With the anticipated increase in parking demand, combined with the anticipated slight increase in parking supply, the utilization of public off-street parking facilities is expected to increase from 50% under existing conditions to 61% in the future without the Proposed Action, with approximately 414 available off-street parking spaces during the weekday midday period (refer to Table B-8).

TABLE B-8
2012 No-Action Off-Street Public Parking Facilities Midday Utilization

	Capacity	Demand	Available Spaces	Utilization
2009 Existing	1,176	583	593	50%
2012 No-Action	1,050	636	414	61%

Future with the Proposed Action (With-Action)

Based on 2000 Census average auto ownership rates per occupied housing units for the census tracts in the study area, it is expected that the Proposed Development would generate overnight parking demand at a rate of 0.19 spaces per dwelling unit, or approximately 24 spaces. Although a lower auto ownership rate is typically applied to affordable housing developments, this parking analysis conservatively utilizes the average auto ownership rate for all types of residential units in the area. The implementation of the Proposed Action would provide a 114-space accessory parking garage in the study area, while eliminating a 300-space public parking garage, for a net decrease of 300 public (though not fully utilized) parking spaces.

As noted above, it is expected that the Proposed Development would generate a peak overnight parking demand of approximately 24 spaces. As shown in Table B-9, the residential demand is expected to drop to 13 occupied spaces during the weekday midday peak period. As also shown in the table, the office, museum, and day care parking demands are expected to be 2, 3, and 2 spaces, respectively, in the weekday midday peak period. Therefore, the total parking demand associated with the Proposed Development would be approximately 20 spaces during the peak weekday midday period. . In addition, as noted above, the proposed accessory garage may also be utilized by some area residents who would be allowed to rent spaces on a monthly basis, as permitted by zoning. As shown in Table B-9, this demand from monthly parkers could occupy approximately 90 spaces overnight, which is expected to drop to approximately 76 occupied spaces during the weekday midday peak period. Although the 114-space accessory parking garage may not be fully utilized during peak hours, the additional parking spaces would serve to provide additional off-street parking opportunities during special events or exhibitions that the proposed Children's Museum may occasionally host. Moreover, it should be noted that the 114 spaces represent the maximum garage capacity utilizing stackers. If stackers are not utilized, the accessory garage's capacity would be reduced to approximately 77 spaces.

As shown in Table B-9, the proposed accessory parking garage is expected to have an overnight utilization of 114 spaces, of which 24 spaces would be associated with demand from the Proposed Development, and up to 90 spaces would be associated with demand from area residents who may utilize the garage on a monthly basis. Utilization of the proposed garage is expected to drop to 96 occupied spaces during the 12-1 PM weekday midday peak hour. As the proposed accessory parking

TABLE B-9
Parking Utilization Patterns for Proposed Development and Utilization of Proposed Garage

	PROPOSED DEVELOPMENT												Area Monthly					
	Residential Demand (1)			Office Demand (1)			Children Museum Demand (1)			Early Childhood Center Demand (1)			Residential Parking Demand (2)			Total Garage Accumulation		
TIME	#IN	#OUT	ACC.	#IN	#OUT	ACC.	#IN	#OUT	ACC.	#IN	#OUT	ACC.	#IN	#OUT	ACC.	#IN	#OUT	ACC.
12-1 AM	1	0	23	0	0	0	0	0	0	0	0	0	0	0	90	1	0	113
1-2	1	0	24	0	0	0	0	0	0	0	0	0	0	0	90	1	0	114
2-3	0	0	24	0	0	0	0	0	0	0	0	0	0	0	90	0	0	114
3-4	0	0	24	0	0	0	0	0	0	0	0	0	0	0	90	0	0	114
4-5	0	0	24	0	0	0	0	0	0	0	0	0	0	0	90	0	0	114
5-6	1	1	24	0	0	0	0	0	0	0	0	0	0	1	89	1	2	113
6-7	1	3	22	0	0	0	0	0	0	1	1	0	0	2	87	2	6	109
7-8	2	5	19	0	0	0	0	0	0	6	5	1	1	6	82	9	16	102
8-9	2	10	11	1	0	1	0	0	0	5	5	1	2	4	80	10	19	93
9-10	3	3	11	1	0	2	2	0	2	3	2	2	2	4	78	11	9	95
10-11	3	2	12	0	0	2	1	0	3	1	1	2	2	1	79	7	4	98
11-12	3	2	13	0	0	2	1	0	4	1	1	2	1	3	77	6	6	98
12-1 PM	3	3	13	0	0	2	1	2	3	2	2	2	2	3	76	8	10	96
1-2	2	2	13	0	0	2	1	0	4	1	1	2	2	4	74	6	7	95
2-3	3	3	13	0	0	2	1	0	5	1	1	2	2	3	73	7	7	95
3-4	5	3	15	0	0	2	1	0	6	2	2	2	3	3	73	11	8	98
4-5	6	4	17	0	1	1	1	1	6	4	4	2	6	2	77	17	12	103
5-6	9	4	22	0	1	0	1	3	4	6	7	1	3	4	76	19	19	103
6-7	6	4	24	0	0	0	0	1	3	0	1	0	3	2	77	9	8	104
7-8	4	3	25	0	0	0	0	1	2	0	0	0	5	1	81	9	5	108
8-9	4	3	26	0	0	0	0	2	0	0	0	0	3	0	84	7	5	110
9-10	2	3	25	0	0	0	0	0	0	0	0	0	3	0	87	5	3	112
10-11	1	3	23	0	0	0	0	0	0	0	0	0	3	0	90	4	3	113
11-12	1	2	22	0	0	0	0	0	0	0	0	0	0	0	90	1	2	112
Total	63	63		2	2		10	10		33	33		43	43		151	151	

Notes:

(1) Parking accumulation patterns based on data from *No. 7 Subway Extension-Hudson Yards Rezoning and Development Program FGEIS*, 2004.

(2) Parking accumulation patterns based on PHA counts at existing garage in March 2009.

garage would accommodate all of the midday and overnight parking demand from the Proposed Development, no significant adverse parking impacts are expected to result from the Proposed Development.

However, the Proposed Development would displace a 300-space public parking facility, and would therefore reduce the study area's available parking supply. In addition, in the future with the Proposed Action, some of the demand at the existing public parking garage, which is 167 spaces in the peak midday period, would be allocated to other public off-street parking facilities within the study area. Consequently, off-street parking utilization levels within the study area would increase under 2012 With-Action conditions. As shown in Table B-10, the midday utilization of public off-street parking facilities is expected to increase from 61% to 77% in the future with the Proposed Action, and the number of available off-street parking spaces is expected to decrease from 414 under No-Action conditions to 190 in the future with the Proposed Action.

TABLE B-10
2012 With-Action Off-Street Public Parking facilities Midday Utilization

	Capacity	Demand	Available Spaces	Utilization
2012 No-Action	1,050	636	414	61%
2012 With-Action	826*	636	190	77%

* Includes up to 76 spaces that could be available to area residents (monthly) during the midday period within the proposed accessory garage.

As all of the parking demand generated by the Proposed Development plus the demand displaced from the eliminated public parking garage would be accommodated by off-street parking facilities within the study area, no parking impacts are expected to result due to the Proposed Action.

Conclusion

The Proposed Action is not expected to result in any significant adverse impacts to traffic or parking.

TRANSIT AND PEDESTRIANS

The objective of transit and pedestrian analyses is to determine whether a proposed action would have a significant impact on public transit facilities and services, as well as on pedestrian flows. According to the general thresholds used by the Metropolitan Transportation Authority specified in the *CEQR Technical Manual*, detailed transit analyses are not required if a proposed project is projected to result in less than 200 peak hour rail or bus transit trips. A proposed action that generates such a low number of transit riders is unlikely to create a significant impact on the current transit facilities.

Transit

The proposed rezoning area is located within walking distance of three subway stations and approximately 6 bus routes. The C subway line stops immediately adjacent to the rezoning area at the intersection of West 155th Street and St. Nicholas Avenue, the B and D subway lines stop at the 155th Street station approximately three blocks to the northeast, and the number 1 subway line stops at West 157th Street and Broadway, approximately ¼-mile to the northwest of the rezoning area.

In the vicinity of the rezoning area, the M2 bus route travels along West 155th Street and Edgecombe Avenue, the M3 and M18 routes travel along St. Nicholas Avenue, and the M100 and M101 bus routes travel along Amsterdam Avenue. The Bx6 bus route travels along West 155th Street, across the Macombs Dam Bridge to Yankee Stadium and on to Hunts Point in the Bronx.

As shown in B-4 above, the Proposed Action is anticipated to generate a total of 60, 32, and 75 subway trips in the AM, midday, and PM peak hours, respectively. The Proposed Action would also generate a total of 21, 12, and 26 bus trips in the AM, midday, and PM peak hours, respectively (see Table B-4). As the Proposed Action would therefore not exceed the 200 trip CEQR threshold for detailed subway or bus analysis during the AM or PM peak hours, it is not anticipated to result in significant adverse subway or bus transit impacts, and a detailed transit analysis is not warranted.

Pedestrians

As also shown in Table B-4 above, the Proposed Action is expected to generate 181, 87 and 224 total walk trips (including bus subway and railway trips) during the weekday AM, midday and PM peak periods, respectively. These trips would not all be concentrated along one particular frontage. As described in Attachment A, "Project Description," the Proposed Development would front on West 155th Street, but most of its pedestrian access would be located through the access easement/public plaza on St. Nicholas Avenue.

Conservatively assuming that 80% of all pedestrian trips would utilize any given segment of the sidewalk along St. Nicholas Avenue, which is estimated to have approximately 15 feet of effective width (actual sidewalk width is 20 feet), the Proposed Action would be expected to add only approximately 0.16, 0.08 and 0.2 persons per foot width per minute (PFM) to that sidewalk during the AM, midday, and PM peak hours, respectively. Under *CEQR Technical Manual* criteria, for sidewalks outside the Manhattan Central Business District (CBD), a significant impact may occur with an increase in the pedestrian flow rate of 2 pedestrians per foot per minute (PFM) over No-Action conditions characterized by flow rates over 13 PFM under platoon conditions. (Platoon conditions reflect the tendency of pedestrians to walk in surges or "platoons" due to the effect of traffic lights at intersections.) As the estimated increase in pedestrian flow rate on any one sidewalk resulting from the Proposed Action would not exceed 0.2 PFM, or one-tenth of the *CEQR Technical Manual* impact threshold of 2 PFM for sidewalks outside the Manhattan CBD, project-generated demand is not expected to result in significant adverse pedestrian impacts in any peak hour on pedestrian facilities serving the Proposed Development Site, and a detailed analysis of pedestrian conditions is therefore not warranted.

Vehicular access to the proposed garage would be provided via a 20-foot curb cut located on the south sidewalk of West 155th Street just to the west of St. Nicholas Place. Pedestrian traffic is currently light on West 155th Street. The pedestrian-only entrances to the Proposed Development's residential, community facility and office uses would be located along St. Nicholas Avenue.

Total vehicle trips in and out of the proposed garage would typically peak at 29 (in plus out) in the AM peak hour, 18 trips in the midday peak hour, and 38 trips in the PM peak hour. During these periods, there would be an average of one vehicle entering or exiting the garage every 2.07 minutes in the AM peak hour, every 3.33 minutes in the midday peak hour, and every 1.58 minutes in the PM peak hour. Vehicles exiting the garage would intermittently block the south sidewalk of West 155th Street, but pedestrian flow along this sidewalk, which is currently light, should not be significantly affected. The exit of the proposed garage would be designed to minimize potential conflicts between

departing vehicles and pedestrians. Measures to enhance pedestrian safety would include installation of a flashing light and ringing bell to both visually and audibly alert pedestrians to the presence of an exiting vehicle.

AIR QUALITY

An air quality analysis is conducted in order to assess the effects of a proposed action on ambient air quality, i.e. the quality of the surrounding air. Ambient air quality can be affected by air pollutants produced by fixed facilities, usually referred to as "stationary sources," and by motor vehicles, referred to as "mobile sources".

According to the *CEQR Technical Manual* screening threshold criteria for this area of the City actions generally warrant mobile source air quality assessment if they would generate peak hour auto traffic or divert existing peak hour traffic, resulting in 100 or more auto trips. Further, an increase of 100 vehicles per hour at any intersection is also a threshold potentially requiring air quality analysis. The trip generation conducted for the RWCDS associated with the Proposed Action indicates that the number of action-generated vehicles would be below *CEQR* screening threshold values during both the AM and PM peak periods at any potentially affected intersection. Therefore, no detailed air quality analysis is required and no significant mobile source air quality impacts are expected as a result of the Proposed Action.

The Proposed Action would facilitate construction of new residential and community facility uses on a site that previously allowed only automotive, commercial or light industrial uses. Therefore, an analysis to examine the potential for impacts from industrial emissions may be warranted. Additionally, an assessment of the potential stationary source air quality impact associated with emissions from on-site activities, such as any proposed heating, ventilating, and air conditioning (HVAC) systems, as well as emissions associated with the proposed accessory garage may be warranted. As such, a stationary source air quality analysis would be provided in the EIS, as described in the draft scope of work (Task 9). It is possible that the analysis will be completed during the scoping process. If the analysis shows that no significant adverse stationary source air quality impacts are anticipated, this subject area would then be screened out and no air quality analysis would be included in the EIS.

NOISE

A noise analysis examines a project for its potential effects on sensitive noise receptors, including the effects on the interior noise levels of residential, commercial and certain community facility uses, such as hospitals, schools, and libraries. The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building heating, ventilating and air conditioning systems) and construction noise.

As discussed above, the Proposed Action would not generate significant traffic volumes and therefore would not result in adverse impacts related to mobile source (traffic) noise. However, as the action would allow for residential and community facility uses in an area historically occupied by automotive uses, an analysis to evaluate the potential effects of existing and future noise levels at the Proposed Development Site is warranted.

As such, a noise analysis would be provided in the EIS, as described in the draft scope of work (Task 10). It is possible that the analysis will be completed during the scoping process. If the analysis shows that no significant adverse stationary source air quality impacts are anticipated, this subject area would then be screened out and no air quality analysis would be included in the EIS. Should the analysis determine that specifications regarding noise attenuation are necessary, they would be incorporated in an (E) designation to be mapped on the Proposed Development Site as part of the rezoning action.

CONSTRUCTION IMPACTS

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

As with all developments in the City, construction of the Proposed Development would result in temporary disruption to the surrounding area, including some noise, and traffic associated with the delivery of materials, construction machinery, and arrival of workers on the site. As a single site, construction activity for the Proposed Development would not result in a significant amount of construction related traffic or mobile source emissions from construction vehicles. Construction of the Proposed Development is expected to be completed in approximately 20-24 months, and would be subject to compliance with the New York City Noise Code. Excavation and construction would be conducted with care and all appropriate fugitive dust control measures required by law would be employed. During construction, standard practices would be followed to ensure pedestrian and vehicular access to nearby buildings and long affected streets and sidewalks. As such, the Proposed Action's construction impacts related to traffic, air quality, and noise would not be considered significant.

The historical uses and conditions of the Proposed Development Site and the surrounding area indicate the potential for adverse impacts related to historic architectural resources and hazardous materials; thus, the Proposed Action could have hazardous materials-related and architectural resources-related construction impacts. Therefore, the EIS will provide an assessment of construction impacts associated with historic resources and hazardous materials, as described in the draft scope of work (Task 11).

PUBLIC HEALTH

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

A public health assessment may be warranted if a project results in a) increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; b) increased exposure to heavy metals and/or other contaminants in soil/dust resulting in significant adverse

impacts, or the presence of contamination from historic spills or releases of substances that might have affected or might affect groundwater to be used as a drinking water source; c) solid waste management practices that could attract vermin and result in increased pest populations; d) potentially significant adverse impacts to sensitive receptors from noise and odors; or e) vapor infiltration from contaminants within a building or underlying soil that may result in significant adverse hazardous materials or air quality impacts.

As assessed in the applicable sections of this attachment, the Proposed Action is not anticipated to result in any significant adverse impacts related to traffic or solid waste. It is also not expected to result in any significant adverse impacts related to stationary source air quality or noise, as any restrictions deemed necessary to address stationary source air quality or noise attenuation would be incorporated in an (E) designation to be mapped on the Proposed Development Site as part of the rezoning action.

While the Proposed Action has the potential to result in significant adverse impacts related to hazardous materials, it is anticipated that a restrictive declaration would be applied to the site, which would require the applicant to conduct a testing and sampling protocol to remediate any hazardous materials to the satisfaction of the NYC Department of Environmental Protection (NYCDEP) prior to the issuance of any building permit. Should the testing identify any significant hazardous materials issues requiring remediation, the restrictive declaration would obligate the applicant to perform the remediation work recommended by NYCDEP. Accordingly, no significant adverse impact associated with the presence of hazardous materials on the Proposed Development Site is expected. Therefore, a detailed assessment of public health is not warranted, as significant impacts are unlikely.

Appendix 1

NYCLPC Environmental Review Letter

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 Centre Street, 9N, New York, NY 10007 (212) 669-7700 www.nyc.gov/landmarks

ENVIRONMENTAL REVIEW

DEPARTMENT OF CITY PLANNING/LA-CEQR-M 3/20/2009

Project number **Date received**

Project: SUGAR HILL REZONING

Properties with no archaeological significance:

414 WEST 155 STREET, BBL 1020690021
89 ST NICHOLAS PLACE, BBL 1020690020
416 WEST 155 STREET, BBL 1020690026
416 WEST 155 STREET, BBL 1020690026
87 ST NICHOLAS PLACE, BBL 1020690014
89 ST NICHOLAS PLACE, BBL 1020690028

The following properties possess architectural significance:

Comments: AS AMENDED SECOND TIME. The project site is located in block 2069 of the State/National Register listed Sugar Hill Historic District. Lot 20 of the project site is a non-contributing building. Lot 21 of the project site is a contributing building. Lot 28 and the northern portion of lot 26 contain a contributing building. Lot 26, southern portion, is a non-contributing building. Lot 14 north in part, at the edge of the project site, is within LPC and S/NR listed Hamilton Heights/Sugar Hill Northeast HD.

The NR nomination and map for Sugar Hill have been sent separately to the consultant.

In the radius: Hamilton Heights/Sugar Hill Northwest HD, and the Colonial Parkway Apartments, Jackie Robinson Pool and Park, and the 155th St. Viaduct, all LPC and S/NR listed.

4/3/2009

SIGNATURE DATE

Gina Santucci

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