CARTHAGE REAL ESTATE ADVISORS, LLC
254 WEST 124TH STREET - ENNIS FRANCIS LSRD

CITY ENVIRONMENTAL QUALITY REVIEW (CEQR)
ENVIRONMENTAL ASSESSMENT STATEMENT

MATRIXNEWORLD

Engineering Progress

Lead Agency:
New York City Department of City Planning
120 Broadway, 31st Floor
New York, New York 10271

Prepared for:
Carthage Real Estate Advisors, LLC
224 West 124th Street
Marcus Garvey Village, New York, NY 10027

Site Location:
254 West 124th Street
New York, New York 10027
Block 1929, Lot 150

CEQR No. TBD

Prepared by:
Matrix New World Engineering
20 West 37th Street, 12th Floor
New York, New York 10018

November 2025

City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME 254 W. 124th Street - Ennis Francis LSRD

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
TBD	N/A
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
TBD	N/A

2a. *Lead Agency Information*	**2b. *Applicant Information***
NAME OF LEAD AGENCY	NAME OF APPLICANT
New York City Department of City Planning	Carthage Real Estate Advisors, LLC
NAME OF LEAD AGENCY CONTACT PERSON	NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division, New York City Department of City Planning	Olga Abinader, Director of Environmental Review and Land Use, Matrix New World Engineering
ADDRESS 120 Broadway, 31st Floor	ADDRESS 20 West 37th Street, 12th Floor
CITY New York / STATE NY / ZIP 10271	CITY New York / STATE NY / ZIP 10018
TELEPHONE (212) 720-3328 / EMAIL sshellooe@planning.nyc.gov	TELEPHONE (973) 240-1800 / EMAIL oabinader@mnwe.com

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 617.4(b)(5)(v): Construction of more than 1,000 residential units to be connected to existring community or public water and sewerage systems; and 617.4(b)(10): and any Unlisted Action, that exceeds 25 percent of any threshold in this section, occurring wholly or partially within, or substantially contiguous to, any historic building, structure, facility, site or district or prehistoric site that is listed on the National Register of Historic Places. The Future With-Action Scenario is substantially contiguous to the Blumstein's Department Store (an eligible State and National Register Historic Landmark) and proposes more than 250 dwelling units (in excess of 25 percent of the threshold established in 617.4(b)(5)(v).

Action Type (refer to CEQR Technical Manual Chapter 2, "Establishing the Analysis Framework" for guidance)

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

4. *Project Description*

The Applicant, Carthage Real Estate Advisors LLC, seeks a series of New York City (NYC) City Planning Commission (CPC) discretionary approvals, including a Zoning Map Amendment, Zoning Text Amendment, Zoning Authorization, Special Permit, and several modifications to the existing Ennis Francis Large Scale Residential Development (LSRD; the "Proposed Actions") in order to facilitate the construction of a mixed-use multi-family residential and community facility building (the "Proposed Project") at 254 West 124th Street (Block 1929, Lot 150) in the South Harlem neighborhood of Manhattan, Community District 10 (the "Project Site"). The Project Site is located within the Ennis Francis LSRD, comprised of Manhattan Block 1929, Lots 150, 57, 158, and 29 (the "Affected Area"), generally bound by West 124th Street to the north, Adam Clayton Powell Jr Boulevard to the east, multi-family residential uses to the south, and a religious use to the west.

The Ennis Francis LSRD is considered a single zoning lot, such that FAR calculations are based on the combined floor area / lot area of all lots situated within the campus. The Applicant's Proposed Project consists of the construction of two attached 22-story / 225-foot tall buildings (with cellar), totaling 249,696-GSF / 220,886-ZSF of floor area, including residential uses and groundfloor community facility uses. A total of 221 residential dwelling units across 228,435-GSF / 199,625-ZSF of above-grade residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of groundfloor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. Overall, the Applicant's Proposed Project would increase the overall built FAR within the LSRD area from 5.85 to 8.95.

Additionally, a U.S. Department of Housing and Urban Development (HUD) use agreement at Lot 150 requires that 50

percent of dwelling units (110) be made affordable. A portion of the required affordability would be achieved through utilization of the MIH program; utilization of Option 1 (25 percent of residential floor area) would yield 55 MIH units at an average of 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 66 MIH units at an average of 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 44 MIH units at an average of 40 percent of area median income. The balance of the affordability requirement (44 to 66 units) would be achieved through utilizing HPD's Extremely Low & Low-Income Affordability (ELLA) program.

It is noted that in the Future With-Action Scenario, 357 new dwelling units are considered for the purposes of a conservative analysis, of which 178 are required to be affordable pursuant to the aforementioned HUD use agreement. A portion of the required affordability would be achieved through utilization of the MIH program; utilization of Option 1 (25 percent of residential floor area) would yield 89 MIH units at an average of 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 107 MIH units at an average of 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 71 MIH units at an average of 40 percent of area median income. The balance of the affordability requirement (71 to 107 units) would be achieved through utilizing HPD's ELLA program.

The Future With-Action Scenario dwelling unit numbers are reflected in the remainder of this EAF Full Form.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 10	STREET ADDRESS 254 W. 124th Street
TAX BLOCK(S) AND LOT(S) Block 1929, Lots 29, 158, 57, and 150		ZIP CODE 10027

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The Affected Area is generally bounded by West 124th Street to the north, Adam Clayton Powell Jr Boulevard to the east, multi-family residential uses to the south, and a religious use to the west (Block 1929, Lot 6).

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R8 / R8 + C2-4	ZONING SECTIONAL MAP NUMBER 6a

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

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☒ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☒ OTHER, explain: Ennis Francis LSRD Modifications pursuant to NYC ZR §78-312 - See EAS Section 1.6 for more information	

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION To modify the spacing requirements of ZR §23-371 (Standard minimum distance between buildings) to allow the Proposed Project's location in the Ennis Francis LSRD pursuant to ZR §78-312 of the ZR.

Board of Standards and Appeals: ☐ YES ☒ NO

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

Department of Environmental Protection: ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

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

☐ LEGISLATION	☐ FUNDING OF CONSTRUCTION, specify:
☐ RULEMAKING	☐ POLICY OR PLAN, specify:
☐ CONSTRUCTION OF PUBLIC FACILITIES	☐ FUNDING OF PROGRAMS, specify:
☐ 384(b)(4) APPROVAL	☐ PERMITS, specify:

☐ OTHER, explain:

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

☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)

☐ LANDMARKS PRESERVATION COMMISSION APPROVAL

☐ OTHER, explain:

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

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

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

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP

☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)

☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 71,331

Waterbody area (sq. ft.) and type: N/A - 0 SF

Roads, buildings, and other paved surfaces (sq. ft.): 71,331

Other, describe (sq. ft.): N/A - 0 SF

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 249,696 GSF

NUMBER OF BUILDINGS: 2 (Attached)

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 124,848 GSF each

HEIGHT OF EACH BUILDING (ft.): 243 Feet Total (including 225-foot building heights with 18-foot bulkheads)

NUMBER OF STORIES OF EACH BUILDING: 22 Stories

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

If "yes," specify: The total square feet owned or controlled by the applicant: 49,768

The total square feet not owned or controlled by the applicant: 21,562

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

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

AREA OF TEMPORARY DISTURBANCE: 16,639 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 9,300 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 16,639 sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2029

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 23 Months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY? N/A - Single Phase

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Assuming CPC certification by Spring-2026 and completion of ULURP by early 2027, the issuance of building permits two (2) to three (3) months later, and a 23-month construction schedule, the Project Analysis Year is projected to be early 2029. The construction schedule is generally anticipated to be:

- Mobilization, Demolition, and Foundation Construction (6 months: March 2027 to August 2027)
- Superstructure Construction (14 Months: August 2027 to December 2028)
- Interior and Final Buildouts (13 months: December 2027 through January 2029)

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Institutional (Religious Uses)

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Three (3) multi-family residential buildings	Three (3) multi-family residential buildings	Five (5) multi-family residential buildings	Two (2) additional multi-family residential buildings
No. of dwelling units	497 DUs	497 DUs	854 DUs	+357 Dwelling Units
No. of low- to moderate-income units	329 Affordable DUs	329 Affordable DUs	507 Affordable DUs	+107 MIH units maximum (could vary from 71 to 107 dependent on MIH option chosen); remainder of affordable units satisfied through HPD's ELLA Program.
Gross floor area (sq. ft.)	472,694 GSF	472,694 GSF	701,399 GSF	+228,435 GSF
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Two (2) Restaurants / Eateries	Two (2) Restaurants / Eateries	Two (2) Restaurants / Eateries	No Change
Gross floor area (sq. ft.)	3,200 GSF	3,200 GSF	3,200 GSF	No Change
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	N/A	N/A	N/A	N/A
Gross floor area (sq. ft.)	N/A	N/A	N/A	N/A
Open storage area (sq. ft.)	N/A	N/A	N/A	N/A
If any unenclosed activities, specify:	N/A	N/A	N/A	N/A
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	One (1) Community Center Space	One (1) Community Center Space	Two (2) Community Center Spaces	One (1) Additional Community Center Space
Gross floor area (sq. ft.)	7,164 GSF	7,164 GSF	28,245 GSF	+21,261 GSF
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	N/A
Publicly Accessible Open Space	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):	N/A	N/A	N/A	N/A
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	N/A
PARKING				
Garages	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces	0	0	0	No Change
No. of accessory spaces	25	25	25	No Change
Operating hours	24/7	24/7	24/7	No Change
Attended or non-attended	Attended	Attended	Attended	No Change
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify the following:				
No. of public spaces	0	0	0	No Change
No. of accessory spaces	67	67	0	-67 Spaces
Operating hours	24/7	24/7	N/A	N/A
Other (includes street parking)	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," describe:	Street parking along West 123rd and 124th Streets and Adam Clayton Powell Jr Boulevard	Street parking along West 123rd and 124th Streets and Adam Clayton Powell Jr Boulevard	Street parking along West 123rd and 124th Streets and Adam Clayton Powell Jr Boulevard	No Change
POPULATION				
Residents	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify number:	1,088 Persons	1,088 Persons	1,870 Persons	+782 Persons
Briefly explain how the number of residents was calculated:	Existing Conditions and the Future No-Action Scenario population projections are based on 497 dwelling units and a 2.19-person average household size for Manhattan Community District 10 (in which the Affected Area is located), pursuant to 2020 Decennial Census. The Future With-Action Scenario population projection is based on 854 dwelling units and the same average household size factor.			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Groundfloor General Retail (2); Community Center (1); Parking Facility	Groundfloor General Retail (2); Community Center (1); Parking Facility	Groundfloor General Retail (2); Community Center (1); Parking Facility	Additional Community Center Space
No. and type of workers by business	Two (2) Parking Lot Attendants (1 at Lot 150's surface parking lot and 1 in the parking garage at Lot 158); 10 retail employees (managers, floor staff, cashiers); 22 community center employees (management, office, operations); 20 employees associated with residential buidings (maintenance, operation, etc.); 54 TOTAL	Two (2) Parking Lot Attendants (1 at Lot 150's surface parking lot and 1 in the parking garage at Lot 158); 10 retail employees (managers, floor staff, cashiers); 22 community center employees (management, office, operations); 20 employees associated with residential buidings (maintenance, operation, etc.); 54 TOTAL	One (1) Parking Lot Attendant (Parking Cellar at Lot 158); 10 retail employees (managers, floor staff, cashiers); 85 community center employees (management, office, operations); 34 employees associated with residential buidings (maintenance, operation, etc.); 130 TOTAL	+63 community center employees; +14 employees associated with residential uses; loss of one (1) parking lot attendant (+76 net employee change)
No. and type of non-residents who are not workers	Retail customers and community center visitors (variable)	Retail customers and community center visitors (variable)	Retail customers and community center visitors (variable)	No Change
Briefly explain how the number of businesses was calculated:	Based on a factor of 1 employee per 50 parking spaces; 1 employee per 333 GSF of retail or community facility space ; and 1 employee per 25 dwelling units (based on factors provided in the NYC Racial Equity Report guidance)			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	N/A	N/A	N/A	N/A
Briefly explain how the number was calculated:	N/A			
ZONING				
Zoning classification	R8 / R8 + C2-4	R8 / R8 + C2-4	R9 / R9 + C2-4	New R9, and R9 + C2-4 districts; loss of R8 and R8 + C2-4 zoning district
Maximum amount of floor area that can be	513,585 ZSF Residential;	513,585 ZSF Residential;	643,408 ZSF Residential;	Residential ZSF: +

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
developed	463,658 ZSF Community Facility; 40,367 ZSF Commercial	463,658 ZSF Community Facility; 40,367 ZSF Commercial	713,313 ZSF Community Facility; 40,367 ZSF Commercial	129,823; Community Facility ZSF: +249,654; Commercial ZSF: No Change
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Uses: residential, institutional, retail or service establishment uses. Zoning: R7-2, R7A, R8, C4-4, C4-4D, C4-7, C6-3	Land Uses: residential, institutional, retail or service establishment uses. Zoning: R7-2, R7A, R8, C4-4, C4-4D, C4-7, C6-3	Land Uses: residential, institutional, retail or service establishment uses. Zoning: R7-2, R7A, R8, R9, C4-4, C4-4D, C4-7, C6-3	New R9 District
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attached		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☒	☐
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☐	☒
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☒
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☒
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☒	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☒
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☒
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☒
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☒
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☒

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☒
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☒
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☐	☒
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☒
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☒
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☒
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☒
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☒
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☒
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☒
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. See Attached		

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

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. N/A		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 15,275 lbs / week (based on factors of: (1) 41 lbs / week per household and 357 dwelling units; and (2) 0.03 lbs / week per SF of government office space (determined to be the most applicable for the proposed community facility space) and 21,261 GSF of community facility space)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 34.3 MBTUs		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.***	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☒	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☒
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) See Attached	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attached		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☒
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☒
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed	☒	☐

	YES	NO
rail line with a direct line of site to that rail line?		
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attached		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary. N/A		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attached		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☒	☐
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☒	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Attached		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Olga Abinader, Matrix New World Engineering		October 21, 2025

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

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

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

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

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☐ NO

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

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

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

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

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

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which that finds the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

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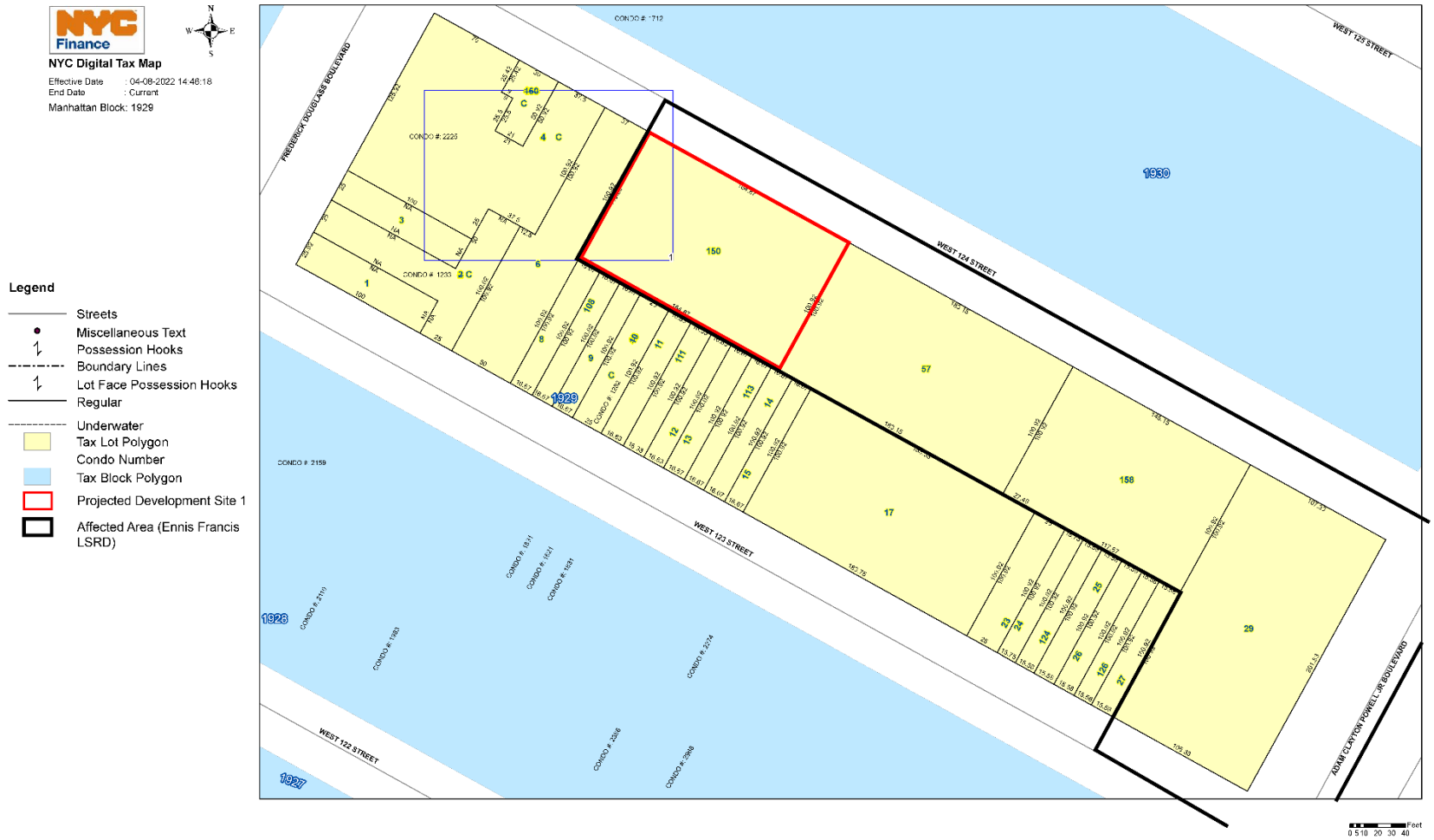
Appendix B – Historic and Cultural Resources Appendix
Appendix C – Hazardous Materials Appendix
Appendix D – Construction Appendix

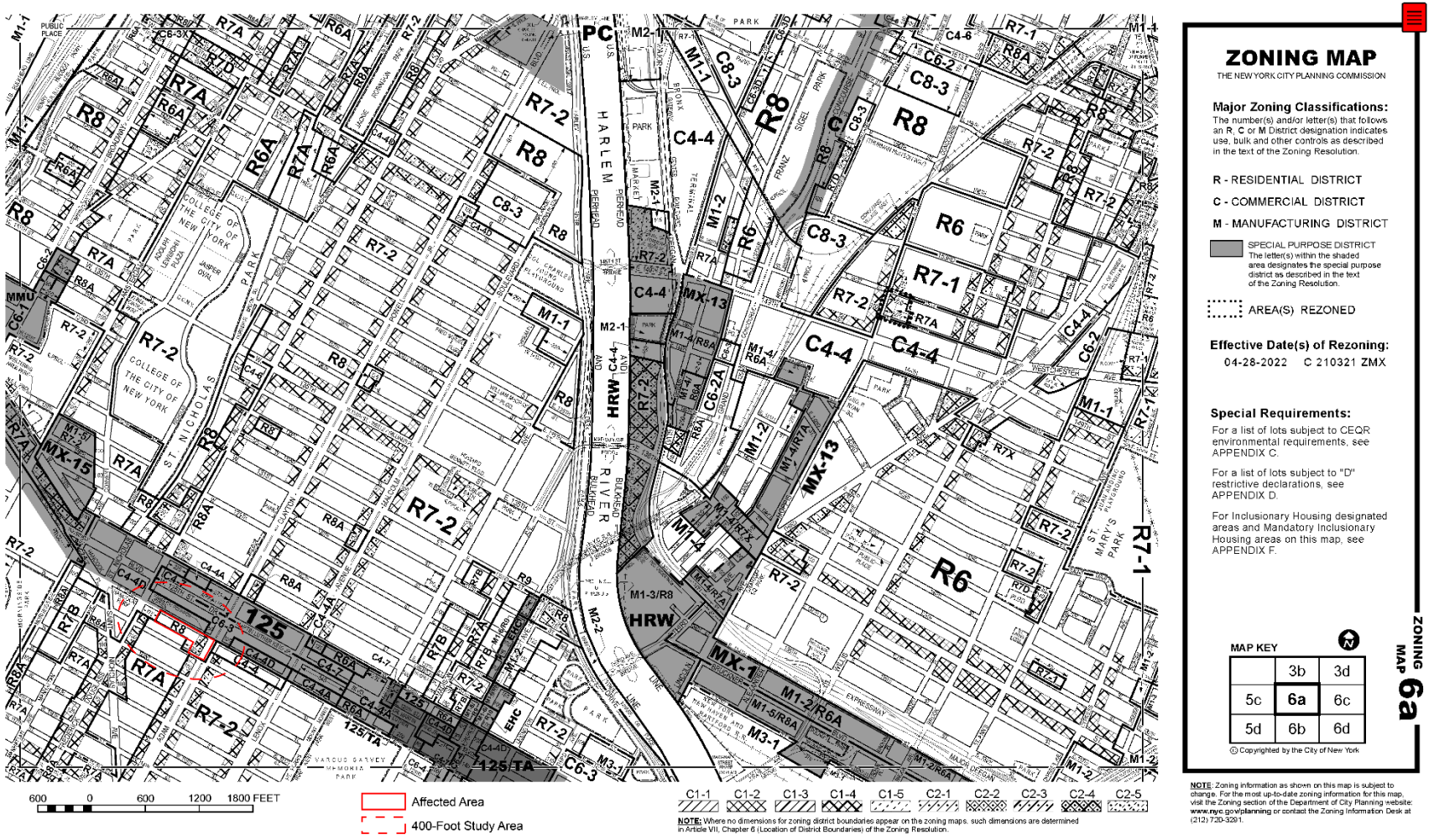
EAS Form Figure 1-1, Affected Area Location Map



EAS Form Figure 1-2, Official Tax Map



EAS Form Figure 1-3, Existing Proposed Zoning Map



EAS Form Figure 1-4, Existing Land Use Map



EAS Form Figure 1-5, Aerial Photography and Photograph Key



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

EAS Form Figure 1-6, Project Site and Surrounding Area Photographs



Photograph No. 1: View of Block 1929 Lot 57 within the Affected Area, looking southwest from W. 124th Street.



Photograph No. 2: View of Block 1929 Lot 58 within the Affected Area, looking south from W. 124th Street.



Photograph No. 3: View of Block 1929 Lot 29 within the Affected Area, looking southeast from Adam Clayton Powell Boulevard.



Photograph No. 4: View of Block 1929 Lot 150 (Project Development Site 1) looking southwest from W. 124th Street.

All photographs taken 6/30/25

EAS Form Figure 6, Project Site and Surrounding Area Photographs (Continued)



Photograph No. 5: View of Block 1929 Lot 150 (Project Development Site 1) looking south from W. 124th Street.



Photograph No. 6: View of W. 124th Street corridor looking west from Adam Clayton Powell Jr. Boulevard.



Photograph No. 7: View along Adam Clayton Powell Jr. Boulevard, looking south from W. 124th Street.

All photographs taken 6/30/25

1 PROJECT DESCRIPTION

1.1 Introduction

The Applicant, Carthage Real Estate Advisors LLC, seeks a series of New York City (NYC) City Planning Commission (CPC) discretionary approvals, including a Zoning Map Amendment, Zoning Text Amendment, a Zoning Authorization, Special Permit, and several modifications to the existing Ennis Francis Large Scale Residential Development (LSRD; the "Proposed Actions") in order to facilitate the construction of a two adjacent mixed-use multi-family residential and community facility buildings (the "Proposed Project") at 254 West 124th Street (Block 1929, Lot 150) in the South Harlem neighborhood of Manhattan, Community District 10 (the "Project Site"). The Project Site is located within the Ennis Francis LSRD, comprised of Manhattan Block 1929, Lots 150, 57, 158, and 29 (the "Affected Area"), generally bound by West 124th Street to the north, Adam Clayton Powell Jr Boulevard to the east, multi-family residential uses to the south, and a religious use to the west (Block 1929, Lot 6); Federick Douglass Boulevard is located approximately 175 feet west of the Project Site.

The requested discretionary actions required to facilitate the Proposed Project are subject to environmental review pursuant to New York City Environmental Quality Review (CEQR). The NYC Department of City Planning (DCP) will serve as the Lead Agency for the Proposed Project on behalf of the CPC. The Proposed Actions are classified as a Type I action under CEQR. The Applicant agrees to incorporate all relevant project components and environmental commitments identified during the environmental review process into the project design, construction, and operation. These measures are intended to avoid or minimize the potential for significant adverse environmental impacts. To ensure enforceability, such commitments, if warranted, will be formalized through the Large-Scale Residential Development prepared in connection with the Proposed Project, as they pertain to the Applicant's Development Site and/or Ennis Francis LSRD. With these conditions in place, the proposed action would not be expected to result in any significant adverse impacts to the environment."

1.2 Background and Site History

The Ennis LSRD was known as Site 106 under the former Harlem East Harlem Urban Renewal Plan (URP). In 2001, Site 106 was included in the Harlem Gateway Urban Renewal Area, and all restrictions from the Harlem-East Harlem URP expired in 2008. In 2000, Site 106 was incorporated into the new Harlem Gateway Urban Renewal Plan (Harlem URP), which is set to expire on May 8, 2041 The Harlem URP has specific bulk, density, and parking requirements for individual sites (including Site 106) as well as general requirements for redevelopment within the URP, including performance standards, non-discrimination, design review, and property transfer restrictions.[1]

As originally approved under the 1983 LSRD, the two buildings were permitted to have an FAR of 4.15, based on the application of height factor regulations, and were granted additional allowances for height, setback, and space between buildings contrary to the underlying zoning's bulk regulations. The 4.15 FAR that was approved appears to be descriptive of the original approved residential floor area divided by its lot coverage, not a cap imposed by the LSRD. The actual floor area that was constructed in 1983 was 211,800 square feet (2.36 FAR).

As part of a prior minor modification proposal within the Ennis Francis LSRD, an Environmental Assessment Statement (EAS) and Conditional Negative Declaration (CND) were issued (CEQR number 10DCP02BM / ULURP No. M840090AZSM) in September 2010. The 2010 CND accounted for a Restrictive Declaration related to hazardous materials and archaeological resources affecting

[1] https://www.nyc.gov/assets/hpd/downloads/pdfs/services/harlem-gateway-urp.pdf, accessed September 26, 2025

development in the LSRD. The hazardous materials and archaeological resources concerns have been resolved as they pertain to tax lots 17[2] and 29, and development has occurred within the LSRD. The Applicant agreed to record and execute a new Restrictive Declaration to address the remaining archaeological concerns affecting Lot 57.[3] In 2010, the LSRD was amended to permit a quality housing bulk building to be constructed on Lot 17 that complied with the underlying R7A bulk regulations. The building was consistent with the (descriptive) height factor FAR and calculations of the 1983 LSRD. Nevertheless, it was determined that Lot 17 should be removed from this LSRD since a quality housing building may not be within an LSRD.

Additional actions at the Ennis Francis LSRD were reviewed and approved in 2019 as part of CEQR number 19DCP041M / ULURP No. M840090BZSM, brought by Carthage Real Estate Advisors, LLC (the current Applicant), which included: (1) modifying the maximum permitted amount of residential floor area and dwelling units permitted within the Ennis Francis LSRD; (2) permitting groundfloor community facility uses; (3) increasing the amount of accessory parking; and (4) removing Lot 17 from the Ennis Franics LSRD. Those actions resulted in the current development conditions found at Lots 150, 57, 158 (as described below in **Section 1.3**). Those actions also resulted in an E-Designation (E-521) for Hazardous Materials and Air Quality at Lot 57; the former requires appropriate sampling, testing, remediation, and development of Health and Safety Plans (HASPs) to OER's satisfaction prior to development while the latter specifies that new residential and commercial development must use natural gas for HVAC and hot water systems, ensure that ventilation stacks are located at the highest tier and at least 213 feet above grade.

While the hazardous materials studies supporting this E-Designation analyzed Lot 57 prior to its subdivision, such that the recommendations of the E-Designation were intended to apply to a broader area, due to administrative timelines, E-521 only applies to the current Lot 57, as this E-Designation was formalized in June 2019, however, the Lot was subdivided into Lots 150, 57, and 158 in April of the same year. The Applicant will coordinate with the NYC Department of Environmental Protection (DEP) at appropriate steps during the CEQR process to determine the applicability of the Hazardous Materials requirements of E-521 to Lot 150, if additional studies, and/or if a new E-Designation is warranted.

In addition to this E-Designation, the prior environmental review identified a reasonable likelihood that Lot 57 (now Lots 150 [the Project Site], 57, and 158) contains significant archeological resources, based on a Phase IA Documentary Study identifying the potential presence of human remains. Carthage (the Applicant for the prior project and the Proposed Actions) developed and revised a Restrictive Declaration that included an archaeological work plan that required archaeological identification, investigation, and mitigation in accordance with the *2021 CEQR Technical Manual* and LPC guidelines for archaeological work in New York City, the City never received an executed copy of said Restrictive Declaration, and none appears in relevant databases. However, on August 21, 2019, LPC issued a Final Notice of Satisfaction indicating no further concerns regarding archaeological resources for Lot 57 (now Lots 150 [the Project Site], 57, and 158) as the City was under the impression that said Restrictive Declaration had been appropriately executed and filed; see **Appendix B** for a copy of this notice.[4]

[2] Manhattan Block 1929, Lot 17 was previously included in the Ennis Francis LSRD, but was subsequently removed in later actions (CEQR number 19DCP041M / ULURP No. M840090BZSM, described later in this section).
[3] Manhattan Block 1929, Lot 57 was subdivided into Lots 150, 57, and 58 in 2019.
[4] In coordination with the City with respect to the Proposed Actions, a Restrictive Declaration for archaeological resources of concern at the Project Site, in addition to other historic architectural resources of concern, for the current Proposed Project will be executed and filed with the City – see **Section 7, Historic and Cultural Resources** for more information.

1.3 Description of the Project Site and Affected Area

As previously discussed, the Project Site is located within the Ennis Francis LSRD, comprised of Lots 150 (the Project Site), 57, 158, and 29, described on a lot-by-lot basis, below.

- Lot 150 (254 W. 124th Street, the Applicant-controlled Project Site): a 16,639-square-foot (-SF) lot currently developed with a surface parking lot with 67 spaces and an attendant; this serves parking requirements associated with the residential development at Lot 158, despite being required to be an open space pursuant to the requirements of the Ennis Francis LSRD.
- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units (all of which are market rate), constructed in 2021;
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units (all of which are affordable) and 7,164-SF of community facility space, constructed in 2021. This building also contains 25 cellar parking spaces in a 4,760 GSF cellar space, which features a parking lot attendant; and
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 dwelling units (all of which are affordable) above, constructed in 1985.

It is noted that the Ennis Francis LSRD campus is considered one zoning lot, such that floor area ratio (FAR) calculations are based on the combined zoning lot area (71,331 SF total between lots 150, 29, 57, and 158) and the combined residential, commercial, and community facility zoning floor areas developed at these individual tax lots. The Ennis Francis LSRD features a total built FAR of 5.85 (483,328 GSF / 417,432 ZSF of total floor area), including 472,964 GSF / 407,068 ZSF (5.71 FAR) of residential floor area, 3,200 GSF / ZSF (0.04 FAR) of commercial floor area, and 7,164 GSF / ZSF (0.10 FAR) of community facility floor area. The combined total number of existing dwelling units within the Ennis Francis LSRD is 497, of which 168 are market-rate and 329 are affordable.

As the requested discretionary actions apply to the entirety of the Ennis Francis LSRD, it is also referred to as the Affected Area within this CEQR documentation. See **EAS Form Figure 1** and **EAS Form Figure 5** for a general visualization of the location of the Project Site and Affected Area and their location within the larger South Harlem neighborhood.

1.4 Description of the Surrounding Area

The Project Site and Affected Area are located within Manhattan Community Board 10 in Harlem. Land uses in the vicinity of the Affected Area include residential, institutional, and retail service establishment uses. Commercial uses are prevalent north of 124th Street, with predominantly residential uses to the south. Commercial overlays have encouraged mixed-use residential and commercial buildings along Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard (to the west and east of the Affected Area, respectively). The existing built form north of 124th Street consists of commercial buildings that rise from two to eleven stories. South of 124th Street, the existing built form is predominantly improved with four- to five-story tenement buildings and townhomes. In addition, there are a few institutional buildings, houses of worship, and public parks interspersed through the surrounding area.

The area surrounding the Project Site is considered “transit-rich,” with multiple subway and bus lines. The B/D subway lines run along St. Nicholas Avenue with entrances at 125th Street. Multiple bus lines run in the vicinity of the Project Site, with routes on Frederick Douglass Boulevard, Adam Clayton

Powell Jr. Boulevard, and 125th Street. The M10 and M2 buses run north/south on Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard, respectively. The M60, M100, M101, and BX15 run east/west along 125th Street with service within Manhattan and to the Bronx and Queens.

Institutional buildings of note within the vicinity of the Project Site include a New York State (NYS) office building, the Renaissance Health Care Center, and a satellite campus associated with the College of New Rochelle. Cultural institutions within the surrounding area include the Apollo Theater, Victoria Theater, and the Studio Museum, all of which are located on 125th Street.

Refer to **EAS Form Figure 4** and **EAS Form Figure 5** for a visualization of land uses and built form in the vicinity of the Project Site.

1.5 Description of the Applicant's Proposed Project

The Applicant's Proposed Project consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. The Applicant intends to lease this community facility space to an LGBTQIA community center. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Additionally, a U.S. Department of Housing and Urban Development (HUD) use agreement at Lot 150 requires that 50 percent of dwelling units (110) be made affordable. A portion of the required affordability would be achieved through utilization of the MIH program; utilization of Option 1 (25 percent of residential floor area) would yield 55 MIH units at an average of 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 66 MIH units at an average of 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 44 MIH units at an average of 40 percent of area median income. The balance of the affordability requirement (44 to 66 units) would be achieved through utilizing HPD's Extremely Low & Low-Income Affordability (ELLA) program. Utilization of the MIH program increases the maximum permitted residential floor area within the proposed R9 district from 7.52 to 9.02, with a maximum overall permitted FAR of 10.0, with the provision of community facility uses; however, as previously noted, the overall maximum FAR within the LSRD would be ultimately limited to what is proposed in the Proposed Project's site plan, which is a requirement associated with the requested Ennis Francis LSRD modifications under the Proposed Actions.

1.6 Action(s) Necessary to Facilitate the Applicant's Proposed Project

The Applicant is requesting the following actions (collectively, the Proposed Actions) to facilitate the Proposed Project:

1. Zoning Map Amendment: Rezone Block 1929, Lots 150, 57, 158, and 29 (the Affected Area) from the R8 zoning district to the R9 zoning district (an existing C2-4 commercial overlay mapped over Lot 29 would remain unchanged).
2. Zoning Text Amendment: Amendment to Appendix F to map an MIH district coterminous with the proposed Zoning Map Amendment.
3. Zoning Authorization: Pursuant to NYC Zoning Resolution (ZR) §75-31, an authorization to waive existing parking within the Ennis Francis plan boundaries.

4. Special Permit under the LSRD: A special permit to modify the spacing requirements of NYC ZR §23-371 (Standard minimum distance between buildings) to allow the Proposed Project's location in the Ennis Francis LSRD pursuant to Section §78-312 of the NYC ZR.
5. Non-ULURP Modifications to the Ennis Francis LSRD: Pursuant to NYC ZR §78-312, updating previously approved plans and zoning calculations to (i) modify the total amount of floor area; (ii) modify the number of dwelling units; (iii) substitute at-grade open space for rooftop recreation space, (iv) modify distance between building requirements; and (v) reduce the amount of accessory parking in the LSRD.

It is noted that the proposed modifications are subject to site plan approval; the site plan prepared in connection with the Proposed Project will establish development parameters at Lot 150, ensuring that any deviations from the approved development would require additional discretionary approvals; this includes the proposed area, bulk, and height of the Proposed Project. The LSRD will apply the height factor and open space regulations that apply to sky exposure plane buildings.

1.7 Purpose and Need

The proposed zoning district is a recognition of the special characteristics of this block with its adjacency to Harlem's "Main Street" of 125th Street and the Core Subdistrict of the Special 125th Street District. The R9 and R9/C2-4 districts will facilitate the development of adjacent housing, particularly affordable housing, that will provide convenient living options for residents who work in the neighborhood and are in significant need of affordable rents. The R9 district also recognizes the evolving scale of development in Harlem, including proposals in the vicinity of the Affected Area to permit up to 15.0 residential FAR.

The Proposed Actions will facilitate the timely construction of the Proposed Project and provide the neighborhood with critical affordable housing and vital community services, including the Harlem LGBTQIA Center. The Proposed Project will improve the pedestrian experience along West 124th Street and increase public safety. The development of new affordable housing units is aligned with the City's mandate for an increased number of affordable housing units; the Applicant's Proposed Project would result in the construction of 221 new dwelling units, half of which (110) would be affordable, in the Harlem neighborhood of Manhattan Community District 10. Pursuant to U.S. Census 2019-23 American Community Survey (ACS) data for Manhattan Community District 10, income levels for 20.0 percent of households within Manhattan Community District 10 were below the Federal poverty level, compared to 12.0 percent for the borough of Manhattan and 13.6 percent for New York City as a whole, pointing to a significant need for affordable housing in the area of the Project Site.

1.8 Analysis Framework

The analysis framework compares the incremental difference between future development under the Proposed Actions (the Future With-Action Scenario) and the development that could occur at the Project Site absent the Proposed Actions (the Future No-Action Scenario). This EAS studies the potential for individual and cumulative environmental impacts related to the Proposed Actions occurring in a Study Area of approximately 400 feet around the Project Site.

1.8.1 Project Analysis Year

Assuming CPC certification by Spring 2026 and completion of ULURP by early 2027, the issuance of building permits two (2) to three (3) months later, and a 23-month construction schedule, the Project Analysis Year is projected to be early 2029. The construction schedule is generally anticipated to be:

- Mobilization, Demolition, and Foundation Construction (6 months: March 2027 to August 2027)

- Superstructure Construction (14 Months: August 2027 to December 2028)
- Interior and Final Buildouts (13 months: December 2027 through January 2029)

1.8.2 Description of the Future No-Action Scenario

Absent the Proposed Actions, existing conditions at the Ennis Francis LSRD, including Projected Development Site 1, would remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and LSRD plan modifications, redevelopment of Projected Development Site 1 with a use other than what currently exists there now (i.e., a surface parking lot fulfilling accessory parking requirements associated with residential development at Lot 158 within the Ennis Francis LSRD) would be prohibited pursuant to the LSRD as it is currently construed. It is noted that the Proposed Actions include a waiver of existing parking requirements as they apply to existing residential development within the LSRD, such that the parking lot at Projected Development Site 1 would no longer be required.

Refer to **Table 1-1** for a quantitative breakdown of the Future No-Action Scenario, including site details, floor areas, and dwelling unit counts.

1.8.3 Future With-Action Scenario Development Assumptions

The Proposed Project features an average dwelling unit size of approximately 958 GSF (211,797 GSF of proposed above-ground residential floor area divided by 221 total dwelling units). However, for a conservative analysis, an average per dwelling unit floor area of 593 GSF was utilized (which is consistent with recent development at Lots 57 and 158 within the Ennis Francis LSRD, both of which were constructed by the Applicant), resulting in 357 dwelling units.

As previously discussed, the LSRD campus is considered a single zoning lot, such that FAR calculations are based on the combined floor area and lot area of all lots situated within the campus. Thus, in connection with the Proposed Project, the Applicant's intended improvement of Lot 150 would utilize the majority of the available floor area within the Ennis Francis LSRD under the Proposed Actions. Upon completion of the Proposed Project, the overall total LSRD campus FAR would reach 8.95, which is within the limits of a maximum of 10.0 FAR that would be permitted under the new proposed R9 zoning district. More specifically:

- The overall residential FAR within the LSRD campus would reach 8.51, which is within the limits of a maximum of 9.02 FAR that would be permitted under the proposed new R9 zoning district.
- Along the same lines, the overall LSRD campus community facility FAR would reach 0.40, which is within the limits of a maximum of 10.0 FAR permitted under the proposed new R9 zoning district (the community facility floor area would be occupied with an LGBTQIA community center, pursuant to the Memorandum of Understanding (MOU), dated September 2018, included in **Appendix A**).
- Similarly, the overall commercial FAR within the LSRD would reach 0.04, which is within the limits of a maximum of 2.0 FAR permitted under the existing C2-4 commercial overlay district mapped at Lot 29, which is not expected to change as part of the Proposed Actions.

The Applicant's Proposed Project is subject to site plan approval pursuant to the zoning specifications required under the Proposed Actions (including modification to the LSRD pursuant to NYC ZR §78-312, updating previously approved plans and zoning calculations to (i) modify the total amount of floor area; (ii) modify the number of dwelling units; (iii) substitute at-grade open space for rooftop recreation space, (iv) modify distance between building requirements; and (v) reduce the amount of accessory

parking in the LSRD). The site plan prepared in connection with the Proposed Project will establish development parameters at Lot 150, ensuring that any deviations from the approved development would require additional discretionary approvals, which includes the proposed maximum building height at Lot 150 (225 feet) and proposed floor areas and built FARs as described above. It is noted that Projected Development Site 1 is considered an "eligible site" pursuant to NYC ZR § 23-434, such that the maximum permitted height under the rezoning components of the Proposed Actions is 285 feet. However, as the Proposed Project is subject to site plan review associated with the requested LSRD modifications as part of the Proposed Actions, the Proposed Project's height (225 feet) is the maximum achievable height under the Proposed Actions and therefore represents the Future With-Action Scenario height.

The Applicant's Project Site (Lot 150) would therefore represent the only development site realized under the Proposed Actions (i.e., Projected Development Site 1); further, the development realized under the Proposed Project via the Proposed Actions also represents the Future With-Action Scenario. The total floor area within the LSRD will be developed to approximately 90 percent of what is permitted under the Proposed Actions; pursuant to the *2021 CEQR Technical Manual*, sites that are built out to 50 percent or more of permitted floor area do not constitute Projected (or Potential) Development Sites. Additionally, it is noted that Lots 57 and 158 were recently redeveloped by the Applicant in 2021 as part of a previous project. Additionally, Lot 29 is unlikely to represent a development site under the Proposed Actions, as it is a cooperative building, such that a developer would have to assemble all ownership of all individually owned units to redevelop this site (potentially up to 160 units). Additionally, this building was constructed in 1920 (i.e., pre-1974) and features more than six (6) dwelling units - such buildings are likely to be rent-stabilized and difficult to demolish due to legal requirements associated with tenant relocation.

Additionally, it is assumed at this time that the proposed community facility space within the Proposed Project would be occupied with an LGBTQIA community center, pursuant to the MOU, dated September 2018 (included in **Appendix A**). As such, the analysis to be provided in the EAS will assume a general community facility use and associated travel demand assumptions.

Further, in order to assess the need for an early childhood programs assessment as part of the Communities Facilities analysis, it is conservatively assumed that all 178 of the proposed affordable dwelling units would be made available to households making, at most, 80 percent AMI. As previously discussed, this includes between 71 and 107 units made affordable pursuant to the MIH program, dependent on the selection of MIH Options 1, 2, or 3, with the remainder of the units slated to be affordable (71 to 107 units) utilizing HPD's ELLA program.

1.8.4 Description of the Future With-Action Scenario

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Additionally, a U.S. Department of Housing and Urban Development (HUD) use agreement at Lot 150 requires that 50 percent of dwelling units (178) be made affordable. A portion of the required affordability would be achieved through utilization of NYC's Mandatory Inclusionary Housing (MIH) program; utilization of Option 1 (25 percent of residential floor area) would yield 89 MIH units at 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 107 MIH units at 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 71 MIH units at 40 percent of area median income. The balance of the affordability requirement (71 to 107 units) would be achieved through utilizing HPD's Extremely Low & Low-Income Affordability (ELLA) program. Utilization of the MIH program increases the maximum permitted residential floor area within the proposed R9 district from 7.52 to 9.02, with a maximum overall permitted FAR of 10.0, with the provision of community facility uses. ; however, as previously noted, the overall maximum FAR within the LSRD would be ultimately limited to what is proposed in the Proposed Project's site plan, which is a requirement associated with the requested Ennis Francis LSRD modifications under the Proposed Actions.

Refer to **Table 1-1** for a quantitative breakdown of the Future With-Action Scenario, including site details, floor areas, and dwelling unit counts or the entire Affected Area (i.e., the Ennis Francis LSRD).

Table 1-1, RWCDS Analysis Framework Table

Site Info				Existing Conditions / Future No-Action Scenario							
Site ID	Block	Lot	Lot Area (SF)	Zoning	Com (GSF)	CF (GSF)	Res (GSF)	Total (GSF)	Affordable DUs	Total DUs	Parking
Ennis Francis LSRD	1929	150	16,639	R8, R8 / C2-4	0	0	0	0	0	0	67[1]
		57	18,482		0	0	185,813	185,813	0	168	0
		158	14,647		0	7,164	140,371	147,535	169	169	25[2]
		29	21,563		3,200	0	146,780	149,980	160	160	0
TOTAL:	-	-	**71,331**	-	**3,200**	**7,164**	**472,964**	**483,320**	**329**	**497**	**92**
Site Info				**Future With-Action Scenario**							
Site ID	**Block**	**Lot**	**Lot Area (SF)**	**Zoning**	**Com (gsf)**	**CF (gsf)**	**Res (gsf)**	**Total (gsf)**	**Affordable DUs**	**Total DUs**	**Parking**
Ennis Francis LSRD	1929	150	16,639	R9, R9 / C2-4	0	21,261	228,435	249,696	178	357	0
		57	18,482		0	0	185,813	185,813	0	168	0
		158	14,647		0	7,164	140,371	147,535	169	169	25[2]
		29	21,563		3,200	0	146,780	149,980	160	160	0
TOTAL:	-	-	**71,331**	-	**3,200**	**28,425**	**701,399**	**733,024**	**507**	**854**	**25**

Note(s): [1] Surface Parking Lot; [2] Cellar Parking Space

1.8.5 RWCDS Analysis Increments

As indicated in **Table 1-2** below, there are several incremental increases of note in various analysis metrics between the Future No-Action and Future With-Action Scenarios. The maximum building height at Projected Development Site 1 would increase from 0 feet to 243 feet (a 243-foot increase), while the gross residential floor area would increase 228,435 GSF (from 472,694 GSF to 701,399 GSF). The number of affordable and total dwelling units would increase by 178 and 357, respectively, to 507 and 854 affordable and total units, respectively. Within the Affected Area, the GSF of community facility space would increase from 7,164 to 28,425 GSF from the Future No-Action to Future With-Action Scenario (an increase of 21,261 GSF). The 67-space accessory surface parking lot would be eliminated under the Future With-Action Scenario, resulting in a decrease in total parking within the Affected Area from 82 to 25 spaces.

The total number of residents within the Affected Area would increase from 1,088 to 1,870 persons (a 782-person increase), while the total number of employees, including those associated with

residential, community facility, restaurants/eateries, and parking attendants, would increase from 54 to 130 employees (an increase of 76 workers).

Table 1-2, RWCDS Analysis Increments within the Affected Area

	Future No-Action Scenario	Future With-Action Scenario	RWCDS Analysis Increment
Maximum Building Height (FT)	0 FT[1]	243 FT[1]	+243 FT
Residential Uses			
GSF	472,964 GSF	701,399 GSF	+228,435 GSF
Affordable Dwelling Units	329	507	+178
Total Dwelling Units	497	854	+357
Residents[3]	1,088	1,870	+782
Residential Workers[4]	20	34	+14 Employees
Community Facility Uses			
GSF	7,164 GSF	28,425 GSF	+21,261 GSF
Community** Facility **Workers[4]	22	85	+63 Employees
Commercial Retail Uses (Restaurant / Eatery)			
GSF	3,200	3,200	3,200 GSF of Restaurant / Eatery Space
Restaurant / Eatery Workers[4]	10	10	10 Restaurant / Eatery Employees
Parking Facilities			
Accessory Spaces	67	0	-67 Accessory Spaces
Garage Spaces	25	25	25 Garage Spaces
Total Parking Spaces	82	25	-67 Total Parking Spaces
Parking Lot Attendants[4]	2	1	-1 Parking Lot Attendant

Note(s):

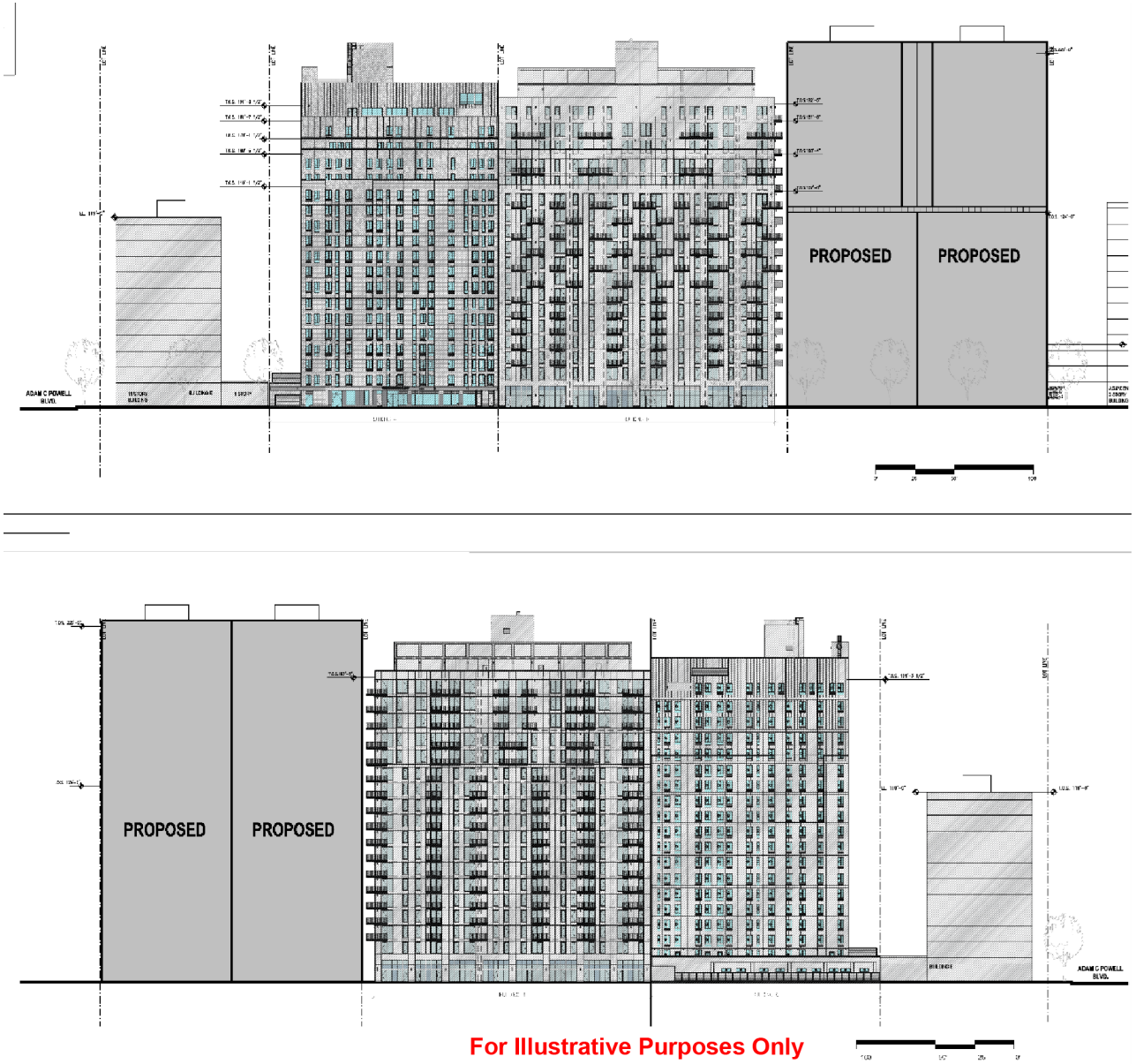
[1] The 0 FT height represents the Future No-Action Scenario height at Projected Development Site 1; it is noted that the maximum building height within the Affected Area under the Future No-Action Scenario is 210 feet, the building height found at both Lots 57 and 158.

[2] Includes a 225-foot building height and additional 18-foot rooftop bulkheads; [2] Based on an average household size of 2.19 persons (pursuant to the 2020 U.S. Decennial Census Data for Manhattan Community Board 10 (in which Projected Development Site 1 is located) and 357 proposed dwelling units.

[3] Future No-Action Scenario population projections are based on 497 dwelling units and a 2.19-person average household size for Manhattan Community District 10 (in which the Affected Area is located), pursuant to the 2020 Decennial Census. The Future With-Action Scenario population projection is based on 854 dwelling units and the same average household size factor.

[4] Employee generation based on a factor of 1 employee per 50 parking spaces; 1 employee per 333 GSF of retail or community facility space; and one (1) employee per 25 dwelling units (pursuant to factors provided in the NYC Racial Equity Report guidance)

Figure 1-1, Future With-Action Scenario Diagrams



2 LAND USE, ZONING, AND PUBLIC POLICY

2.1 Introduction

The *2021 CEQR Technical Manual* recommends procedures for the analysis of Land Use, Zoning, and Public Policy to ascertain the impacts of a project on the Surrounding Area. Land Use, Zoning, and Public Policy are described in detail below. This section considers existing conditions, development trends, zoning, and other public policies in relation to Projected Development Site 1 and its associated Study Area in which the Proposed Action may have an effect. As the Proposed Action would result in a change of zoning (i.e., a Zoning Map Amendment from the R8 to the R9 district), a preliminary assessment of Land Use, Zoning, and Public Policy is required.

2.2 Methodology

This analysis assesses the impact of the Proposed Actions on Land Use, Zoning, and Public Policy at Projected Development Site 1, the Affected Area, and its associated Study Area. The analysis includes a description of the Existing Conditions, Future No-Action Scenario, and Future With-Action Scenario at Projected Development Site 1, the Affected Area, and Study Area geographies; the impact of the Proposed Actions is then assessed through a comparison of the Future No-Action and With-Action Scenarios.

The analysis then focuses on the project's compatibility and consistency with surrounding land uses, zoning, and applicable public policies as they would exist in the future without the project. Finally, the analysis should determine whether the project would have the ability to generate land use change in the Study Area. This analysis addresses the interplay between the Future With-Action Scenario in its particular location and conditions in the surrounding area. Key conditions most often include the size, use, and special characteristics of the development expected with the proposed project; the current and anticipated land use trends; linkages among land uses; presence (or absence) of underutilized properties appropriately zoned for the expected new use; and zoning or other public policies in the area that promote, permit, or prohibit the development of the expected new use.

Existing land uses were determined by reference to the New York City Zoning and Land Use (Zola) database and PLUTOTM 25v1 shapefiles in conjunction with an in-person survey of the area performed on June 30, 2025. The evaluation of lots within the surrounding area was performed with reference to New York City Zoning Maps and the Zoning Resolution of the City of New York and served as the basis for the zoning evaluation of the Future No-Action and Future With-Action Conditions. Public Policy research was performed through an evaluation of the NYC Department of City Planning (DCP) and other city agencies' programs and documentation.

The *2021 CEQR Technical Manual* indicates that a Land Use, Zoning, and Public Policy Study Area should generally extend 400 feet from the Affected Area ("the Surrounding Area" or "Study Area"). The Study Area is generally bounded by the north side of 125 Street to the north, mid-block between Adam Clayton Powell Boulevard and Malcom X Boulevard to the east, W. 122nd Street to the south, and just west of Frederick Douglass Boulevard to the west. Existing land uses within approximately 400 feet of the Affected Area are visualized in **Figure 2-1** below.

Figure 2-1, Existing Land Uses Map



2.3 Preliminary Land Use, Zoning, and Public Policy Analysis

2.3.1 Land Use

Existing Conditions

Projected Development Site 1 and the Affected Area

Projected Development Site 1 is located within the larger Ennis Francis LSRD (i.e., the Affected Area), comprised of Lots 150 (Projected Development Site 1), 57, 158, and 29, described on a lot-by-lot basis, below.

- Lot 150 (254 W. 124th Street, Projected Development Site 1): a 16,639-SF lot currently developed with a surface parking lot with 67 spaces and an attendant, which serves as accessory parking to residents of the development at Lots 57 and 158 (i.e., no specified Use Group (UG));
- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units (all of which are market rate), constructed in 2021;
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units (all of which are affordable) and 7,164-SF of community facility space, constructed in 2021. This building also contains 25 cellar parking spaces in a 4,760 GSF cellar space, which features a parking lot attendant; and
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 dwelling units (all of which are affordable) above, constructed in 1985.

It is noted that the Ennis Francis LSRD campus is considered one zoning lot, such that FAR calculations are based on the combined zoning lot area (71,331 SF total between lots 150, 29, 57, and 158) and the combined residential, commercial, and community facility zoning floor areas developed at these individual tax lots. The Ennis Francis LSRD features a total built FAR of 5.85 (483,328 GSF / 417,432 ZSF of total floor area), including 472,964 GSF / 407,068 ZSF (5.71 FAR) of residential floor area, 3,200 GSF / ZSF (0.04 FAR) of commercial floor area, and 7,164 GSF / ZSF (0.10 FAR) of community facility floor area. The combined total number of existing dwelling units within the Ennis Francis LSRD is 497, of which 168 are market-rate and 329 are affordable.

West 124th Street generally bounds the Affected Area to the north, Adam Clayton Powell Jr Boulevard to the east, multi-family residential uses to the south, and a religious use to the west. See **Figure 2-1** for a visualization of Land Uses within the Affected Area.

Study Area

Land uses within 400 feet of the Affected Area consist of residential, institutional, retail, and service establishment uses. The land use character of the Study Area is generally defined by those land uses located north and south of 124th and those land uses along Frederick Douglass Boulevard and Adam Clayton Powell Boulevard corridors. Land uses north of 124th Street consist of large commercial office buildings (UG VII, predominantly along 124th Street). At the same time, retail and service establishments predominate the 125th Street corridor (UG VI, including clothing retailers, banks, pharmacies, food retailers, etc.), a mix of which also features commercial offices above. This area is also interspersed with mixed-use multi-family residential (UG II) and groundfloor retail/service (found at the northern extent of the Study Area), as well as public facilities and institutions, including the

Apollo Theater (UG VIII), the Touro College of Osteopathic Medicine (UG VI), The Study Museum in Harlem (UG III(B)) and several houses of worship (UG III(A).

South of 124th Street primarily consists of townhomes and multi-family residential buildings (UG II), interspersed with several institutional uses. The institutional uses south of 124th Street includes the New York Police Department (NYPD) 28th Precinct building (UG IV(A)) and several houses of worship. Additionally, the Joseph Daniel Wilson Memorial Garden and Our Little Green Acre (Garden Eight) both front on 122nd Street (UG I).

See **Figure 2-1** for a visualization of Land Uses within the 400-Foot Study Area.

Future No-Action Scenario

Projected Development Site 1 and the Affected Area

Absent the Proposed Actions, existing conditions within the Affected Area, including Projected Development Site 1, would remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and Ennis Francis LSRD plan modifications, redevelopment of Projected Development Site 1 with a use other than what currently exists there now would be prohibited pursuant to the Ennis Francis LSRD as it is currently construed.

Study Area

Based on a review of the NYC DCP's Housing Database Files,[5] there are three (3) active construction permits for the construction of new buildings within the 400-foot Study Area that would be completed by the 2029 Project Analysis Year, as follows:

- 144 West 125th Street (Manhattan Block 1909, Lot 9; DOB Job No.: 121187857): A 84,267-GSF, six-story museum and educational building (the "Studio Museum in Harlem).
- 233 West 125th Street (Manhattan Block 1931, Lot 17; DOB Job No.: 121187447): A 375,187 GSF, 29-story multi-family residential building, including 191 dwelling units.
- 240 West 123rd Street (Manhattan Block 1928, Lot 50; DOB Job No.: M00577797): a 6,807 GSF, seven-story two-family residential building.

These projects, consisting of two- and multi-family residential and ground-floor commercial buildings, are consistent with existing land use patterns in the Study Area, as described in the Existing Conditions section above.

Future With-Action Scenario

Projected Development Site 1 and the Affected Area

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The

[5] https://www.nyc.gov/content/planning/pages/resources/datasets/housing-project-level, accessed June 23, 2025

proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Additionally, a U.S. Department of Housing and Urban Development (HUD) use agreement at Lot 150 requires that 50 percent of dwelling units (178) be made affordable. A portion of the required affordability would be achieved through utilization of NYC's Mandatory Inclusionary Housing (MIH) program; utilization of Option 1 (25 percent of residential floor area) would yield 89 MIH units at 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 107 MIH units at 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 71 MIH units at 40 percent of area median income. The balance of the affordability requirement (71 to 107 units) would be achieved through utilizing HPD's Extremely Low & Low-Income Affordability (ELLA) program. Utilization of the MIH program increases the maximum permitted residential floor area within the proposed R9 district from 7.52 to 9.02, with a maximum overall permitted FAR of 10.0, with the provision of community facility uses; however, as previously noted, the overall maximum FAR within the LSRD would be ultimately limited to what is proposed in the Proposed Project's site plan, which is a requirement associated with the requested Ennis Francis LSRD modifications under the Proposed Actions.

Study Area

The Proposed Actions would be limited to the Affected Area, such that it would not facilitate any land use changes within the Study Area. As previously discussed, the ongoing construction projects within the Study Area would still occur in the Future With-Action Scenario and are consistent with the land use character of the Study Area.

Land Use Conclusions

The Future With-Action Scenario would result in incremental increases of 228,435 GSF of residential floor area with an associated 357 dwelling unit increase (178 of which would be affordable) as well as a 21,261 GSF increase in community facility floor area, to be tenanted by an LGBTQIA center, all of which would be developed at Projected Development Site 1 within the Affected Area. As previously discussed, Lots 57, 158, and 29 within the Ennis Francis LSRD are already developed with multi-family residential and mixed-use multi-family residential commercial / community facility uses, such that redevelopment of Projected Development Site 1 from a surface accessory parking lot to a mixed-use multi-family residential and community facility use would be compatible and consistent with the existing land use pattern within the Affected Area.

Residential and community facility land uses are also found throughout the Study Area; specifically, on the interior of blocks south of 124th Street. Development of Projected Development Site 1 with multi-family and community facility land uses would occur at an interior block area of Manhattan Block 1929, consistent with land use patterns for such uses within the Study Area. Additionally, the identified Future No-Action Scenario development projects, themselves multi-family residential and institutional developments, are also located in interior block areas, such that the Future With-Action is consistent with the location of land uses of this nature.

Further, in comparison to the existing R8 zoning district mapped at the Affected Area, the proposed R9 zoning district permits all of the same land uses.

Based on the foregoing, the Proposed Action would not result in significant adverse land use impacts, and no further analysis is warranted.

2.3.2 Zoning

Existing Conditions

Projected Development Site 1 and the Affected Area

The entirety of the Affected Area is within a mapped R8 zoning district; it is noted that Lot 29 within the Affected Area features a C2-4 Commercial Overlay (see **Figure 2-2**; refer to **Figure 2-3** for the proposed zoning map change figure). In addition to the mapped zoning district, the Affected Area is subject to the Ennis Francis LSRD, which governs various development aspects within the Affected Area.

R8 Zoning District

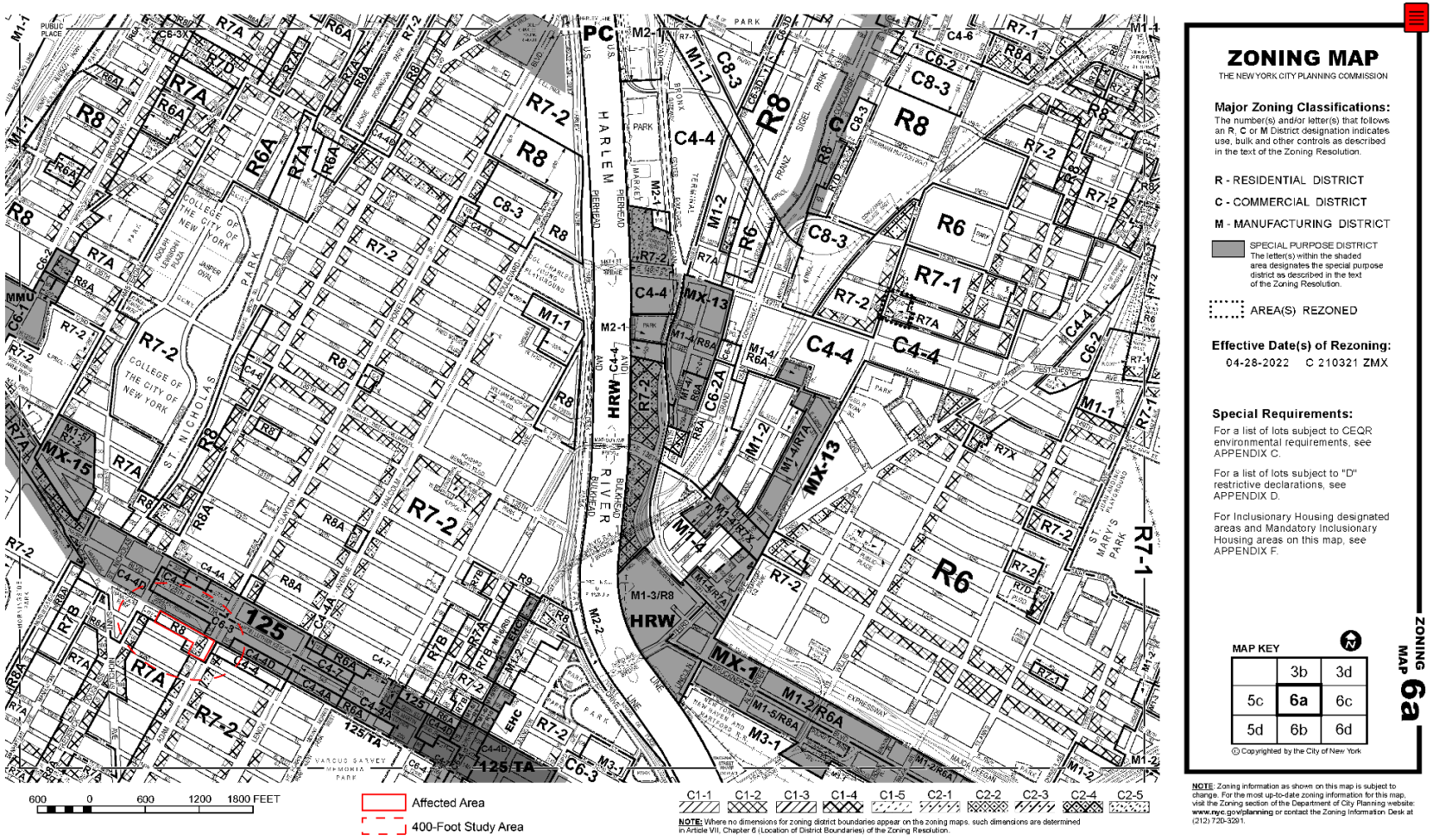
The R8 zoning district is a non-contextual district that is mapped in higher-density areas of New York City, with a wide range of building types. In these districts, there are two sets of bulk regulations to choose from: (1) height factor regulations original to the 1961 Resolution; and (2) standard regulations that were introduced in 1987 and revised via the 2024 City of Yes for Housing Opportunity (COYHO) revisions to the NYC Zoning Resolution (ZR). R8 Districts often encompass many adjacent blocks and thus have wide and narrow street rules for each set of regulations. Since the establishment of contextual zoning, the distribution of R8 Districts has been greatly reduced. They remain near the Grand Concourse in the Bronx and Washington Heights, Chelsea, Clinton, and the Upper West Side in Manhattan. The R8 zoning district permits UGs I, II, and III. As the Affected Area is located within the Inner Transit Zone, there are no applicable parking requirements for development in this location.

Pursuant to height factors regulations, R8 districts permit residential FARs ranging from 0.95 to 6.02 (dependent on utilization of inclusionary housing bonuses) and a maximum community facility FAR of 6.5, with a minimum rear yard requirement of 30 feet. Building height is regulated by a sky exposure plan beginning at 85 feet above ground.

Pursuant to the standard zoning regulations, R8 districts permit residential FARs ranging from 6.02 to 8.64, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus, with a maximum community facility FAR of 6.5, and a minimum rear yard requirement of 20 to 30 feet, dependent on the height of the building. The R8 district requires a minimum base height of 60 to 125 feet, with a maximum building height between 95 and 175 feet, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus. Required building setbacks after base heights range from 10 feet (for buildings along wide streets) to 15 feet (for buildings along narrow streets).

As Projected Development Site 1 is not located within 100 feet of a wide street, and is located along a narrow street (i.e., W. 124th Street), and assuming utilization of the qualifying affordable/senior affordable housing density bonus, the maximum permitted residential FAR is 7.2, the permitted base height ranges from 60 to 105 feet, the maximum permitted building height is 145 feet, with required 15 foot building setbacks after the base height. Assuming maximization of the building height, a 30-foot rear yard is required. It is noted that, pursuant to the NYC ZR §24-434, Projected Development Site 1 qualifies as an eligible site, such that the maximum permitted building height increases to 215 feet / 21 stories (however, it is noted that Projected Development Site 1 is developed 67-space surface accessory parking lot to residential development at Lot 158 within the Ennis Francis LSRD).

Figure 2-2, Study Area Zoning Map



C2-4 Commercial Overlay

C2-4 commercial overlay districts are mapped within residential districts. Mapped along streets that serve local retail needs, they are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. In mixed buildings, commercial uses are limited to one or two floors and must always be located below residential uses. When commercial overlays are mapped in R1 through R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 through R10 districts, the maximum commercial FAR is 2.0. Commercial buildings are subject to commercial bulk rules. Permitted UGs in C2-4 commercial overlays include III, IV, V, VI, VII, VIII, IX, and X.

Ennis Francis LSRD

The Affected Area is within an LSRD, which allows modification of the underlying zoning district rules to allow greater flexibility in locating bulk and open space on a site. LSRDs must be situated on a tract of vacant land comprising at least three acres (130,680 SF) and contain a minimum of 500 dwelling units, or at least 1.5 acres with a minimum of three (3) principal residential buildings. As previously discussed, the Ennis Francis LSRD is comprised of Manhattan Block 1929, Lots 150, 57, 158, and 29; these lots combined comprise approximately 1.64 acres (more than the 1.50-acre minimum threshold), and Lots 57, 158, and 29 are developed with residential buildings (with Lots 57 and 158 under Applicant control). The LSRD was approved in 1983 as Site 106 under the former Harlem East Harlem Urban Renewal Plan, which expired in 2008. In 2000, Site 106 was incorporated into the new Harlem Gateway Urban Renewal Area, which is set to expire on May 8, 2041.

However, as part of the prior action at Projected Development Site 1 and the Affected Area (CEQR No. 19DCP041M / ULURP No. M840090BZSM), the Ennis Francis LSRD was modified to permit the lots comprising area to be subject the area, bulk, and regulations associated with the underlying zoning district (i.e., the R8 zoning district and C2-4 commercial overlay described above). The Ennis Francis LSRD campus is considered one zoning lot, such that maximum permitted FAR calculations are based on the combined zoning lot area (71,331 SF total between lots 150, 29, 57, and 158).

Study Area

Mapped zoning districts within the Study Area include the C4-4, C4-4A,[6] C4-4D, C4-7, C6-3, R7-2, R7A, R8,[7] and R8A districts. Additionally, the C2-4 commercial overlay district is mapped along Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard in conjunction with the mapped R7-2, R8, and R8A zoning districts. In addition to these zoning districts, the Core Subdistrict of the Special 125th Street District is located in the northern Study Area. See **Figure 2-2** for a visualization of mapped zoning districts within the Study Area.

C4 Zoning Districts

C4 districts are mapped in regional commercial centers, such as Flushing in Queens and the Hub in the Bronx, that are located outside of the central business districts. In these areas, specialty and department stores, theaters, and other commercial and office uses serve a larger region and generate more traffic than neighborhood shopping areas. Uses that would interrupt the desired continuous retail frontage, such as home maintenance and repair service stores listed in Use Group VI, are not allowed. C4 districts with an A, D, or X suffix are contextual districts in which the commercial and residential bulk and density regulations can differ from corresponding non-contextual districts. Some districts have the same commercial and residential FARs but may differ in parking requirements. Floor

[6] This zoning district is located just outside the Study Area to the north.
[7] A description of the R8 zoning district is provided above in the description of existing zoning conditions at the Affected Area.

area may be increased with a public plaza or an Inclusionary Housing Program bonus. C4 districts permit UGs III, IV, V, VI, VII, VIII, IX, and X.

The C4-4 zoning district features a maximum commercial FAR of 3.4 (with a maximum community facility FAR of 6.5), an accessory parking requirement of one (1) space per 1,000 SF of commercial floor area, with a 20-foot rear yard requirement. A building base height of 60 feet / four (4) stories is required (whichever is less), with the sky exposure plane governing height thereafter (2.7-to-1 along narrow streets and 5.6-to-1 along wide streets). Required setbacks after the building base height include 20 feet along narrow streets and 15 feet along wide streets. The C4-4 zoning district also features an R7-2 residential equivalent.

The C4-4A zoning district features a maximum commercial FAR of 4.0 (with a maximum community facility FAR of 4.0) with no accessory parking requirements, and a 20-foot rear yard requirement. Building height requirements include a building base height of 40 to 75 feet with a maximum height of 85 feet. Required setbacks after the building base height include 15 feet along narrow streets and 10 feet along wide streets. The C4-4A zoning district also features an R7A residential equivalent.

The C4-4D zoning district features a maximum commercial FAR of 3.4 (with a maximum community facility FAR of 6.4) with an accessory parking requirement of one (1) space per 1,000 SF of commercial floor area, and a 20-foot rear yard requirement. Building height requirements include a building base height of 60 to 95 feet with a maximum height of 125 feet. Required setbacks after the building base height include 15 feet along narrow streets and 10 feet along wide streets. The C4-4D zoning district also features an R8A residential equivalent.

The C4-7 zoning district features a maximum commercial FAR of 10.0 (with a maximum community facility FAR of 10.0), no accessory parking requirement, and a 20-foot rear yard requirement. A building base height of 85 feet / six (6) stories is required (whichever is less), with the sky exposure plane governing height thereafter (2.7-to-1 along narrow streets and 5.6-to-1 along wide streets). Required setbacks after the building base height include 20 feet along narrow streets and 15 feet along wide streets. The C4-7 zoning district also features an R10 residential equivalent. The R10 zoning district features maximum residential and community facility FARs of 12.0 and 10.0, respectively, with a maximum permitted height of 235 feet (assuming use of qualifying affordable housing bonuses).

C6-3 Zoning District

C6 districts permit a wide range of high-bulk commercial uses requiring a central location. Most C6 districts are in Manhattan, Downtown Brooklyn, and Downtown Jamaica; a C6-3D district is mapped in the Civic Center area of the Bronx. Corporate headquarters, large hotels, department stores, and entertainment facilities in mixed high-rise buildings are permitted in C6 districts. C6 districts permit UGs III, IV, V, VI, VII, VIII, IX, and X.

C6-3 zoning districts feature a maximum commercial FAR of 6.0 (with a maximum community facility FAR of 6.5) with no accessory parking requirements, and a 20-foot rear yard requirement. A building base height of 85 feet / six (6) stories is required (whichever is less), with the sky exposure plane governing height thereafter (2.7-to-1 along narrow streets and 5.6-to-1 along wide streets). Required setbacks after the building base height include 20 feet along narrow streets and 15 feet along wide streets. The C6-3 zoning district also features an R9 residential equivalent.

R7-2 Zoning District

R7 districts are medium-density apartment house districts mapped in much of the Bronx, as well as the Upper West Side in Manhattan, and Brighton Beach in Brooklyn. The height factor regulations for

R7 districts encourage lower apartment buildings on smaller zoning lots and, on larger lots, taller buildings with less lot coverage. It is noted that the R7-2 district mapped within the Study Area is within the Inner Transit Zone, such that there are no applicable parking requirements. R7 zoning district permits UGs I, II, and III.

Pursuant to height factors regulations, the permitted residential FAR in R7 districts ranges from 0.87 to a high of 3.44; the open space ratio (OSR) ranges from 15.5 to 25.5. The building must be set within a sky exposure plane which, in R7 districts, begins at a height of 60 feet above the street line and then slopes inward over the zoning lot.

Pursuant to the standard zoning regulations, R7-2 districts permit residential FARs ranging from 3.44 to 5.01, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus, with a maximum community facility FAR of 6.5, and a minimum rear yard requirement of 20 to 30 feet, dependent on the height of the building. The R7-2 district requires a minimum base height of 40 to 85 feet, with a maximum building height between 85 and 115 feet, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus. Required building setbacks after base heights range from 10 feet (for buildings along wide streets) to 15 feet (for buildings along narrow streets).

R7A Zoning District

R7A districts typically produce high lot coverage, seven- to nine-story apartment buildings, blending with existing buildings in many established neighborhoods. R7A districts are mapped along Prospect Park South and Ocean Parkway in Brooklyn, Jackson Heights in Queens, and in Harlem and along the avenues in the East Village in Manhattan. As the R7A district mapped within the Study Area is within the Inner Transit Zone, there are no applicable parking requirements. R7A zoning district permits UGs I, II, and III.

Pursuant to the standard zoning regulations, R7A districts permit residential FARs ranging from 3.44 to 5.01, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus, with a maximum community facility FAR of 6.5, and a minimum rear yard requirement of 20 to 30 feet, dependent on the height of the building. The R7A district requires a minimum base height of 40 to 85 feet, with a maximum building height between 85 and 115 feet, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus. Required building setbacks after base heights range from 10 feet (for buildings along wide streets) to 15 feet (for buildings along narrow streets).

R8A Zoning District

R8A zoning districts typically result in high lot coverage apartment buildings of roughly 12 to 14 stories, set at or near the street line. Limitations on the base height and maximum building height of new buildings ensure compatibility with existing buildings on the street. Parts of DUMBO in Brooklyn and West Chelsea in Manhattan are R8A districts. As the R8A district mapped within the Study Area is within the Inner Transit Zone, there are no applicable parking requirements. R8A zoning district permits UGs I, II, and III.

Pursuant to the standard zoning regulations, R8A districts permit residential FARs ranging from 6.02 to 7.20, dependent on utilization of the qualifying affordable/senior affordable housing density bonus, with a maximum community facility FAR of 6.5, and a minimum rear yard requirement of 20 to 30 feet, dependent on the height of the building. The R8A district requires a minimum base height of 60 to 105 feet, with a maximum building height between 125 and 145 feet, dependent on adjacent street widths and the utilization of the qualifying affordable/senior affordable housing density bonus.

Required building setbacks after base heights range from 10 feet (for buildings along wide streets) to 15 feet (for buildings along narrow streets).

Special 125th Street District – Core Subdistrict

The Special 125th Street District is part of a City initiative to support and enhance the 125th Street corridor in Harlem as a major arts/entertainment destination and regional business district. The district includes 24 blocks in East, Central, and West Harlem, within an area generally bounded by 124th Street, 126th Street, Broadway, and Second Avenue. The district aims to generate new mixed-use development while protecting the scale of the 125th Street corridor's commercial and historic rowhouse areas by establishing street wall and height limits. To ensure active and diverse retail uses, special regulations restrict the amount of ground-floor street frontage that banks, offices, residential lobbies, and other non-active uses may occupy.

Within the Core Subdistrict, found in the northern portion of the Study Area, the district requires the inclusion of arts and entertainment uses for developments over a specific size. The district establishes an innovative arts bonus — the first in the City — to provide an incentive for the creation of nonprofit visual or performing arts spaces. Opportunities for housing are expanded by increasing residential density in certain areas and offering affordable housing through the Inclusionary Housing Designated Areas Program.

Future No-Action Scenario

Projected Development Site 1 and the Affected Area

Absent the Proposed Actions, no changes in zoning within the Affected Area, including at Projected Development Site 1, would take place. As such, under the Future No-Action Scenario, the Affected Area would continue to be governed by the R8 zoning district and the C2-4 commercial overlay at Lot 29, as well as the provisions of the Ennis Francis LSRD.

Study Area

Based on a review of NYC's ZAP[8] database on June 19, 2025, there are no pending zoning map amendments, and therefore no changes to zoning are anticipated within the 400-foot Study Area by the 2029 Project Build Year. As such, the mapped C4-4, C4-4A, C4-4D, C4-7, C6-3, R7-2, R7A, R8, and R8A zoning districts and the C2-4 commercial overlay district mapped along Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard would remain under the Future No-Action Scenario.

Future With-Action Scenario

Projected Development Site 1 and the Affected Area

The Applicant is requesting the following actions (collectively, the Proposed Actions) to facilitate the Proposed Project:

1. Zoning Map Amendment: Rezone Block 1929, Lots 150, 57, 158, and 29 (the Affected Area) from the R8 zoning district to the R9 zoning district (an existing C2-4 commercial overlay mapped over Lot 29 would remain unchanged).
2. Zoning Text Amendment: Amendment to Appendix F to map an MIH district coterminous with the proposed Zoning Map Amendment.
3. Zoning Authorization: Pursuant to NYC Zoning Resolution (ZR) §75-31, an authorization to waive existing parking within the Ennis Francis plan boundaries.

[8] https://zap.planning.nyc.gov/projects, accessed January 9, 2024

4. Special Permit under the LSRD: A special permit to modify the spacing requirements of NYC ZR §23-371 (Standard minimum distance between buildings) to allow the Proposed Project's location in the Ennis Francis LSRD pursuant to Section §78-312 of the NYC ZR.
5. Non-ULURP Modifications to the Ennis Francis LSRD: Pursuant to NYC ZR §78-312, updating previously approved plans and zoning calculations to (i) modify the total amount of floor area; (ii) modify the number of dwelling units; (iii) substitute at-grade open space for rooftop recreation space, (iv) modify distance between building requirements; and (v) reduce the amount of accessory parking in the LSRD.

It is noted that the proposed modifications are subject to site plan approval; the site plan prepared in connection with the Proposed Project will establish development parameters at Lot 150, ensuring that any deviations from the approved development would require additional discretionary approvals; this includes the proposed area, bulk, and height of the Proposed Project. The LSRD will apply standard lot coverage requirements in lieu of the height factor and open space regulations that apply to sky exposure plane buildings.

Table 2-2 below compares and highlights different zoning district requirements under the Future No-Action and Future With-Action Scenarios within the Affected Area. Additionally, **Figure 2-3** visualizes the difference in the zoning maps at the Affected Area under the Future No-Action and Future With-Action Scenarios.

Table 2-1, Zoning District Area and Bulk Regulations, Future No-Action and With-Action Scenarios

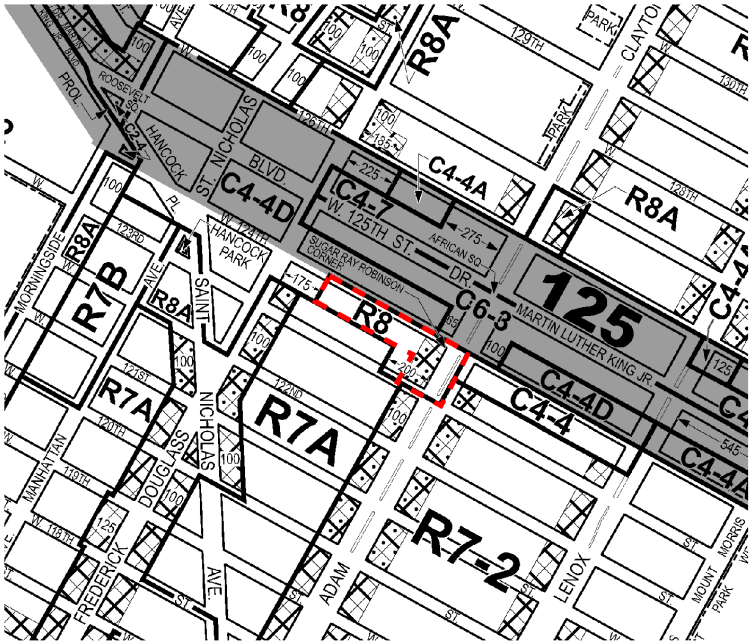
	Future No-Action Scenario Zoning District	**Future With-Action Scenario Zoning District**
Area and Bulk Regulations[1]	***R8, R8 w/ C2-4***	***R9, R9 w/ C2-4***
Maximum Permitted FAR	Res: 7.20; CF: 6.5; Com: 2.0	Res: 7.52-9.02;[2] CF: 10.0; Com: 2.0
Permitted Use Groups	I, II, III	I, II, III
Maximum Stories / Building Height	145 Feet / 14 Stories; 215 Feet / 21 Stories as an Eligible Site[3]	185 Feet / 18 Stories; 285 Feet / 28 Stories as an Eligible Sites[3]
Required Streetwall / Base Height	60 to 105 Feet	60 to 135 Feet
Required Minimum Rear Yard	30 Feet	30 Feet

Note(s): [1]Area and bulk R8 and R9 bulk regulations reported for lots along narrow streets that are further than 100 feet from a wide street, consistent with Project Development Site 1's location; [2] Dependent on utilization of qualifying affordable/senior affordable housing density bonus; [3] Pursuant to the NYC ZR §24-434, Projected Development Site 1 qualifies as an eligible site, which permits building increases beyond what is typically permitted by the underlying zoning.
Res = Residential; Com = Commercial; CF = Community Facility

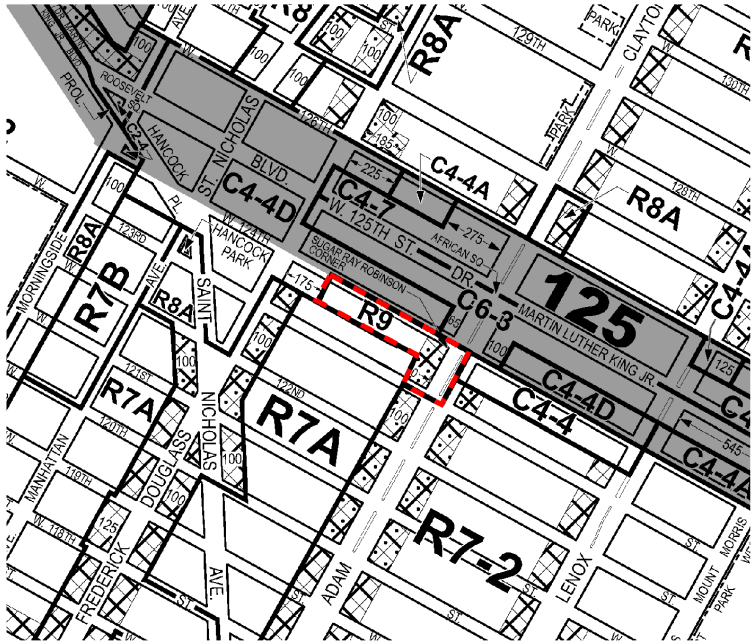
As indicated in **Table 2-1**, the proposed R9 zoning district would result in allowable residential and community facility floor areas from 7.20 to 9.02 and from 6.5 to 10.0, respectively. The maximum permitted street wall height would increase from 105 to 135 feet (while the 60-foot minimum height would be maintained), with the maximum permitted height would increase from 145 feet / 14 stories to 185 feet / 18 stories pursuant to standard zoning regulations and from 215 feet / 21 stories to 285 feet / 28 stories when considering that Projected Development Site 1 qualifies as an eligible site pursuant to the NYC ZR §24-434.

Figure 2-3, Zoning Map Changes Comparison Under the Proposed Actions

EXISTING ZONING MAP



PROPOSED ZONING MAP



Area of the Proposed Actions

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

R - RESIDENTIAL DISTRICT
C - COMMERCIAL DISTRICT
M - MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED

Effective Date(s) of Rezoning:
04-28-2022 C 210321 ZMX

The Proposed Actions include a modification of the current Ennis Francis LSRD to allow the Proposed Buildings to be reflected on the LSRD site plan. Changes to the LSRD plans will have the effect of: (i) modifying the total amount of floor area; (ii) modifying the number of dwelling units; (iii) substituting at-grade open space for rooftop recreation space; (iv) modifying the distance between building requirements, and (v) reducing the amount of accessory parking in the LSRD. The requested Zoning Authorization is available for existing required parking for residential uses in the Inner Transit Zone, in which both Projected Development Site 1 and the Affected Area are located. A Special Permit under the LSRD is also required to modify the spacing requirements of NYC ZR §23-371 (Standard minimum distance between buildings) to allow the Proposed Project's location in the Ennis Francis LSRD pursuant to Section §78-312 of the NYC ZR.

Under the Proposed Actions, the overall built FAR within the Affected Area would increase from 5.85 in the Future No-Action Scenario to 8.95 in the Future With-Action Scenario (an increase of 3.10). Further, the maximum building height within the Affected Area would increase from approximately 210 feet (found at Lots 57 and 158) to 225 feet (at Lot 150 – Projected Development Site 1), an increase of 15 feet. Despite the overall built FAR and building height being less than the permitted maximums under the proposed R9 zoning district, as the LSRD modifications under the Proposed Actions require site plan approval, the area, bulk, and height specifications of the Future With-Action Scenario represent the actual maximum permitted building envelope parameters.

Study Area

As the Proposed Actions are limited to the Affected Area, it would not result in any changes of zoning within the 400-foot Study Area, such that the mapped C4-4, C4-4A, C4-4D, C4-7, C6-3, R7-2, R7A, R8, and R8A zoning districts and C2-4 commercial overlay district mapped along Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard would remain unchanged.

Zoning Conclusions

The various zoning-related actions are compatible with existing zoning and zoning trends in the Study Area. The proposed R9 zoning district would result in allowable residential and community facility floor areas from 7.20 to 9.02 and from 6.5 to 10.0, respectively. These permitted FARs are consistent with other maximum permitted FARs within the Study Area, including the C6-3 and C4-7 zoning districts mapped in the northern study area along the south and north sides of the 125th Street corridor. The C6-3 zoning district features an R9 residential equivalent (the zoning district proposed as part of the Proposed Actions) while the C4-7 zoning district features a R10 residential equivalent, which permits maximum residential and community facility FARs of 12.0 and 10.0, respectively, and a maximum building height of 235 feet. The proposed zoning authorization and Ennis Francis LSRD modifications would primarily serve to waive and reduce existing parking requirements mandated by the LSRD, which would be compatible with the recent designation of northern Manhattan as part of the "Inner Transit Zone" (as part of the City of Yes), which effectively eliminates all parking requirements for new development. Other proposed modifications to the LSRD would:

- Serve to allow the floor area and dwelling unit increases permitted by the proposed R9 zoning, which the LSRD specifications would otherwise limit despite the rezoning (which also promotes consistency with Study Area zoning); and
- Allow for the substitution of the at-grade open space requirement for Projected Development Site 1 to the roof, which would allow for the realization of this open space requirement.

Also, as previously indicated, a special permit to modify the spacing requirements of NYC ZR §23-371 (Standard minimum distance between buildings) to allow the Proposed Project's location in the Ennis

Francis LSRD pursuant to Section §78-312 of the NYC ZR is also sought. This would permit the proposed building at Lot 150 to be less than 40 feet away from the adjacent building at Lot 57 within the Ennis Francis LSRD (an 8-foot distance between the buildings is proposed). This would ultimately be consistent with how existing buildings are situated with respect to one another along this portion of the West 124th Street corridor (i.e., adjacent to one another with no or minimal side yards).

Under the Proposed Actions, the overall built FAR within the Affected Area would increase from 5.85 in the Future No-Action Scenario to 8.95 in the Future With-Action Scenario (an increase of 3.10). Further, the maximum building height within the Affected Area would increase from approximately 210 feet (found at Lots 57 and 158) to 225 feet (at Lot 150 – Projected Development Site 1), an increase of 15 feet. Despite the overall built FAR and building height being less than the permitted maximums under the proposed R9 zoning district, as the LSRD modifications under the Proposed Actions require site approval, the area, bulk, and height specifications of the Future With-Action Scenario represent the actual maximum permitted building envelope parameters.

The R9 district also recognizes the evolving scale of development in Harlem, including a proposed rezoning to allow 15.0 FAR for residential use on 125th Street approximately 2,800 feet east of the Affected Area (known as the MTA 125th and Lexington Rezoning - CEQR No. 25MTA001M / ULURP No. 2024M0432). As such, the proposed Zoning Map and Text Amendments, Zoning Authorization, Special Permit, and Ennis Francis LSRD modifications would both reflect and be consistent with existing zoning and zoning trends in the Study Area. Based on the foregoing, the Proposed Actions would not result in any significant adverse zoning impacts, and no further analysis is warranted.

2.3.3 Public Policy

According to the *2021 CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to affect land use regulation or policy controlling land use substantially, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the Study Area. If the Proposed Action could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

Based on a review of the NYC Zoning and Land Use (ZoLa) mapper on June 19, 2025, the Affected Area is subject to several local public policies, including the Inner Transit Zone and the Ennis Francis LRSD (the latter of which is discussed above). The Proposed Actions were also evaluated pursuant to the Housing New York Plan, the Mayor's Housing our Neighbors: A Blueprint for Housing and Homelessness (Housing Blueprint). While the Affected Area is within a FRESH zone, the Proposed Actions would not result in any FRESH-related programming, such that the policy is not applicable. Additionally, the 125th Street Business Improvement District is located north of Projected Development Site 1 / the Affected Area.

The Affected Area is not part of, or subject to, any adopted community 197-a Plan, Solid Waste Management Plan, or the New York City Landmarks Law. Additionally, the Affected Area is not within the NYC Coastal Zone Boundary (CZB), such that an assessment of the Proposed Project's consistency with the NYC Waterfront Revitalization Program (WRP) is not required. As the Proposed Project is not a large publicly sponsored project, consistency with the City's OneNYC or PlaNYC: Getting Sustainability Done plans was not undertaken.

Existing Conditions

Inner Transit Zone

The Inner Transit Zone is one of several zones of the Greater Transit Zone, which specifies special rules governing residential parking. The Greater Transit Zone is composed of the following areas:

- Manhattan Core and Long Island City parking areas: No parking required.
- Inner Transit Zone: No parking required.
- Outer Transit Zone: Some parking required. Certain housing types do not require parking.
- Special ZR# 25-241 Parking Provision areas: Parking required. Affordable housing has significantly less required parking than market-rate housing, and certain housing types have no requirement.

Beyond the Greater Transit Zone areas are not within the Greater Transit Zone. Parking is required, but affordable housing has less required parking than market-rate housing, and certain housing types have no requirement.

Housing New York Plan

Carried out by Housing Preservation and Development (HPD), Housing New York is a plan to build or preserve 300,000 affordable homes by 2026. The plan outlines a comprehensive set of policies and programs to address the city's affordable housing crisis and retain the diversity and vitality of its neighborhoods.

Housing Our Neighbors: A Blueprint for Housing and Homelessness (Housing Blueprint)

The Housing Blueprint is a broad strategy to provide access to affordable, high-quality housing for all New Yorkers, including households experiencing homelessness, NYCHA residents, families, single New Yorkers, renters, and homeowners alike. Housing Blueprint aims to harness all the benefits that housing can provide to bolster access to opportunity, promote economic stability and mobility, improve health and safety, and increase racial equity.

125th Street Business Improvement District (BID)

The 125th Street BID extends along the 125th Street corridor in Manhattan from 5th Avenue to the east to Morningside Avenue to the west. The mission of the 125 Street BID is to expand sustainable economic activity in the area, including the creation or expansion of businesses and the development of jobs for community residents. The BUD aims to maximize the ability of residents, businesses, and institutions to benefit from any and all opportunities created by commercial revitalization efforts, as well as to improve the quality of life in the community. A stated goal/objective of the BID is to "become a strong advocate for multiple-story redevelopment of sites, especially in the Central District."[9]

Future No-Action Scenario

No changes to any policies applicable to the Affected Area, including the Inner Transit Zone, the Housing Blueprint, the 125th Street BID, or the Housing New York Plan, would take place under the Future No-Action Scenario. It is specifically noted that modifications to the Ennis Francis LSRD would require discretionary actions. As such, all applicable public policies would remain as is under the Future No-Action Scenario.

[9] https://harlembid.com/about-us/, accessed October 1, 2025

Future With-Action Scenario

The analyses below assess the Future With-Action Scenario's consistency with the applicable public policies identified above in the **Existing Conditions** section.

Inner Transit Zone

Under the Future With-Action Scenario, Projected Development Site 1 would be redeveloped with residential uses, including 357 new dwelling units. As Projected Development Site 1 is located within the Inner Transit Zone, there would be no associated parking requirements for this new residential development.

Based on the foregoing, the Future With-Action Scenario is consistent with this public policy, and no further analysis is warranted.

Housing New York Plan

The Proposed Actions include a Zoning Text Amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 10, Manhattan, to establish the Affected Area as an MIH Area. As discussed above, the Future With-Action Scenario would result in the development of 178 affordable dwelling units through the MIH program and HPD's ELLA program. The development would help foster diverse and livable neighborhoods with the mixed-use building consisting of residential and community facility uses on an underutilized tax lot and ensure the housing supply increases in an equitable way, building new affordable housing units for the local community. Additionally, it is noted that the affordable units realized under the MIH component of the Proposed Actions would be established in perpetuity. Further, the Proposed Actions will facilitate the timely construction of the proposed buildings and provide the neighborhood with critical affordable housing and vital community services.

Based on the foregoing, the Proposed Actions are consistent with the goals of Housing New York, and no further analysis is necessary.

Housing Our Neighbors: A Blueprint for Housing and Homelessness (Housing Blueprint)

The Future With-Action Scenario would directly align with the "Create and Preserve Affordable Housing" pillar of the Housing Blueprint. A U.S. HUD use agreement at Lot 150 requires that 50 percent of dwelling units (178) be made affordable. A portion of the required affordability would be achieved through utilization of NYC's MIH program; utilization of Option 1 (25 percent of residential floor area) would yield 89 MIH units at 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 107 MIH units at 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 71 MIH units at 40 percent of area median income. The balance of the affordability requirement (71 to 107 units) would be achieved through utilizing HPD's ELLA program. Additionally, it is noted that the affordable units realized under the MIH component of the Proposed Actions would be established in perpetuity. Further, the Proposed Actions will facilitate the timely construction of the proposed buildings and provide the neighborhood with critical affordable housing and vital community services.

Based on the foregoing, the Future With-Action Scenario is consistent with this public policy, and no further analysis is warranted.

125th Street Business Improvement District (BID)

A review of the 125th Street BID's webpage did not reveal any mention of Projected Development Site 1 or the larger Ennis Francis LSRD (which is to be expected, the Affected Area falls outside of the

BID's boundaries). However, as previously noted, a stated goal/objective of the BID is to advocate for multiple-story redevelopment of sites, especially in the Central District; while Projected Development Site 1 (nor the Affected Area) is within the BID, it is adjacent to the south. The Proposed Actions would result in the redevelopment of the site, currently developed with a surface-level accessory parking lot, with a multi-story multi-family residential and community facility development, consistent with the BID's vision for this area of Harlem.

Based on the foregoing, the Future With-Action Scenario is consistent with the goals and objectives of the 125th Street BID, and no further analysis is warranted.

Public Policy Conclusions

The Future With-Action Scenario would result in the development of residential and community facility uses at Projected Development Site 1, including 178 affordable dwelling units, consistent with the Housing Blueprint and Housing New York Plan. No parking would be developed as part of the Future With-Action Scenario, consistent with the Inner Transit Zone regulations. The development forecasted at Projected Development Site 1 under the Proposed Actions would be consistent with the applicable goals and objectives of the 125th Street BID.

Based on the foregoing, the Proposed Actions would be consistent with all applicable public policies as well as the goals and objectives of the 125th Street BID. As such, no significant adverse impacts associated with public policies are anticipated as a result of the Proposed Actions, and no further analysis is warranted.

2.4 Land Use, Zoning, and Public Policy Conclusions

The foregoing analysis of the Proposed Action's potential effect on Land Use, Zoning, and Public Policy indicated it would have no significant adverse impact on either land use, zoning, or public policies. As such, no further analysis is warranted.

3 SOCIOECONOMIC CONDITIONS

3.1 Introduction

According to the *2021 CEQR Technical Manual*, an analysis of socioeconomic conditions is conducted to determine whether a proposed project would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of an area. The *2021 CEQR Technical Manual* considers the socioeconomic character of an area to include its population, housing, and economic activity.

3.2 Methodology

The *2021 CEQR Technical Manual* primarily considers four types of potential impacts relative to socioeconomic conditions: direct residential displacement, direct business displacement, indirect residential displacement, and indirect business displacement. The *2021 CEQR Technical Manual* recommends performing an analysis of socioeconomic conditions if a project would directly displace residents or businesses, or if a project has the potential to indirectly displace them by altering one or more of the underlying forces that shape socioeconomic conditions in an area. If a project is expected to displace 500 residents or 100 workers directly, for example, requiring the demolition of existing residential or commercial buildings, the *2021 CEQR Technical Manual* considers that this may have a significant impact on the socioeconomic conditions of the study areas. Further, a proposed project may result in significant changes to the socioeconomic conditions of a study area if the project introduces more than 200 dwelling units or 200,000 square feet.

3.2.1 Direct Residential Displacement

The area of Projected Development Site 1 (i.e., Block 1929, Lot 150) to be redeveloped under the Future With-Action Scenario is currently used as accessory, off-street parking for residential development to the east (i.e., Lot 158 within the Ennis Francis LSRD). As such, the Future With-Action Scenario would not result in any direct residential displacement impact, such that no direct residential displacement analysis is required.

3.2.2 Direct Business Displacement

The portion of Projected Development Site 1 to be redeveloped under the Future With-Action Scenario is currently vacant, inaccessible land, such that its redevelopment under the Future With-Action Scenario would not directly displace any existing businesses, and no further analysis is required.

3.2.3 Indirect Residential Displacement

The Future With-Action Scenario would result in an incremental increase of 357 dwelling units at Projected Development Site 1, a net increase of more than 200 dwelling units. Therefore, a preliminary assessment of socioeconomic conditions for indirect residential displacement is required and is provided below in **Section 3.3.2**.

3.2.4 Indirect Business Displacement

The *2021 CEQR Technical Manual* states that there may be an indirect business displacement impact when any of the following is true:

- The project would directly displace more than 100 employees;
- A commercial development contains more than 200,000 square feet of space that is "markedly different than existing uses";

- The project would add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the Study Area to the extent that specific categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets (i.e., retail market saturation); and/or
- Certain regulatory changes that could cause adverse impacts to specific industries.

As discussed above, Projected Development Site 1 is currently developed with accessory off-street parking. As such, none of the criteria or thresholds for indirect business displacement would be met, including direct employee displacement (only one (1) parking attendant employee would be lost under the Future With-Action Scenario), development of 200,000 square feet of commercial development, creation of commercial retail concentrations, or result in industry-related regulatory changes. Based on the foregoing, no further analyses related to indirect business displacement are warranted.

3.2.5 Adverse Effects on Specific Industries

Pursuant to the *2021 CEQR Technical Manual*, the need for a preliminary assessment for adverse effects on specific industries is determined when any of the following are true:

- The Future With-Action Scenario would significantly affect business conditions in any industry or any category of businesses within or outside the Study Area; and/or
- The Future With-Action Scenario would indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?

The Future With-Action Scenario would result in the redevelopment of Projected Development Site 1 with a mixed-use multi-family residential and community facility building, featuring 357 dwelling units (half of which would be affordable) and 21,261 GSF of community facility space in the ground and first floors of the building. The modest community facility space is not anticipated to significantly affect business conditions in any industry or any category of businesses, or indirectly substantially reduce employment, or impair the economic viability in the industry or category of businesses. Based on the foregoing, further study regarding adverse effects on specific industries is not warranted.

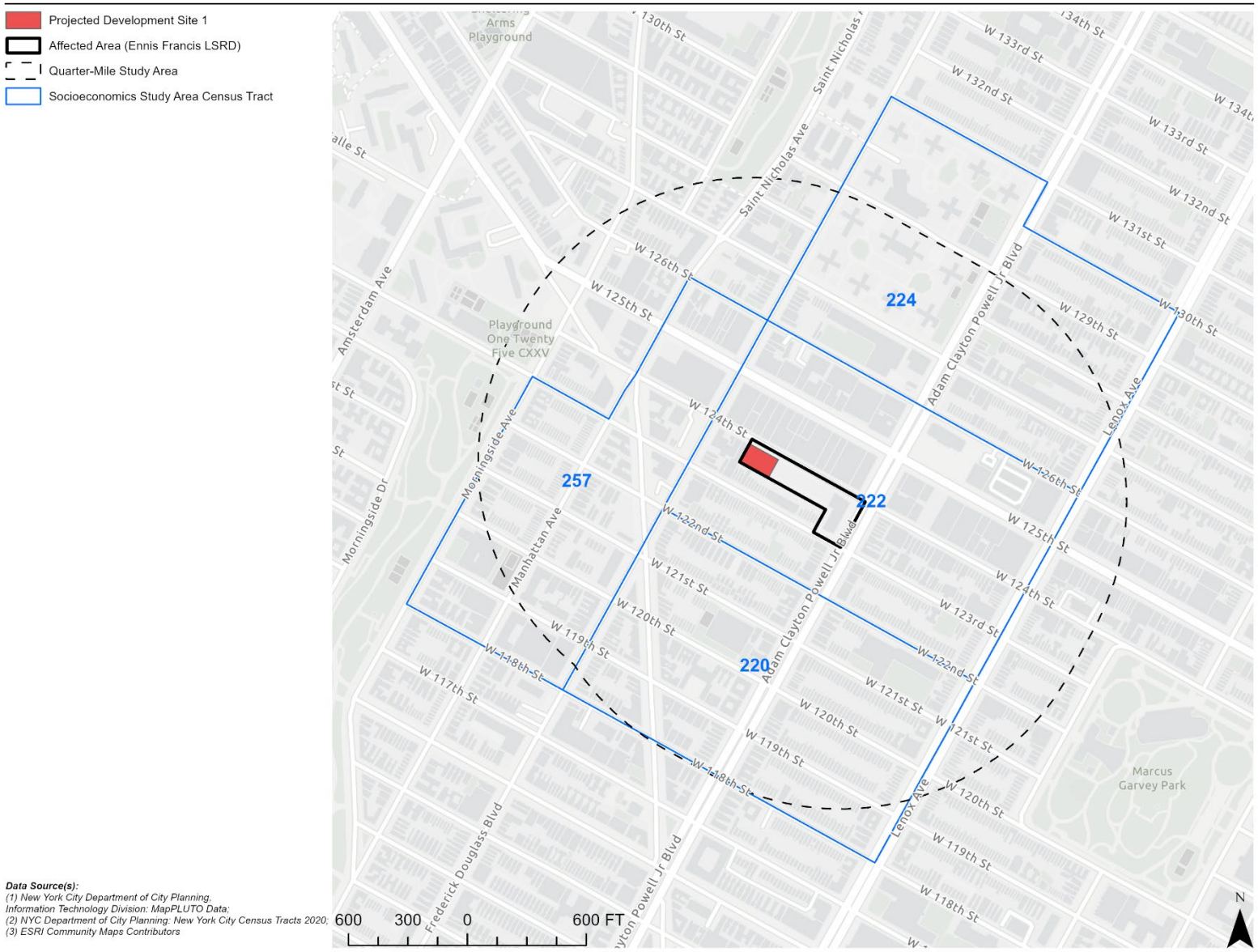
3.3 Preliminary Socioeconomic Conditions Assessment, Indirect Residential Displacement

3.3.1 Socioeconomic Conditions Study Area

Pursuant to the *2021 CEQR Technical Manual*, an Applicant may begin with a 0.25-mile Study Area radius for the preliminary assessment. If, based on the results of said preliminary analysis, it is determined that a broader Study Area is appropriate, further detailed analyses should utilize a 0.5-mile Study Area radius; specifically, the *2021 CEQR Technical Manual* suggests that if a project increases the population of the 0.25-mile Study Area by more than 5 percent, a 0.5-mile radius should be used.

As such, those census tracts with 50 percent or more of their area within 0.25 miles of the Affected Area were identified for this assessment, which included Manhattan Census Tracts 220, 222, 224, and 257. See **Figure 3-1** for a map of the socioeconomic conditions Study Area.

Figure 3-1, Socioeconomic Conditions Study Area



3.3.2 Study Area Population Estimates

Existing Conditions

U.S. Census Data and DCP Housing Database Files data were used to determine the existing population count within the Study Area, the results of which are indicated below in **Table 3-1**.

Table 3-1, Existing Conditions Population Estimates

Manhattan Census Tract	2020 U.S. Census Population	Net New Housing Units, 2020 through 2024 (Combined)	Average Household Size[1]	Net New Housing Units Additional Population[2]	Estimated Existing Population[3]
220	6,114	766	2.19	1,572	**22,595**
222	3,293				
224	7,346				
257	4,270				
TOTAL:	**21,023**				

Note(s):
[1] Based on 2020 U.S. Census Data for Manhattan Community District 10
[2] Assumes a vacancy rate of 6.3 percent for new housing units within the identified census tracts, pursuant to 2020 U.S. Census data for Manhattan Community District 10.
[3] Based on the 2020 U.S. Census Population (21,023 persons) plus the Net New Housing Units Additional Population, when considering a 6.51 vacancy rate (1,572 persons)

As indicated in **Table 3-1** above, this estimated existing population within the socioeconomic conditions Study Area is 22,595 persons.

Future No-Action Scenario

Based on a review of NYC Active Major Construction data,[10] there are three (3) active residential construction projects within the socioeconomic Study Area, which would result in 364 new dwelling units. For a conservative analysis, it is assumed all of these units would be constructed by the 2029 Project Build Year, with 341 occupied (assumes a 6.3 percent vacancy rate, consistent with 2020 U.S. Census Data); based on the previously identified average household size of 2.19 persons, this would result in a background growth rate of 747 persons by the 2029 Project Build Year. When added to the existing conditions estimated population (22,595 persons), the population for the socioeconomic conditions Study Area is projected to be 23,342 persons in the 2029 Future No-Action Scenario.

Future With-Action Scenario

To assess the Future With-Action Scenario's potential for indirect residential displacement, an analysis of the Study Area's socioeconomic characteristics is required, including the Study Area's household mean and median incomes, poverty levels, market rent, and gross rent as a percentage of household income (GRAPI), all of which are provided in the preceding sections.

Study Area Household Income

The median household income represents household income characteristics within the 0.25-mile Study Area, the mean household income, and the percentage of households living below the poverty level, in accordance with *2021 CEQR Technical Manual* guidance. The median household income divides the household income distribution into two equal parts. Half of household incomes fall below the median, while the other half of households exceed the median. Unlike the median household income, the mean household income is the amount obtained by dividing the total aggregate income of all households by the number of households, which very small or large values can therefore skew; as a result, the mean household income is typically higher than the median household income given

[10] https://www.nyc.gov/assets/buildings/html/active-major-construction.html, October 1, 2025

that the top earning households sometimes "skew" the result of the median upward. The percentage of households below the poverty level is also essential in forming a comprehensive understanding of household income. The poverty level is determined by the U.S. Census Bureau, which identifies an official poverty measure that compares pre-tax cash income against consumer price thresholds and is adjusted for family size.

Referencing the NYC Planning Population FactFinder,[11] as shown below in **Table 3-2**, the median and mean household incomes within the Study Area increased between 2006-10 and 2019-23, from $41,688 to $68,984 and from $74,677 to $114,766, respectively, while the percent of households below the poverty level decreased from 24.5 percent to 20.5 percent. Income trends within the Study Area paralleled trends within the borough of Manhattan and New York City as a whole; median and mean household incomes within Manhattan increased from $87,665 to $104,553 and from $165,441 to $192,391, respectively, while the percent of households below the poverty level increased slightly from 14.5 percent to 15.8 percent. Within New York City as a whole, median and mean household incomes increased from $67,850 to $79,713 and from $105,106 to $127894, respectively, while households below the poverty level increased slightly from 16.2 percent to 17.4 percent.

Table 3-2, Socioeconomic Conditions Study Area Selected Income Metrics

Geography	Median Household Income ($)	Mean Household Income ($)	Households Below Poverty Level (%)
2006-2010 ACS Data			
Study Area	$41,688	$74,677	24.5%
Manhattan	$87,665	$165,441	14.5%
New York City	$67,850	$105,106	16.2%
2019-2023 ACS Data			
Study Area	$68,984	$114,776	20.50%
Manhattan	$104,553	$192,391	15.80%
New York City	$79,713	$127,894	17.40%

Source(s): 2006-10 and 2019-2023 US Census American Community Survey Data

Study Area Market Rent

The US Census Bureau provides information on median contract rents, which reflects the range of rents for units of different sizes and ages/states of repair, and occupants of varying residential durations, including those who may have moved into their units recently, and on the other extreme, those who have lived in their units for decades. However, these data are of limited use because they fail to distinguish between units subject to market rents and those units subject to rent regulation. To understand the current trends, particularly trends affecting unregulated rental units, the rental data from ACS should be supplemented by information from real estate brokers and an examination of current rental apartment listings. Though utilizing the median gross rent from the ACS data to determine market rents in a study area is not recommended, as ACS rents do not distinguish between market and rent-regulated units, often making the data difficult to parse, the value of ACS rent data lies in its ability to show trends over time as opposed to the actual values. Therefore, the 2006-2010 ACS and 2019-23 ACS have been adopted to show the trend of rent change in the 0.25-mile Study Area, Manhattan, and New York City.

[11] https://popfactfinder.planning.nyc.gov/#11.67/40.7198/-73.9515, accessed June 22, 2025

Table 3-3, Socioeconomic Conditions Study Area Median Gross Rent

Geography	2006-10 ACS Median Gross Rent ($)	2019-23 ACS Median Gross Rent ($)	Percent Change (%)
Study Area	$957	$1,658	+73.2%
Manhattan	$1,665	$2,132	+28.0%
New York City	$1,445	$1,779	+23.1%

Source(s): 2006-210 and 2019-2023 US Census American Community Survey Data

As shown in **Table 3-3** above, the median gross rent within the Study Area, borough of Manhattan, and New York City as a whole increased between 2006-10 and 2019-23. The Study Area saw the most dramatic increase in median gross rent, increasing 73.2 percent, from $957 to $1,658, while the borough of Manhattan and New York City as a whole saw more relatively modest increases in median gross rent over the same period (increases of 28.0 and 23.1 percent, respectively).

Further investigation was undertaken regarding gross rent as a percentage of household income (GRAPI).[12] As shown in **Table 3-4** below, as of 2006-10, households that spend 15% to 30% of their household income on gross rent within the 0.25-mile Study Area constituted 34.6 percent of the total households paying rent, which increased to 40.6 percent in 2019-23. Rent-burdened households that spend 30 percent to 50 percent of their total income on gross rent decreased within the Study Area from 2006-10 to 2019-23, from 23.2 to 14.8 percent. The proportion of rent-burdened households located within the Study Area (23.2 percent) was consistent with both Manhattan and New York City in 2006-10 (22.3 and 23.6 percent, respectively). In 2019-23, those rates for Manhattan and New York City remained relatively similar (22.3 and 23.7 percent, respectively), while the proportion of those households located within the Study Area was much lower (14.8 percent).

Overall, rental markets within the Study Area, Borough of Manhattan, and New York City appear to be consistently healthy in 2019-23; 55.7, 53.2, and 48.1 percent of households spend 30 percent or less of their income on rent, respectively, within those geographies.

The number of very rent-burdened households (those spending 50 percent or more of their income on rent) within the 0.25-mile Study Area increased slightly in all of those geographies from 2006-10 to 2019-23. Within the Study Area, the proportion of very rent-burdened households increased from 28.6 to 29.5 percent, from 22.7 to 24.4 percent within the borough of Manhattan, and from 27.7 to 28.2 percent in New York City as a whole.

Table 3-4, Socioeconomic Conditions Study Area GRAPI,

Geography	Less than 15%	15 to 30%	30 to 50%	50% or more
2006 – 2010 ACS Data				
Study Area	13.7%	34.6%	23.2%	28.6%
Manhattan	19.7%	34.4%	22.3%	22.7%
New York City	14.4%	34.2%	23.6%	27.7%
2019 – 2023 ACS Data				
Study Area	15.10%	40.60%	14.80%	29.50%
Manhattan	18.70%	34.50%	22.30%	24.40%
New York City	14.90%	33.20%	23.70%	28.20%

Source(s): 2006-2010 and 2019-2023 US Census American Community Survey Data

[12] The comparisons between the GRAPI values for the 0.25-mile Study Area and that of Manhattan and New York City are statistically valid as the margin of error of the difference is no larger than 1/3 of the difference itself.

Preliminary Assessment of Indirect Residential Displacement, Step 1

The *2021 CEQR Technical Manual* provides multi-step guidance for estimating the income of MIH affordable units generated under the Proposed Actions. The first step is to split the difference between the AMI for two- to three-person households by subtracting the lower value in the household size range (2.0) from the average household size of the Study Area (2.28 persons[13]), which results in a factor of 0.28 (2.28 – 2.0).

The next step is to calculate the difference in income between the lower bound (2-person household) and upper bound (3-person household) for the AMI band in question. As previously discussed, the Future With-Action Scenario would result in the development of 357 new dwelling units at Projected Development Site 1, of which half (178) would be affordable to various income levels. A portion of the required affordability would be achieved through the utilization of NYC's MIH program, with the remainder of the affordable units assumed to be provided via HPD's ELLA program,[14] broken down as follows, with the calculated difference in upper and lower income bands provided for each (based on data provided in **Table 3-5**):

- MIH Option 1: 89 affordable units at an average of 60 percent of AMI – the AMI difference between the upper and lower bounds is $9,720 ($87,480 - $77,760); 89 affordable units at an average of 80 percent of AMI pursuant to ELLA – the AMI difference between the upper and lower bounds is $12,960 ($116,640 - $103,680).
- MIH Option 2: 107 affordable units at an average of 80 percent of AMI – the AMI difference between the upper and lower bounds is $12,960 ($116,640 - $103,680); 71 affordable units at an average of 80 percent of AMI pursuant to ELLA – the AMI difference between the upper and lower bounds is $12,960 ($116,640 - $103,680).
- MIH Option 3: 71 affordable units at an average of 40 percent of AMI – the AMI difference between the upper and lower bounds is $6,480 ($58,320 - $51,840); 107 affordable units at an average of 80 percent of AMI pursuant to ELLA – the AMI difference between the upper and lower bounds is $12,960 ($116,640 - $103,680).

[13] Pursuant to 2020 U.S. Decennial Census data provided by the NYC Population Factfinder (https://popfactfinder.planning.nyc.gov/), accessed October 1, 2025.
14 All affordable units provided via HPD's ELLA program are assumed to be at an average of 80 percent AMI, pursuant to the ELLA term sheet (https://www.nyc.gov/assets/hpd/downloads/pdfs/services/ella-term-sheet-hpd.pdf), accessed October 1, 2025

Table 3-5, 2025 New York City AMI[15]

Family Size	30% AMI	40% AMI	50% AMI	60% AMI	70% AMI	80% AMI	90% AMI	100% AMI
1 person	$34,020	$45,360	$56,700	$68,040	$79,380	$90,720	$102,060	$113,400
2 persons	$38,880	$51,840	$64,800	$77,760	$90,720	$103,680	$116,640	$129,600
3 persons	$43,740	$58,320	$72,900	$87,480	$102,060	$116,640	$131,220	$145,800
4 persons	$48,600	$64,800	$81,000	$97,200	$113,400	$129,600	$145,800	$162,000
5 persons	$52,500	$70,000	$87,500	$105,000	$122,500	$140,000	$157,500	$175,000
6 persons	$56,400	$75,200	$94,000	$112,800	$131,600	$150,400	$169,200	$188,000
7 persons	$60,270	$80,360	$100,450	$120,540	$140,630	$160,720	$180,810	$200,900
8 persons	$64,170	$85,560	$106,950	$128,340	$149,730	$171,120	$192,510	$213,900

The next step is to multiply the difference in upper and lower bounds by the factor calculated in Step 1 for each MIH Option considered:

- MIH Option 1:
  - MIH Units: $9,720 x 0.28 = $2,722
  - ELLA Units: $12,960 x 0.28 = $3,629
- MIH Option 2:
  - MIH Units: $12,960 x 0.28 = $3,629
  - ELLA Units: $12,960 x 0.28 = $3,629
- MIH Option 3:
  - MIH Units: $6,480 x 0.28 = $1,814
  - ELLA Units: $12,960 x 0.28 = $3,629

The final step is to add the calculations in the previous step to the lower bound of household income identified previously for each MIH Option considered:

- MIH Option 1:
  - MIH Units: $2,722 + $77,760 = $80,482
  - ELLA Units: $3,629 + $103,680 = $107,309
- MIH Option 2:
  - MIH Units: $3,629 + $103,680 = $107,309
  - ELLA Units: $3,629 + $103,680 = $107,309
- MIH Option 3:
  - MIH Units: $1,814 + $51,840 = $53,654
  - ELLA Units: $3,629 + $103,680 = $107,309

As such, based on the guidance and associated calculations above, the projected average incomes of the MIH affordable units under MIH Options 1, 2, and 3 under the Proposed Actions would be $80,482, $107,309, and $53,654, respectively, while the corresponding ELLA Units would be $107,309 in all three (3) scenarios.

Pursuant to the *2021 CEQR Technical Manual*, StreetEasy rental price data for two- and three-bedroom apartments for the West Harlem neighborhood was used to estimate the household income

[15] https://www.nyc.gov/site/hpd/services-and-information/area-median-income.page, accessed June 23, 2025

of market rate units; as of August 2025, the median asking rent for two- and three-bedroom apartments in this neighborhood was $3,935 and $4,750, respectively, for an average of approximately $4,343.[16] Pursuant to the *2021 CEQR Technical Manual*, this average rental rate is assumed to be 30 percent of household income; therefore, market-rate households can be assumed to have a household income of $172,720 ($4,343 divided by 0.3, multiplied by 12 months).[17]

A single weighted average household income considering both the projected household incomes for both affordable and market rate units, with respect to the former, this also includes ELLA units. Refer to **Table 3-6** below

Table 3-6, Weighted Household Income Calculations, All MIH Options

Unit Type	Unit Count	Unit Type Weight	Calculated Household Income	Household Income Weighted Average
MIH Option 1				
MIH Unit	89	24.9%	$80,482	$133,418
ELLA Unit	89	24.9%	$107,309	
Market Rate Unit	179	50.1%	$172,720	
MIH Option 2				
MIH Unit	107	30.0%	$107,309	$140,106
ELLA Unit	71	19.9%	$107,309	
Market Rate Unit	179	50.1%	$172,720	
MIH Option 3				
MIH Unit	71	19.9%	$53,654	$129,435
ELLA Unit	107	30.0%	$107,309	
Market Rate Unit	179	50.1%	$172,720	

As indicated in **Table 3-6**, the average household income under MIH Options 1, 2, and 3 under the Future With-Action Scenario would be $133,418, $140,106, and $129,435, respectively. As previously indicated in **Table 3-2**, the mean household income in the socioeconomics Study Area is $114,776. As such, the average household income of all three (3) MIH Option development scenarios would exceed the Study Area mean household income to varying degrees. As such, the Future With-Action Scenario would introduce populations making more than the average median and mean household incomes of the Study Area, such that proceeding to Step 2 of the Indirect Residential Displacement Analysis, as specified by the *2021 CEQR Technical Manual*, is required.

Preliminary Assessment of Indirect Residential Displacement, Step 2

Step 2 of a socioeconomic conditions analysis requires determining if the Proposed Project would increase the Study Area's population (relative to the population absent the Proposed Project) in a way that would potentially affect real estate market conditions in the Study Area significantly. If the population increase is less than five (5) percent within the Study Area, the *2021 CEQR Technical Manual* indicates that a population increase is not expected to affect real estate market conditions in the Study Area significantly.

The population within the Study Area would increase 3.35 percent, from 23,342 persons in the Future No-Action Scenario to 24,124 persons under the Future With-Action Scenario, an increase of 782

[16] https://streeteasy.com/blog/data-dashboard/[object%20Object, accessed October 1, 2025
[17] It is noted that the 2021 CEQR Technical Manual advised to use quartile ranges within the StreetEasy data for these calculations, however such detail in not available in current iterations of the data.

persons. This percentage increase does not meet the five (5) percent threshold, which warrants additional analysis.

3.4 Conclusions

Development resulting from the Proposed Actions would continue established trends of population growth in the area, as indicated by various active or planned construction projects located within the socioeconomic conditions Study Area. While household incomes associated with the Future With-Action Scenario would be higher than the mean household income within the Study Area, the Future With-Action Scenario is anticipated to result in a 3.35 percent increase in the socioeconomic conditions Study Area population, which falls below the CEQR five (5) percent threshold. Therefore, the Proposed Actions are not expected to result in significant adverse impacts related to socioeconomic conditions, and no further analysis is required.

4 COMMUNITY FACILITIES AND SERVICES

4.1 Introduction

A community facilities assessment may be necessary if an action could potentially affect the provision of services provided by public or publicly funded community facilities such as schools, hospitals, libraries, daycare/Head Start facilities, and fire and police protection. Per the screening levels established in the *2021 CEQR Technical Manual*, there are direct and indirect effects. An assessment of the project's impacts on community facilities is generally warranted if:

- A project would add new population to an area that would increase the demand for services and cause potential indirect effects on service delivery. Depending on the size, income characteristics, and age distribution of the new population, there may be effects on public or publicly funded schools, libraries, health care facilities, or daycare/Head Start facilities.
- A project would physically alter a community facility, whether by displacement of the facility or other physical change. This direct effect triggers the need to assess the service delivery of the facility and the potential effect that the change may have on that service delivery.

4.2 Methodology

For the purposes of this analysis, it is conservatively assumed that all 178 of the proposed affordable dwelling units would be made available to households making, at most, 80 percent AMI. As previously discussed, this includes between 71 and 107 units made affordable pursuant to the MIH program, dependent on the selection of MIH Options 1, 2, or 3, with the remainder of the units slated to be affordable (71 to 107 units) utilizing HPD's ELLA program.

Based on a review of Manhattan CEQR thresholds for analysis of community facilities and public schools, the Proposed Actions require a preliminary CEQR analysis for publicly funded daycare, but do not for public schools, libraries, health care facilities, or police and fire protection services. As shown below in **Table 4-1**, the threshold for an Early Childhood Programs analysis in Manhattan is 170 permanently affordable dwelling units; as the Future With-Action Scenario would result in 178 new permanently affordable dwelling units, an Early Childhood Programs analysis is required.

Table 4-1, Community Facilities Preliminary Assessment Thresholds

Community Facility		Threshold		Project Metrics		Exceeds Criteria Threshold?
Public Schools	*Elementary School and Middle School Students*	>50 elementary and middle school children (combined)	Elementary School Student Generation Factor[1]	0.07 x 357 DUs	25	No (Approximately 36 Elementary and Middle School Children Total)
			Middle School Student Generation Factor[1]	0.03 x 357 DUs	11	
	High School Students	>150 high school students	High School Study Generation Factor[1]	0.02 x 357 DUs	7	No
Libraries		>1,033 DUs in Manhattan		357 DUs		No
Early Childhood Programs		>170 permanently affordable DUs in Manhattan		178		**Yes**
Health Care Facilities		Direct Effect		N/A	N/A	No
Fire Protection		Direct Effect		N/A	N/A	No
Police Protection		Direct Effect		N/A	N/A	No

[1] Based on data provided by DCP as well as the 2025 Project Public School Ratio data for Community School District 5, in which Projected Development Site 1 is located, located online at: https://data.cityofnewyork.us/Education/Projected-Public-School-Ratio/n7ta-pz8k, accessed September 19, 2025.

4.3 Early Childhood Programs Assessment

Based on the preliminary analysis, the Proposed Actions are expected to result in an incremental increase of 178 permanently affordable dwelling units, exceeding the 170 affordable dwelling unit threshold in Manhattan for an early childhood program assessment (see **Table 4-1**). As such, an assessment of indirect impacts on early childhood programs is required.

4.3.1 Study Area

Pursuant to the *2021 CEQR Technical Manual*, the Study Area for this assessment includes all publicly funded early childhood programs within 1.5 miles of Projected Development Site 1. **Figure 4-2** below visualizes the study area for this assessment, and all publicly funded early childhood programs within it.

4.3.2 Existing Conditions

Based on the analysis of publicly available data,[18] there are 102 publicly funded Early Childhood Programs within 1.5 miles of Projected Development Site 1 (see **Figure 4-1** for a visualization of the location of these facilities within the 1.5-mile Study Area). These 102 programs feature a total enrollment of 2,573 children with 1,734 available seats (a utilization rate of approximately 59.7 percent, with a 1,734-seat surplus).[19]

Backup data was submitted separately from this EAS, including location, enrollment, and capacity, for individual early child program locations within the Study Area.

4.3.3 Future No-Action Scenario

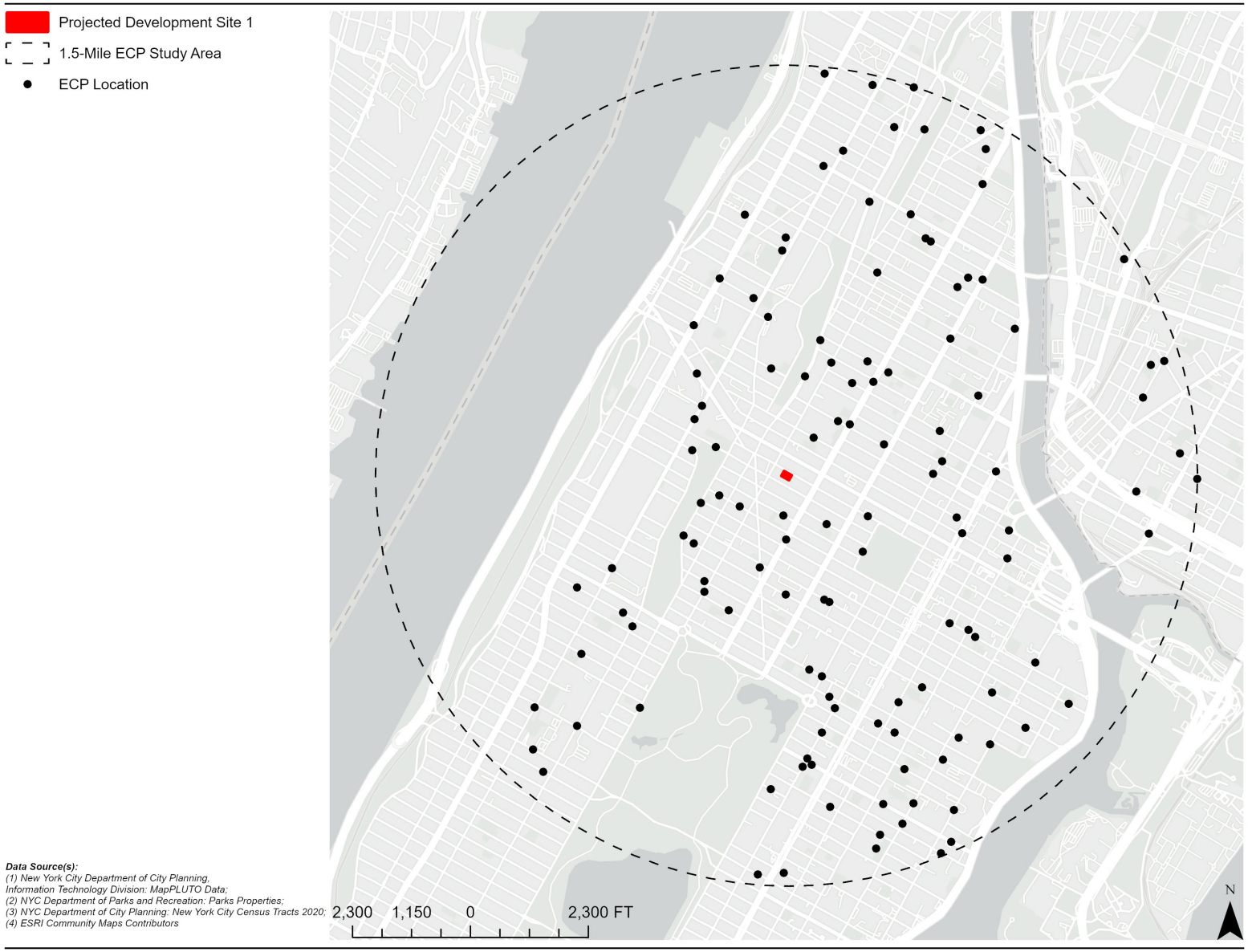
Based on a review of the NYC Active Major Construction database,[20] there are 15 permitted / ongoing residential construction projects within the 1.5-mile Study Area that would yield 2,469 new dwelling units (refer to the backup data attachment for a list of identified construction projects). For the purposes of a conservative analysis, it was assumed that all 15 identified residential construction projects would be constructed pursuant to MIH Option 2, such that 30 percent of the projected dwelling units would be made affordable to households making 80 percent of AMI or lower (i.e., constructed pursuant to MIH Option 2), resulting in 741 new affordable dwelling units. Based on the *2021 CEQR Technical Manual* factor of 0.115 children eligible for Early Childhood Programs per affordable dwelling unit in Manhattan, the 741 identified affordable dwelling units would yield approximately 86 children eligible for early childhood programs by the 2029 Project Build Year. When added to existing conditions, this results in a total enrollment of 2,659 children with 4,307 available seats (an approximate 61.7 percent utilization rate with a surplus of 1,648 seats). See **Table 4-2** for the breakdown of Early Childhood Program enrollment and utilization under the Future No-Action Scenario.

Table 4-2, Future No-Action Scenario Projected Early Childhood Program Enrollment

Existing Enrollment	Future No-Action Scenario Additional Enrollment	Future No-Action Scenario Total Enrollment	Projected Capacity (Seats)	Available Seats
2,573	86	2,659	4,307	1,648

[18] https://nyc3.digitaloceanspaces.com/ceqr-data-hub/latest/dcp_capacity_and_enrollment.xlsx, accessed September 19, 2025
[19] It is noted that: (1) "Family Child Care" (FCC) type childcare was excluded from the data as it encompasses home-based programs that report enrollment or capacity data; (2) In instances where the provided data indicated that the facility had no seats (despite an enrollment greater than 0), an assumed utilization of 70 percent (indicated by DCP as a city-wide median utilization rate) was used to estimate total seats for those locations that did not have total seat data.
[20] https://www.nyc.gov/assets/buildings/html/active-major-construction.html, accessed September 19, 2025

Figure 4-1, Study Area Early Childhood Program Facility Locations Map



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Parks and Recreation: Parks Properties;
(3) NYC Department of City Planning: New York City Census Tracts 2020;
(4) ESRI Community Maps Contributors

4.3.4 Future With-Action Scenario

The Future With-Action Scenario would result in the construction of 178 affordable dwelling units at Projected Development Site 1; based on the aforementioned factor of 0.115 children eligible for Early Childhood Programs per affordable dwelling unit in Manhattan, the Future With-Action Scenario is anticipated to result in approximately 21 children eligible for Early Childhood Programs. When added to the Future No-Action Scenario, this results in a total enrollment of 2,680 children with 4,307 available seats, representing an approximate 62.2 percent utilization rate (an increase of 0.5 percent over the Future No-Action Scenario) and a surplus of 1,627 seats. See **Table 4-3** for the breakdown of Early Childhood Program enrollment and utilization under the Future With-Action Scenario.

Table 4-3, Future With-Action Scenario Projected Early Childhood Program Enrollment

Future No-Action Scenario Total Enrollment	Future With-Action Scenario Additional Enrollment	Future With-Action Scenario Total Enrollment	Projected Capacity (Seats)	Available Seats	Future With-Action Scenario Projected Utilization	Change in Utilization from Future No-Action Scenario
2,659	21	2,680	4,307	1,627	62.2%	+0.5%

4.4 Conclusions

The Future With-Action Scenario would result in a 0.5 percent increase in the Early Childhood Program utilization rate over the Future No-Action Scenario. Specifically, the 102 Early Childhood Program locations within 1.5 miles of Projected Development Site 1 are projected to have an enrollment of 2,659 children with 4,307 total seats under the Future No-Action Scenario. The Future With-Action Scenario is projected to result in the generation of 21 additional income-eligible children in Early Childhood Programs, resulting in a total enrollment of 2,680 children with 4,307 available seats (a 62.2 percent utilization rate).

As indicated above, the capacity of Early Childhood Programs within the 1.5-mile Study Area is anticipated to be well below 100 percent despite the addition of 21 income-eligible children under the Future With-Action Scenario. Based on the foregoing, the Future With-Action Scenario is not anticipated to result in significant adverse impacts related to Early Childhood Programs, and no further analysis is necessary.

5 OPEN SPACE

5.1 Introduction

The *2021 CEQR Technical Manual* identifies the need for an open space assessment if the Proposed Action(s) would have a direct or indirect effect on open space resources. Direct effects would occur if the Proposed Action(s) would result in the physical loss of a public open space; change of use of an open space so that it no longer serves the same user population; limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether temporary or permanent. Indirect effects would occur if the Proposed Action(s) would result in an increase in population sufficiently large enough to noticeably diminish the ability of an area's open space to serve the future population.

Publicly accessible open space is defined as publicly or privately owned land that is accessible to the public and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment.

Pursuant to Chapter 7, Section 100 of the *2021 CEQR Technical Manual*, Open Space Resources are defined as active and/or passive, and may include, but are not limited to, the following:

- NYC Parks operated or managed by the City, State, or Federal governments and include neighborhood and regional parks, beaches, pools, golf courses, boardwalks, playgrounds, ball fields, and recreation centers that are available to the public at no cost or through a nominal fee, as in the case of recreation centers and golf courses;
- Open space designated through regulatory approvals (such as zoning), including large-scale permits that prescribe publicly accessible open space, such as public plazas;
- Outdoor schoolyards, if available to the public during non-school hours;
- Publicly-accessible institutional campuses;
- Esplanades;
- Designated greenways, as shown on the City's Bike Map, and defined as multi-use pathways for non-motorized recreation and transportation along natural and manmade linear spaces such as rail and highway rights-of-way, river corridors, and waterfront spaces;
- Landscaped medians with seating;
- Housing complex grounds, if publicly accessible;
- Nature preserves, if publicly accessible;
- Gardens, if publicly accessible on a constant and regular basis;
- Church yards (with seating) or cemeteries, if publicly accessible on a constant and regular basis for passive recreation such as strolling; or
- Waterfront piers used for recreation.

5.2 Methodology

According to the guidelines of the *2021 CEQR Technical Manual* for the analysis of residential development, census tracts with at least half of their geographic area located within a one-half-mile radius of Projected Development Site 1 comprise the Defined Open Space Study Area. Using current population figures, an open space ratio is calculated for both the Future No-Action and Future With-Action Scenarios, expressed as the amount of open space acreage per 1,000 user population. Typically, a comparison is made to the city's planning goal of 2.50 acres per 1,000 residents. Ideally,

this would comprise 0.50 acres (20 percent) of passive space and 2.0 acres (80 percent) of active open space per 1,000 residents. For nonresidents who tend to use passive open space, for example, workers taking a break in a park, the optimal ratio for nonresidential populations is 0.15 acres of passive open space per 1,000 nonresidents.

An open space analysis that follows the *2021 CEQR Technical Manual* guidance was prepared for the Proposed Project and is shared below. In addition to field surveys, information from the NYC DCP Community District Needs Statements, the NYC Parks Department website, and U.S. Census data was utilized in preparing this open space analysis.

5.2.1 Direct Effects

Projected Development Site 1 is currently developed as a 17,466-SF surface parking lot with 67 spaces, serving as accessory parking to residents of the development at Lots 57 and 158 to the east. As there are no public open spaces at Projected Development Site 1, its redevelopment under the Future With-Action Scenario would not result in direct effects on open space. An assessment of the effects of the Proposed Actions related to shadows on nearby open space resources in the vicinity of Projected Development Site 1 is provided in **Section 6, Shadows**. As indicated in that Section, the Future With-Action Scenario would not result in any significant adverse shadow impacts on sunlight-sensitive open space resources.

5.2.2 Indirect Effects

The threshold for assessment of the potential for indirect open space impacts is 200 additional residents or 500 additional employees. Based on an anticipated incremental increase of 782 residents[21] at Projected Development Site 1 under the Future With-Action Scenario, an indirect residential open space assessment is required. The Future With-Action Scenario is projected to generate approximately 73 new employees associated with the new community facility space, well below the 500-employee threshold for an assessment of indirect effects on open space resources associated with employees.

5.2.3 Walk-to-a-Park Service Area

New York City, as part of the OneNYC 2050 Building a Strong and Fair City plan, has put forth a goal for 85 percent of New York City residents to live within walking distance of a park by 2030. To help the City reach this goal, NYC DPR developed a "Walk-to-a-Park" initiative that focuses on increasing access to parks and open space in areas of the City where residents live further than walking distance to a park. Areas outside of Walk-to-a-Park Service Areas are considered "walk gaps" – i.e., areas of the City that are not within walking distance of a park.

As part of the preliminary assessment for open space, a project should be reviewed to determine if it is located in an area of the City within a Walk-to-a-Park Service Area. Sites that are located outside of a Walk-to-a-Park Service Area (i.e., located in a known walk gap area) suggest there is a need for a detailed analysis to be performed to determine if the project may further exacerbate the condition of residents living in areas of the city with inadequate park access, potentially leading to a significant impact. While the focus of the Walk-to-a-Park initiative is on residents living within walking distance of a park, projects that create a non-residential population (e.g., new workers) should also review if the project is located within a known walk gap and assess if the project would generate a new non-residential population within areas of the City with inadequate access to open space resources.

[21] Based on 357 new residential dwelling units and an average household size of 2.19 persons, based on 2020 U.S. Decennial Census data for the Manhattan Community Board 10 (in which Projected Development Site 1 and the Affected Area are located). For the purposes of a conservative analysis, no vacancy is assumed.

5.3 Preliminary Open Space Assessment for Direct Effects

5.3.1 Study Area Definition

In accordance with the guidelines established in the City's *2021 CEQR Technical Manual*, the Open Space Study Area is defined to analyze both the nearby publicly accessible open spaces and the population using those open space resources. It is generally defined by a "reasonable walking distance" that users would travel to reach local open spaces and recreational areas. Pursuant to the *2021 CEQR Technical Manual*, the Defined Open Space Study Area includes all U.S. Census Tracts that have 50 percent or more of their area within a half-mile radius of Projected Development Site 1 for residential users. As shown in **Figure 5-1**, those Census Tracts with 50 percent or more of their area within the half-mile Study Area includes Census Tracts 190, 198, 200, 201.02, 207.01, 208, 209.01, 213.03, 215, 218, 220, 222, 224, 226, and 257 within New York County, New York City. Additionally, Manhattan Census Tract 197.01 was also included in the Defined Open Space Study Area for a geographically continuous Study Area (Manhattan Census Tract 207.01 would otherwise constitute a physically discontinuous portion of the Defined Open Space Study Area).

5.3.2 Existing Conditions

Residential Population

Based on data from the 2020 U.S. Census, the Defined Open Space Study Area had a population of 68,096 persons in 2020, as indicated below in **Table 5-1**.

Table 5-1, Defined Open Space Study Area Existing Population

Census Tract	2020 U.S. Census Population	Net Housing Starts, 2020 through 2024	Average Household Size	New Housing Starts Net Population Change[1]	Estimated Existing Population
Manhattan 190	3,679	225	2.19	493	4,172
Manhattan 197.01	1,278	0		0	1,278
Manhattan 198	2,370	5		11	2,381
Manhattan 200	2,855	136		298	3,153
Manhattan 201.02	4,077	-5		-11	4,066
Manhattan 207.01	3,035	80		175	3,210
Manhattan 208	5,255	51		112	5,367
Manhattan 209.01	3,665	71		155	3,820
Manhattan 213.03	5,583	24		53	5,636
Manhattan 215	3,856	192		420	4,276
Manhattan 218	6,530	88		193	6,723
Manhattan 220	6,114	19		42	6,156
Manhattan 222	3,293	547		1,198	4,491
Manhattan 224	7,346	17		37	7,383
Manhattan 226	4,890	166		364	5,254
Manhattan 257	4,270	183		401	4,671
TOTAL:	**68,096**	**1,799**	N/A	**3,940**	**72,036**

Note(s):
[1] Pursuant to NYC DCP Housing Database files from 2024, Quarter 2 (https://www.nyc.gov/content/planning/pages/resources/datasets/housing-unit-change-summary), accessed June 23, 2025. Note, the link for the most recent version of the files (February 2025) was not working at the time of this draft.

According to the Project-Level DCP Housing Database, 1,799 new housing units were constructed in the census tracts comprising the Defined Open Space Study Area between 2020 and 2024. Based on the previously used average household size of 2.19 persons, these new housing units have been projected to add 3,940 people to the 2020 population of the Defined Open Space Study Area, resulting in a total population of 72,036 persons under existing conditions.

Open Space Inventory

There were 12 public open spaces identified within the Defined Open Space Study Area; an additional open space was included in this analysis (St. Nicholas Park) due to its location between two census tracts comprising the Defined Open Space Study Area and its proximity to the Affected Area. See **Table 5-2** below for details regarding these 13 open spaces.

Table 5-2, Defined Open Space Study Area Open Spaces

Map ID No.	Open Space Name	Jurisdiction	Acreage	Active Acreage	Passive Acreage
1	A Philip Randolph Square	DPR	0.07	0	0.07
2	Annunciation Playground	DPR	1.24	0.81	0.43
3	Courtney Callender Playground	DPR	0.65	0.39	0.26
4	Eugene McCabe Field	DPR / DOE	0.79	0.67	0.12
5	Hancock Park	DPR	0.07	0	0.07
6	Langston Hughes Playground	DPR / NYCHA	0.66	0.5	0.16
7	Marcus Garvey Park	DPR	20.17	3.03	17.14
8	Morningside Park	DPR	29.89	5.98	23.91
9	Playground One Twenty Five CXXV	DPR	1.69	1.1	0.59
10	Roosevelt Triangle	DPR	0.07	0	0.07
11	Samuel Marx Triangle	DPR	0.03	0	0.03
12	St. Nicholas Playground South	DPR / NYCHA	0.67	0.47	0.2
13	St. Nicholas Park	DPR	22.74	3.41	19.33
		TOTAL:	**78.74**	**16.36**	**62.38**

As indicated in **Table 5-2**, the total open space acreage within the Defined Open Space Study Area is 78.74 acres. The location of these open spaces within the Defined Open Space Study Area is visualized in **Figure 5-1**.

Open Space Ratio

Based on a 2024 existing population of 72,036 persons and an existing open space acreage of 78.74 acres within the Defined Open Space Study Area, the existing open space ratio is 1.09 acres per 1,000 residents. Pursuant to the *2021 CEQR Technical Manual*, this is somewhat below the City's planning goal of 2.5 acres of open space per 1,000 residents. See **Table 5-3** below for a breakdown of the Existing Conditions open space ratio. Additionally, the Study Area features active and passive open space ratios of 0.23 and 0.86 acres per 1,000 residents, respectively.

Table 5-3, Existing Conditions Open Space Ratio

Existing Population	Study Area Open Space Acreage	Open Space Ratio (Acres per 1,000 Residents)
72,036	78.74 (Total)	1.09
	16.36 (Active)	0.23
	62.38 (Passive)	0.86

Figure 5-1, Open Space Study Area Map



Data Source(s):
(1) New York City Department of City Planning, Information Technology Division: MapPLUTO Data;
(2) NYC Department of Parks and Recreation: Parks Properties;
(3) NYC Department of City Planning: New York City Census Tracts 2020;
(4) ESRI Community Maps Contributors

5.3.3 Future No-Action Scenario

Residential Population

Based on a review of the NYC DCP's Active Major Construction Database,[22] under the 2029 Future No-Action Scenario, 12 active permits for residential development within the Defined Open Space Study Area would result in 1,157 new dwelling units (see **Table 5-4**). To present a conservative analysis, it is assumed that all of these dwelling units would be completed and occupied by the 2029 Project Build Year and are thus considered as "no-build projects" included in the baseline analysis for this open space analysis. Using the 2.19 residents per household average for the Defined Open Space Study Area, in the Future No-Action Scenario, 2,534 new residents would occupy the 1,157 new dwelling units by the 2029 Project Build Year. When added to the existing conditions estimated population (72,036 persons), the population for the Defined Open Space Study Area is projected to be 74,570 persons in the 2029 Future No-Action Scenario.

Table 5-4, Defined Open Space Study Area Construction Projects

Project Address	Block	Lot	DOB Job No	Proposed Dwelling Units
35 West 125 Street	1723	17	M00671589-S4	180
132 West 134 Street	1918	54	M00970577-S5	15
240 West 123 Street	1928	50	M00577797-S1	2
233 West 125th Street	1931	17	121187447	191
478 West 130 Street	1969	7	M01099089-S7	91
410 West 126th Street	1966	77	121189230	93
126 West 126 Street	1910	2	121205659	171
18 West 116 Street	1599	44	M08023712-S8	46
282 West 132 Street	1937	65	M00686955-S9	52
2035 5 Avenue	1750	1	M00537657-S6	222
39 West 128th	1726	17	121209575	92
68 West 128 Street	1725	68	M00543303-I1	2
35 West 125 Street	1723	17	M00671589-S4	180
			TOTAL:	**1,157**

Open Space Inventory

Based on a review of the NYC DPR Capital Projects Tracker,[23] no new public open spaces are planned to be constructed or expanded within the Defined Open Space Study Year by the 2029 Project Build Year. As such, the open space acreage within said Study Area would remain at 78.74 acres under the Future No-Action Scenario.

Open Space Ratio

Based on an estimated 2029 population of 73,867 persons and an open space acreage of 78.74 acres within the Defined Open Space Study Area, the Future No-Action Scenario open space ratio is projected to be 1.07 acres per 1,000 residents, a decrease of 1.83 percent from existing conditions. The open space ratio under the Future No-Action Scenario would remain somewhat below the City's planning goal of 2.5 acres of open space per 1,000 residents. See **Table 5-4** for a breakdown of the open space ratio under the Future No-Action Scenario.

[22] https://www.nyc.gov/assets/buildings/html/active-major-construction.html, accessed October 1, 2025
[23] https://www.nycgovparks.org/planning-and-building/capital-project-tracker/proposed#type-selection, accessed June 23, 2025

Table 5-5, Future No-Action Scenario Open Space Ratio

Existing Open Space Ratio (Acres per 1,000 Residents)	Projected 2029 Population	Total Study Area Open Space (Acres)	No-Action Open Space Ratio (Acres per 1,000 Residents)	Open Space Ration Change, Existing Conditions to Future No-Action Scenario
1.09	74,570	78.74	1.06	-2.75%

5.3.4 Future With-Action Scenario

Residential Population

As previously discussed, the Future With-Action Scenario is projected to generate an incremental increase of 782 new residents, which results in a total population of 75,352 persons within the Defined Open Space Study Area.

Open Space Inventory

The Future With-Action Scenario would not result in the construction or expansion of any publicly accessible open space resources within the Defined Open Space Study Area. As such, the open space acreage within said Study Area is conservatively assumed to remain at 78.74 acres under the Future With-Action Scenario.

Open Space Ratio

The proposed housing under the Future With-Action Scenario would result in an increase in the Defined Open Space Study Area's population by 782 residents by the 2029 Project Build Year, resulting in a population of 75,352 persons, served by 78.74 acres of open space. With this increase in population, the resultant Future With-Action Scenario open space ratio would be 1.05 acres per 1,000 residents, an approximate 0.94 percent decrease from the Future No-Action Scenario. Pursuant to the *2021 CEQR Technical Manual*, open space ratios between 1.01 and 1.50 can tolerate up to a three (3) percent decrease in the open space ratio between the Future No-Action and Future With-Action Scenarios without warranting additional analyses. The overall open space ratio would remain somewhat below the City's planning goal of 2.5 acres per 1,000 residents. See **Table 5-5** for a breakdown of the open space ratio under the Future With-Action Scenario.

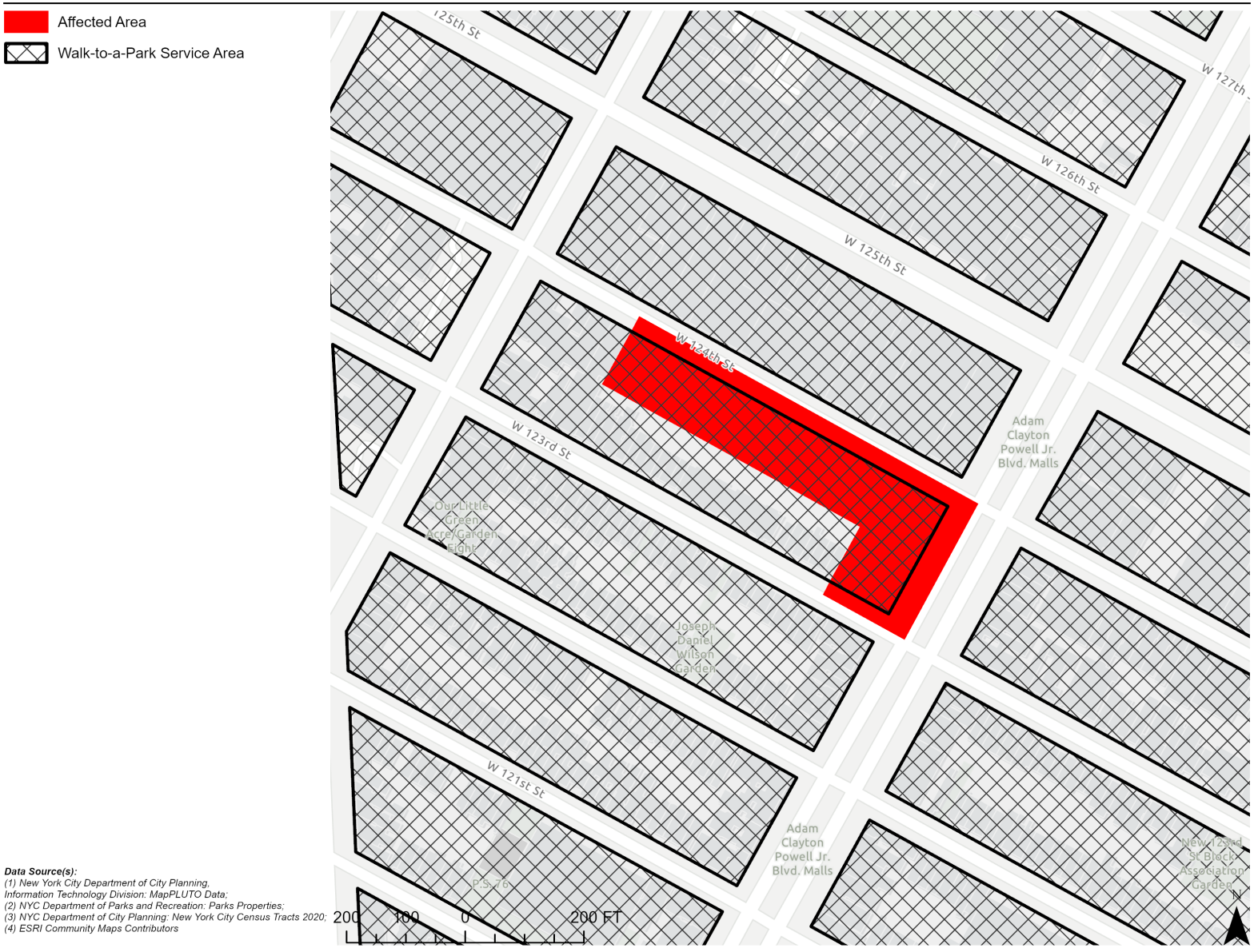
Table 5-6, Future With-Action Scenario Open Space Ratio

Future No-Action Open Space Ratio (Acres per 1,000 Residents)	Projected 2029 Future With-Action Population	Total Study Area Open Space (Acres)	Future With-Action Open Space Ratio (Acres per 1,000 Residents)	Open Space Ratio Change, Future No-Action Scenario to Future With-Action Scenario
1.06	75,352	78.74	1.05	-0.94%

5.3.5 NYC DPR Walk-to-a-Park Initiative

As indicated in **Figure 5-2**, the Affected Area, which includes Projected Development Site 1, is within a designated "walk to a park" area, such that residents of the Future With-Action Scenario would live within a reasonable walking distance of open space resources. As such, no further analysis is required.

Figure 5-2, DPR Walk-to-a-Park Service Area Map



5.4 Conclusions

The Future With-Action Scenario would result in an incremental increase of 357 dwelling units over the Future No-Action Scenario, generating an additional population of 782 persons. This increase in new residents would result in a decrease in the Defined Open Space Study Area's open space ratio from 1.07 acres per 1,000 residents in the Future No-Action Scenario to 1.05 acres per 1,000 residents in the Future With-Action Scenario, a decrease of approximately 1.87 percent. Pursuant to the *2021 CEQR Technical Manual*, open space ratios between 1.01 and 1.50 can tolerate up to a three (3) percent decrease in the open space ratio between the Future No-Action and Future With-Action Scenarios without warranting additional analyses. Further, Projected Development Site 1 is within a Walk-to-a-Park service area, indicating all future projected residents are within a reasonable walking distance to public open spaces. Based on the foregoing, the Proposed Actions are not projected to create significant adverse open space impacts, and no further analysis is required.

6 SHADOWS

6.1 Introduction

A shadow is defined in the *2021 CEQR Technical Manual* as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a particular area, space, or feature. The purpose of this chapter is to assess whether new structures may cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. The duration and dimensions of shadows are determined by the geographic location of the area from which the shadow is cast and the time of day and season. Shadows cast during the morning and evening, when the sun is low in the sky, are longer, while midday shadows are shorter in length. Shadows in winter, when the sun arcs low across the southern sky, are also longer throughout the day than at corresponding times in spring and fall seasons. In summer, the high arc of the sun casts shorter shadows than at any other time of year, and early and late shadows during the summer are cast farther towards the south than shadows cast in early and late winter months.

According to the *2021 CEQR Technical Manual*, a shadows assessment is required for projects that would result in new structures greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, sunlight-sensitive natural features, or historic resources with sun-sensitive features. A significant adverse shadow impact occurs when the incremental shadow added by a proposed project falls on a sunlight-sensitive resource and substantially reduces or eliminates direct sunlight exposure, thereby significantly altering the public's use of the resource or threatening the viability of vegetation or other resources.

The Future With-Action Scenario would result in the construction of a new building at Projected Development Site 1, which would result in a net building height increase of more than 50 feet, such that a preliminary shadows screening is warranted.

6.2 Methodology

In accordance with the *2021 CEQR Technical Manual*, a preliminary screening assessment is conducted to ascertain whether shadows resulting from a project could reach any sunlight-sensitive resource at any time of year. This preliminary screening assessment consists of three tiers of analysis:

- *Tier I Screening:* The first tier determines a radius around the proposed buildings, representing the longest shadow that could be cast. The radius is calculated based on a factor of 4.3 times the proposed maximum building height. If there are sunlight-sensitive resources within the radius, the analysis proceeds to the second tier;
- *Tier II Screening*: The second-tier analysis reduces the area that could be affected by project-generated shadows by accounting for a specific range of angles that can never receive shade in New York City due to the path of the sun in the northern hemisphere. According to the 2014 CEQR Technical Manual, shadows cannot be cast within New York City outside of 108 degrees from True North;
- *Tier III Screening*: If the second tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that new shadows could reach by looking at specific representative days of the year and determining the maximum extent of shadow over each representative day. For the Tier III screening, three-dimensional modeling software with the capacity to model shadows is used, and the maximum building envelope that could be achieved because of a proposed action is

modeled and geo-located within the program. The terrain provided by the modeling software is also incorporated into the model to account for how changes in elevation throughout the study area can influence shadows that the proposed project could cast. The representative days are December 21 (winter solstice), June 21 (summer solstice), March 21 / September 21 (vernal/autumnal equinox), and May 6 / August 6 (halfway between the summer solstice and the equinoxes). The modeling software is also used to approximate the times that shadows cast from the proposed project could enter and exit a resource.

If the Tier III screening indicates that, in the absence of intervening buildings, shadows from the proposed project would reach a sunlight-sensitive resource on any of the representative analysis days, a detailed shadow analysis could be warranted. Because existing buildings may already cast shadows on a sun-sensitive resource (or a future building could be expected to cast shadows), the proposed project may not result in new incremental shadows upon that resource. The detailed shadow analysis models a baseline condition (the Future No-Action Scenario) that is compared to the future condition resulting from the proposed project (the Future With-Action Scenario) to illustrate the shadows cast by existing or future buildings and distinguish the new incremental shadow cast by the project. Like in the Tier III analysis, the detailed analysis considers the maximum building envelope that could be achieved as a result of a proposed project.

6.3 Preliminary Shadows Screening Assessment

6.3.1 Tier I Shadows Screening Assessment

Under the Future With-Action Scenario, Projected Development Site 1 would be redeveloped with a new building with a maximum height of 243 feet (including a 225-foot building height with an 18-foot rooftop elevator and/or mechanical bulkheads), resulting in a shadow screening radius of 1,045 feet (4.3 x 243 feet) in length. The first step in a shadow analysis is to determine if there are any sunlight-sensitive resources located within the 1,045-foot radius.

As **Figure 5-1** visualizes below, there are multiple sunlight-sensitive open spaces and historic resources within the Tier I shadows screening radius, such that a Tier II shadows screening assessment is required.

6.3.2 Tier II Shadows Screening Assessment

The *2021 CEQR Technical Manual* states that a Tier II shadow screening assessment is required if any portion of a sunlight-sensitive resource lies within the Tier I shadow screening radius. Because of the path the sun travels across the sky in the northern hemisphere, no shadow can be cast in a triangular area south of any given project site. In New York City, this area lies outside -108 and +108 degrees from true north. For a Tier II screening assessment, sunlight-sensitive resources within the triangular area cannot be shaded by the Future With-Action Scenario and are screened out. The complementing portion to the north within the Tier I shadow screening radius is the area that the Proposed Project can shade.

As shown in **Figure 6-1**, the Tier II screening assessment indicates several sunlight-sensitive resources are within the area between -108 and +108 degrees from true north, as indicated in **Table 6-1** below.

Figure 6-1, Tiers I & II Shadow Screening Assessments

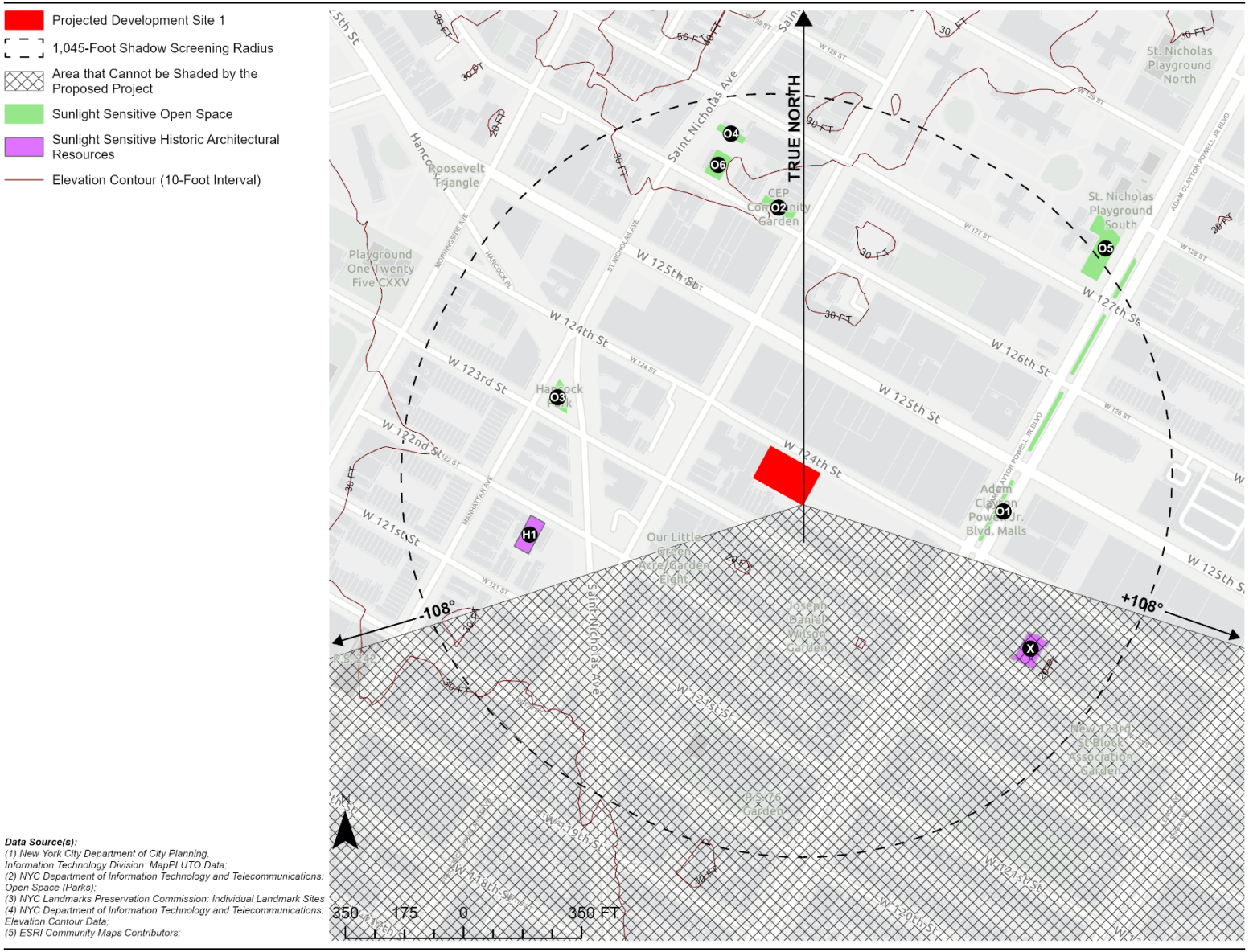


Table 6-1, Sunlight Sensitive Resources within Tier II Shadows Screening Assessment Area

Map ID No.	Sunlight Sensitive Resource Name	Sunlight Sensitivity Type
O1	Adam Clayton Powell Jr. Malls (p/o)	Public Open Space
O2	CEP Community Garden	Public Open Space
O3	Hancock Park	Public Open Space
O4	St. Nicholas Miracle Garden	Public Open Space
O5	St. Nicholas Playground South (p/o)	Public Open Space
O6	William B. Washington Memorial Garden	Public Open Space
H1	Mount Olive Fire Baptized Holiness Church	Historic Architectural Resource – Stained Glass Windows

It is noted that there were several other designated historic architectural resources within the Tier II shadow screening assessment area; however, it was determined that these resources were not sunlight sensitive. Pursuant to the *2021 CEQR Technical Manual*, sunlight-sensitive historic architectural resources are those that depend on direct sunlight for their enjoyment by the public, including:

- Buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements (e.g., deep recesses or voids such as open galleries, arcades, recessed balconies, deep window reveals, and prominent rustication);
- Buildings distinguished by elaborate, highly carved ornamentation;
- Buildings with stained glass windows;
- Exterior materials and color that depend on direct sunlight for visual character (e.g., multicolored features found on Victorian Gothic Revival or Art Deco facades);
- Historic landscapes, such as scenic landmarks including vegetation recognized as a historic feature of the landscape (e.g., weeping beeches or pansy beds); or
- Features in structures where the effect of direct sunlight is described as playing a significant role in the structure's significance as a historic landmark.

As discussed in the preceding section (**Section 7, Historic and Cultural Resources**), various architectural resources in the surrounding area, including the Mount Morris Park Historic District and Extension, the Apollo Theater, the Hotel Theresa, Blumstein's Department Store, Washington Apartments, Bishop Building, H.C.F. Koch Department Store, and the Adam Clayton Powell Building, do not meet the above criteria for sunlight sensitivity. The St. Paul's German Evangelical Lutheran Church, which features stained glass windows, is located within the maximum shadow screening radius of the Future With-Action Scenario; however, it is located in the area that shadows from development cannot reach (see **Map ID No. 'X'** in **Figure 6-1**).

Based on the foregoing, there are several sunlight-sensitive open space resources and one sunlight-sensitive historic architectural resource within the Tier II shadow screening assessment area. Accordingly, a Tier III shadows screening assessment is required.

6.3.3 Tier III Shadows Screening Assessment

The *2021 CEQR Technical Manual* states that if any portion of a sunlight-sensitive resource is within the area that the Future With-Action Scenario could shade, a Tier III screening assessment should be performed. Because the sun rises in the east and travels across the southern part of the sky to set in the west, a project's earliest shadows would be cast almost directly westward. Throughout the day, they would shift clockwise (moving northwest, then north, then northeast) until sunset, when they

would fall east. Therefore, a project's earliest shadow on a sunlight-sensitive resource would occur in a similar pattern, depending on the location of the resource in relation to Projected Development Site 1. For a Tier III screening assessment, if the assessment determines that no shadows from the development would reach any of the sunlight-sensitive resources on any of the representative analysis days, then no further assessment for those days is needed. If, however, in the absence of intervening buildings, shadows from the proposed building would reach sunlight-sensitive resources on any of the representative analysis days, then a detailed shadow analysis would be warranted for those days.

As shown in **Figure 6-2** through **Figure 6-5** below and indicated in **Table 6-2**, Tier III shadows from the Future With-Action Scenario would reach several sunlight-sensitive resources over various analysis days, as follows:

- *Adam Clayton Powell Jr. Malls (Map ID O1)*: During the March 21 / September 21, May 6 / August 6, and June 21 analysis days, from 4:28 to 4:29 PM (1-minute duration), 4:52 to 5:18 PM (26-minute duration), and from 5:12 to 6:01 PM (49-minute duration), respectively.
- *Hancock Park (Map ID O3)*: During the March 21 / September 21 analysis day for 19 minutes (from 7:36 to 7:55 AM).
- *Mount Olive Fire Baptized Holiness Church (Map ID H1)*: On the May 6 / August 6 and June 21 analysis days from 6:27 to 6:28 AM (1-minute duration) and from 5:57 to 6:22 AM (25-minute duration), respectively.

Table 6-2, Tier III Shadow Durations on Sunlight Sensitive Resources

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	*8:51 a.m. - 2:53 p.m.*	*7:36 a.m. - 4:29 p.m.*	*6:27 a.m. - 5:18 p.m.*	*5:57 a.m. - 6:01 p.m.*
Map ID O1: Adam Clayton Powell Jr. Malls (p/o)				
Shadow Entry – Exit Time	No Shadows	4:29 PM	4:52 PM – 5:18 PM	5:12 PM – 6:01 PM
Duration	N/A	1 Minute	26 Minutes	49 Minutes
Map ID O2: CEP Community Garden				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	N/A	N/A	N/A	N/A
Map ID O3: Hancock Park				
Shadow Entry – Exit Time	No Shadows	7:36 AM – 7:55 AM	No Shadows	No Shadows
Duration	N/A	19 Minutes	N/A	N/A
Map ID O4: St. Nicholas Miracle Garden				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	N/A	N/A	N/A	N/A
Map ID O5: St. Nicholas Playground South (p/o)				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	N/A	N/A	N/A	N/A
Map ID O6: William B. Washington Memorial Garden				
Shadow Entry – Exit Time	No Shadows	No Shadows	No Shadows	No Shadows
Duration	N/A	N/A	N/A	N/A
***Map ID H1:* Mount Olive Fire Baptized Holiness Church**				
Shadow Entry – Exit Time	No Shadows	No Shadows	6:27 AM – 6:28 AM	5:57 AM – 6:22 AM
Duration	N/A	N/A	1 Minute	25 Minutes

Figure 6-2, Tier III Shadow Screening Assessment, December 21 Analysis Day

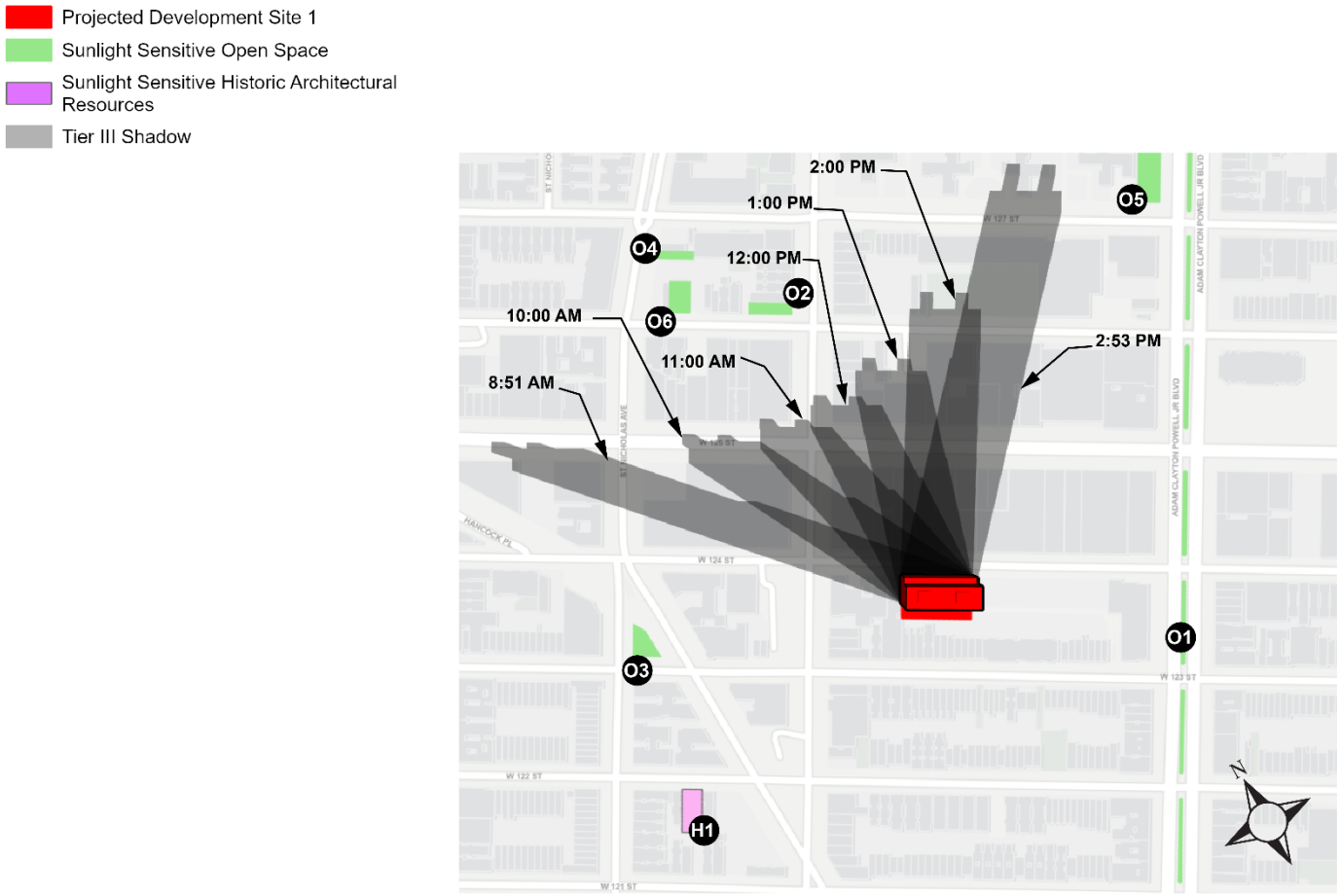


Figure 6-3, Tier III Shadow Screening Assessment, March 21 / September 21 Analysis Day

Projected Development Site 1
Sunlight Sensitive Open Space
Sunlight Sensitive Historic Architectural Resources
Tier III Shadow

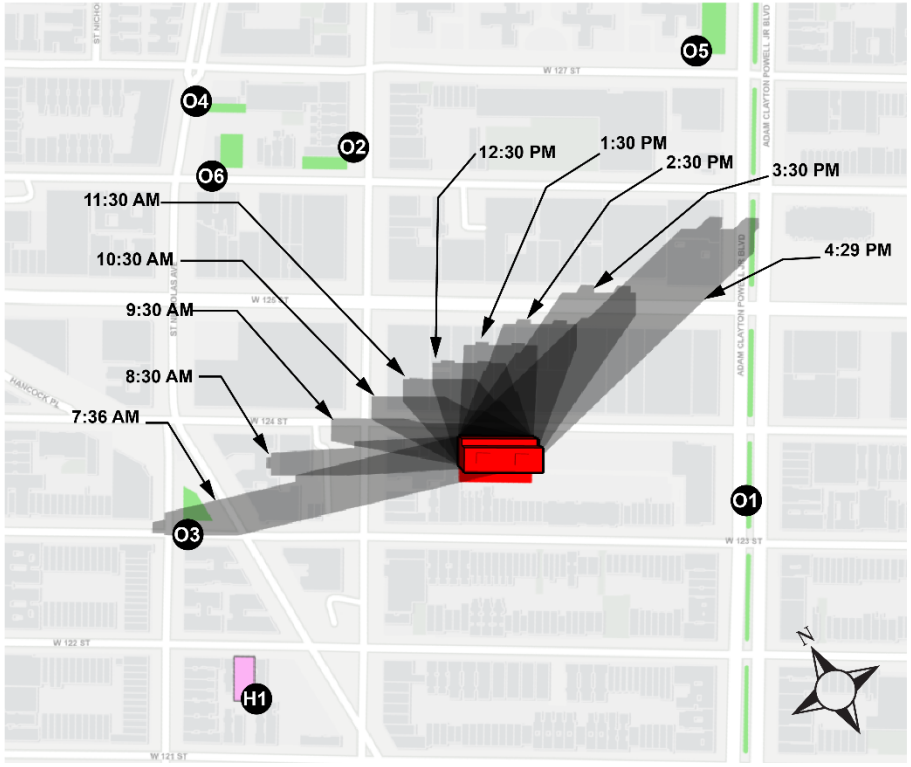


Figure 6-4, Tier III Shadow Screening Assessment, May 6 / August 6 Analysis Day

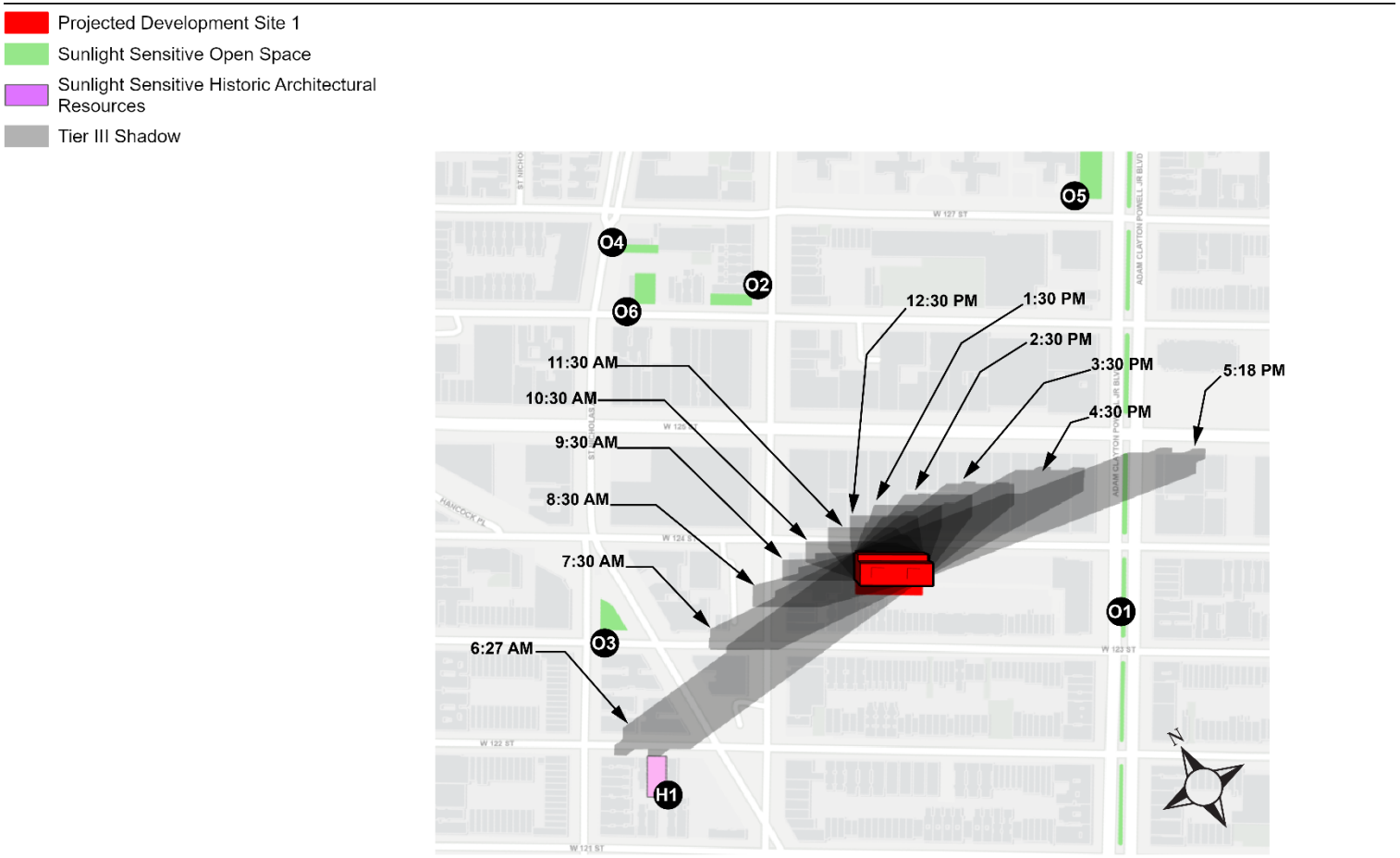
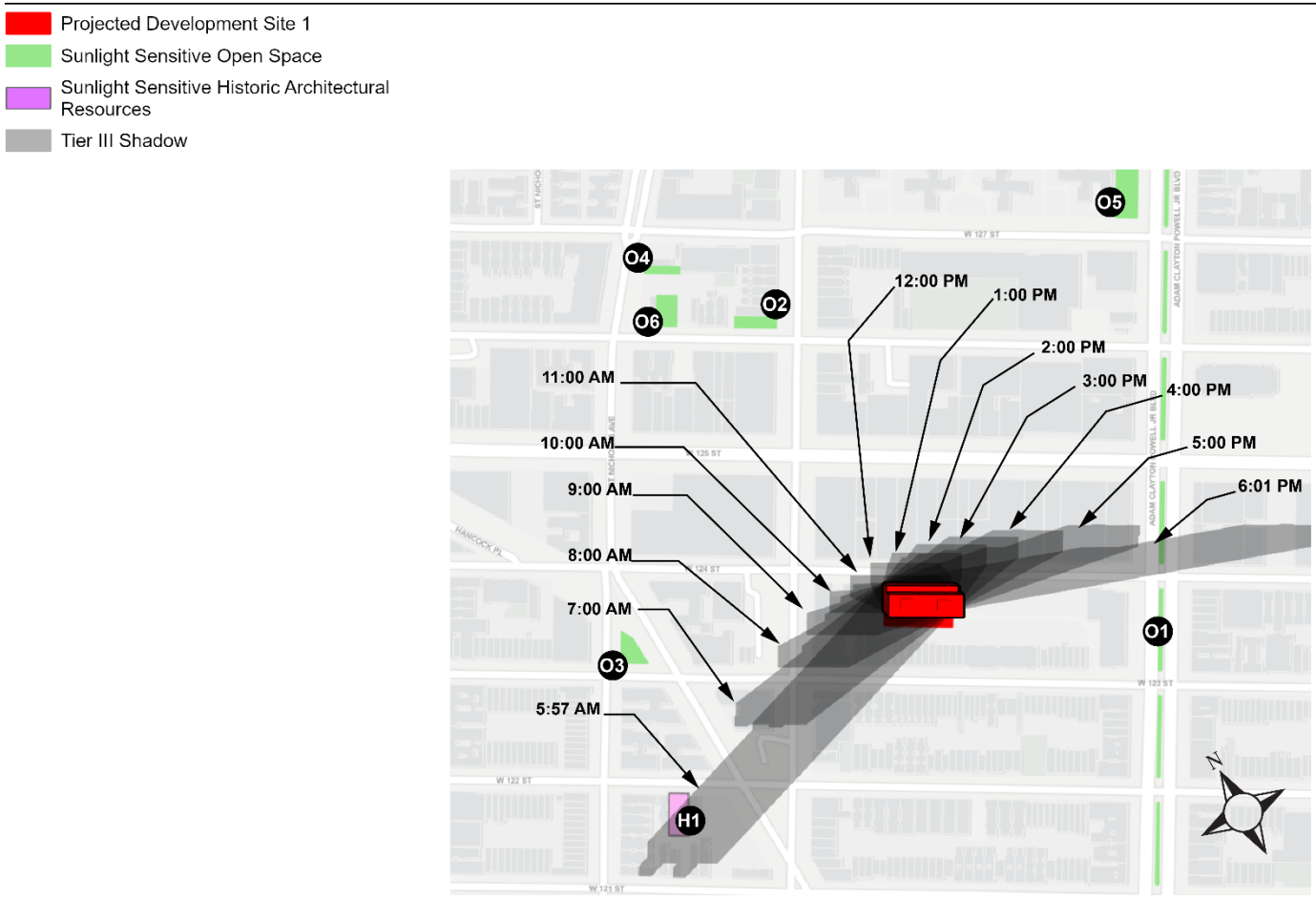


Figure 6-5, Tier III Shadow Screening Assessment, June 21 Analysis Day



As indicated in the preceding analysis, Tier III shadows from the Future With-Action Condition would reach several sunlight-sensitive resources, including the Adam Clayton Powell Jr Mall, Hancock Park, and the Mount Olive Fire Baptized Holiness Church, such that a detailed shadows analysis is warranted.

6.4 Detailed Shadows Analysis

The *2021 CEQR Technical Manual* states that a detailed shadow analysis is warranted when the screening analyses do not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources. The purpose of the detailed analysis is to determine the extent and duration of new incremental shadows that fall on a sunlight-sensitive resource as a result of development projected under the Future With-Action Scenario. The detailed shadows analysis accounts for the Future No-Action Scenario shadow conditions at identified sunlight-sensitive resources, measuring new shadow coverage beyond what the Future No-Action Scenario development at Projected Development Site 1 and in the surrounding area would cast on an individual resource. The results of the detailed shadow analyses on Surf Playground are summarized in **Table 6-3**.

Table 6-3, New Incremental Shadow Durations

Analysis Day	December 21	March 21 / September 21	May 6 / August 6	June 21
Timeframe Window	*8:51 a.m. - 2:53 p.m.*	*7:36 a.m. - 4:29 p.m.*	*6:27 a.m. - 5:18 p.m.*	*5:57 a.m. - 6:01 p.m.*
Map ID O1: Adam Clayton Powell Jr. Malls				
Shadow Entry – Exit Time	[redacted]	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
Duration	[redacted]	N/A	N/A	N/A
Map ID O3: Map ID O3: Hancock Park				
Shadow Entry – Exit Time	[redacted]	No Incremental Shadows	[redacted]	[redacted]
Duration	[redacted]	N/A	[redacted]	[redacted]
Map ID H1: Mount Olive Fire Baptized Holiness Church				
Shadow Entry – Exit Time	[redacted]	[redacted]	No Incremental Shadows	5:57 AM
Duration	[redacted]	[redacted]	N/A	1 Minute

As indicated in **Table 5-3**, only the Mount Olive Fire Baptized Holiness Church (Map ID H1) would receive new incremental shadows as a result of the Future With-Action Scenario, for a duration of one (1) minute at 5:57 AM at the opening of the June 21 analysis period.

The Mount Olive Fire Baptized Holiness Church is an LPC-designated (LP-2320) and S/NR-eligible (USN No. 06101.019091) historic architectural resource, known for its distinctive façade combining elements of the Gothic Revival and Romanesque Revival styles, which was constructed in 1897 for the Second Reformed Presbyterian Church of North America. As visualized in **Figure 6-6**, the stained-glass windows of this church's northern frontage along West 122nd Street are this resource's sunlight sensitive feature.

Figure 6-6, Mount Olive Fire Baptized Holiness Church Photograph



Source: NYC LPC

As visualized in **Figure 5-7**, new incremental shadows from the Future With-Action Scenario on this resource would be limited to the roof area at the southern/rear portion of the building during this one (1) minute duration.

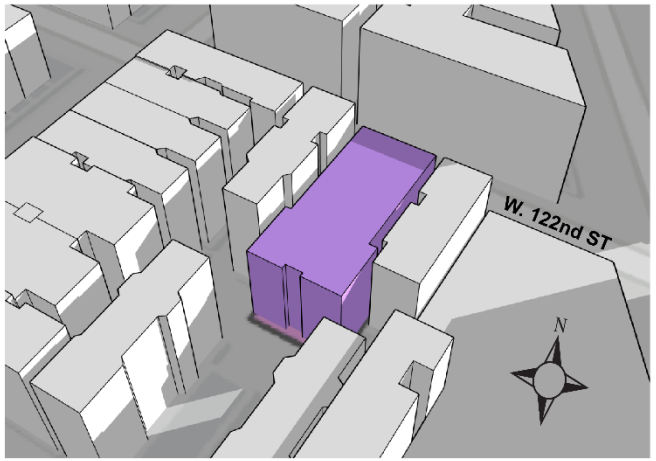
6.4.1 Determination of Shadow Impact Significance

The *2021 CEQR Technical Manual* states that the determination of the significance of shadow on a sunlight-sensitive resource is based on: (1) the information resulting from the detailed shadow analysis describing the extent and duration of incremental shadows; and (2) an analysis of the resource's sensitivity to reduced sunlight. Determining whether this impact is significant or not, under CEQR, depends on the extent and duration of the incremental shadow and the specific context in which the impact occurs.

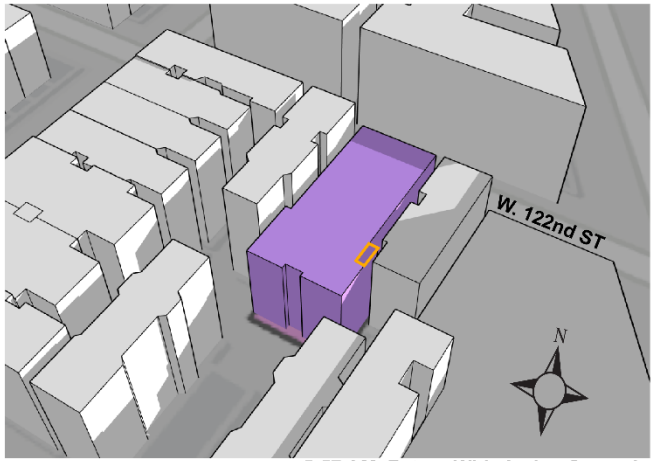
For open space and natural resources, the uses and features of a resource are an indicator of its sensitivity to shadows. Shadows occurring during the cold-weather months, for example, generally do not affect the growing season of outdoor vegetation. This sensitivity is assessed for warm-weather-dependent features such as vegetation that could be affected by a loss of sunlight during the growing season, and for features (such as benches) that could be affected by a loss of winter sunlight. Generally, four to six hours a day of sunlight, particularly in the growing season, is often a minimum requirement. Where the incremental shadows from the project fall on sunlight-sensitive features or uses, the analysis assesses the loss of sunlight relative to sunlight that would be available without the project.

Figure 6-7, Mount Olive Fire Baptized Holiness Church Detailed Shadows Analysis, June 21

New Incremental Shadow
Mount Olive Fire Baptized Holiness Church - Historic Resource
Future With-Action Scenario Shadow



5:57 AM, Future No-Action Scenario



5:57 AM, Future With-Action Scenario

As stated in the *2021 CEQR Technical Manual*, to determine impact significance, an incremental shadow is generally not considered significant when its duration is no longer than 10 minutes at any time of year and the resource continues to receive substantial direct sunlight. A significant shadow impact generally occurs when an incremental shadow of 10 minutes or longer falls on a sunlight-sensitive resource and results in one of the following:

- Vegetation - A substantial reduction in sunlight available to a sunlight-sensitive feature of the resource to less than the minimum time necessary for its survival (when there was sufficient sunlight in the future without the project). Or, a reduction in direct sunlight exposure where the sunlight-sensitive feature of the resource is already subject to substandard sunlight (i.e., less than the minimum time necessary for its survival).
- Open Space Utilization - A substantial reduction in the usability of open space as a result of increased shadow.
- For Any Sunlight-Sensitive Feature of a Resource - Complete elimination of all direct sunlight on the sunlight-sensitive feature of the resource, when the complete elimination results in substantial effects on the survival, enjoyment, or, in the case of open space or natural resources, the use of the resource.

Mount Olive Fire Baptized Holiness Church Incremental Shadows Assessment

As indicated in **Table 6-3**, new incremental shadows from the Future With-Action Scenario would fall on the Mount Olive Fire Baptized Holiness Church for one (1) minute at the opening of June 21 analysis day (5:57 AM). The new incremental shadows would be relegated to the rear roof of the building, and would not fall on the sunlight-sensitive stained glass windows located on this church's northern façade (see **Figure 6-7**).

6.5 Conclusions

Pursuant to the *2021 CEQR Technical Manual*, new incremental shadow durations of 10 minutes or less cannot result in significant adverse shadow impacts. As new incremental shadows on the Mount Olive Fire Baptized Holiness Church would last only one (1) minute, no significant adverse shadow impacts could result due to the Proposed Actions, and no further analysis is warranted.

7 HISTORIC AND CULTURAL RESOURCES

7.1 Introduction

An assessment of historic and cultural resources is usually necessary for projects that are located near historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated, according to the *2021 CEQR Technical Manual*.

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

7.2 Methodology

Archaeological and architectural resources usually need to be assessed for projects that would result in any in-ground disturbance. In-ground disturbance is any disturbance to an area not previously excavated, including new excavation that is deeper and/or wider than previous excavation on the same site. For projects that may affect historic or cultural resources, the first step in evaluating a project's potential effects on historic resources is to consider what area the project might affect and then identify historic resources—whether officially recognized or eligible for such recognition—within that area. The area of subsurface work for a proposed project is considered the impact area for archaeological resources, while the Study Area for architectural resources is the area in which any resources may be affected by the project, which is defined by a radius of 400 feet from the borders of a site for most proposals.

After the study areas have been established, all known archaeological and architectural resources within the study areas are identified, and the potential for unknown resources is investigated, it is recommended that lead agencies and applicants contact LPC for archaeological and architectural resources review. Based on the report from LPC, if any listed historic or cultural resources are located in the study areas, then further analysis of the project's impact on these resources must be performed. The proposed project's effects on any designated or potential archaeological and architectural resources are then analyzed under existing conditions, the Future No-Action Scenario, and the Future With-Action Scenario. The assessment explicitly considers whether the project may result in the disturbance or destruction of those archaeological and architectural resources as a result of the Proposed Action.

The Future With-Action Scenario would result in in-ground disturbance to areas of the Projected Development Site 1 that have likely never been disturbed before. Further, there are several local and S/NR designated and eligible historic resources within 400 feet of the Affected Area (i.e., the Cultural and Historic Resources Study Area).

Based on the foregoing, a preliminary Historic and Cultural Resources analysis is warranted.

7.3 Historic and Cultural Resources

Per *2021 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action(s) and an area extending 400 feet from those sites (i.e., the historic resources Study Area). According to the *2021 CEQR Technical Manual*, significant adverse impacts to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. This section assesses the potential for the Proposed Actions to result in significant adverse impacts on identified historic and cultural resources. Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether or not any known historic resources are located near the site of the project:

- Construction resulting in ground disturbance, including construction of temporary roads and access facilities, grading, and landscaping.
- Below-ground construction, such as excavation or installation of utilities.
- Physical destruction, demolition, damage, alteration, or neglect of all or part of a historic property.
- Changes to the architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.
- Isolation of the property from, or alteration of, its setting or visual relationship with the streetscape. This includes changes to the resource's visual prominence so that it no longer conforms to the streetscape in terms of height, footprint, or setback; is no longer part of an open setting; or can no longer be seen as part of a significant view corridor.
- Introduction of incompatible visual, audible, or atmospheric elements to a resource's setting.
- Replication of aspects of the resource to create a false historical appearance.
- Elimination or screening of publicly accessible views of the resource.
- Construction-related impacts such as falling objects, vibration, dewatering, flooding, subsidence, or collapse.
- Introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over a historic landscape or a historic structure to the extent that the architectural details that distinguish that resource as significant are obscured.

7.3.1 Direct Impacts

Historic resources could be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of a historic resource. For example, alterations, such as the addition of a new wing to a historic building, could result in significant adverse impacts, depending on the design. Direct impacts also include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

NR-listed and eligible resources are given a measure of protection from the effects and impacts of projects sponsored, assisted, or approved by federal agencies under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. S/NR-listed and eligible resources are similarly protected against impacts resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of S/NR-listed and eligible resources using private funds can alter or demolish their properties without such a review process. Privately owned properties that are NYCLs, in LPC-designated historic

districts, or pending designation as Landmarks by LPC are protected under the New York City Landmarks Law. The law requires LPC review and approval before any alteration or demolition occurs, regardless of whether the project is publicly or privately funded. Publicly owned resources are also subject to review and advisement by LPC before project implementation.

7.3.2 Construction Impacts

The assessment of construction impacts on historic and cultural resources considers the possibility of physical damage to any architectural or archaeological resources identified in the Proposed Project's historic and cultural resources assessment. Pursuant to Chapter 22, Section 300 of the *2021 CEQR Technical Manual*, if a project's construction activities are located within 400 feet of a historic or cultural resource, potential hazards should be assessed, such as whether certain character-defining elements of a structure, including but not limited to rooftops or stained-glass windows, could be impacted by falling objects from an adjacent construction site. The City has two procedures for the avoidance of damage to historic structures from adjacent construction.

1. All buildings are provided with some protection from accidental damage through the New York City Department of Buildings (DOB) controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the code requirements.

2. The second protective measure applies only to designated NYCL and S/NR-listed historic buildings that are located within 90 linear feet of a proposed construction site. For these structures, the DOB's Technical Policy and Procedure Notice (TPPN) #10/88 is applicable. The DOB's TPPN 10/88 supplements the standard building protections afforded by the Building Code C26-112.4 by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent LPC-designated or S/NR-listed resources (within 90 feet), and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

If the project is not located within 90 feet of a historic or cultural resource that is NYC-landmark eligible, eligible for the State and National Register of Historic Places, or within an eligible New York City Historic District, then no special protections apply. Therefore, the potential for physical disturbance and adverse impacts on those historic and cultural resources should be disclosed.

7.3.3 Indirect Impacts

As per the *2021 CEQR Technical Manual*, visual and contextual impacts on historic resources can include: the isolation of a property from or alteration of its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; elimination or screening of publicly accessible views of a resource; or introduction of significant new shadows, over a historic landscape or on a historic structure (if the features that make the resource significant depend on sunlight) to the extent that the architectural details that distinguish that resource as significant are obscured.

The *2021 CEQR Technical Manual* indicates that a Historic and Cultural Resources Study Area should generally extend 400 feet from the development site ("the Surrounding Area" or "Study Area"). The Study Area is generally bounded by the north side of 125 Street to the north, mid-block between Adam Clayton Powell Boulevard and Malcom X Boulevard to the east, W. 122nd Street to the south, and just west of Frederick Douglass Boulevard to the west.

7.3.4 Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts on archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archaeological resources are physical remains, usually subsurface, of the prehistoric and historic periods, such as burials, foundations, artifacts, wells, and privies. The *2021 CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

As the Proposed Actions would result in the redevelopment of the entirety of Projected Development Site 1, the archaeological Study Area for the Future With-Action Scenario is the extent of the site.

7.4 Preliminary Historic and Cultural Resources Assessment

7.4.1 Existing Conditions

Projected Development Site 1 and the Affected Area

Projected Development Site 1 is located within the Ennis Francis LSRD, comprised of Lots 150 (i.e., Projected Development Site 1), 57, 158, and 29, described on a lot-by-lot basis, below.

- Lot 150 (254 W. 124th Street): a 16,639-SF lot currently developed with a surface parking lot with 67 spaces and an attendant; this serves parking requirements associated with the residential development at Lot 158, despite being required to be an open space pursuant to the requirements of the Ennis Francis LSRD.
- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units (all of which are market rate), constructed in 2021;
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units (all of which are affordable) and 7,164-SF of community facility space, constructed in 2021. This building also contains 25 cellar parking spaces in a 4,760 GSF cellar space, which features a parking lot attendant; and
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 dwelling units (all of which are affordable) above, constructed in 1985.

Study Area

Development in the vicinity of the Affected Area generally includes residential, institutional, and retail service establishment uses. Commercial development is prevalent north of 124th Street, with predominantly residential development to the south. Commercial overlays have encouraged mixed-use residential and commercial buildings along Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard (to the west and east of the Affected Area, respectively). Regarding the presence of existing historic and cultural resources within the Study Area, refer to the **Indirect Impacts** subsection below.

Architectural Resources

Direct Impacts

The LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact architectural resources. In response dated July 7, 2025, LPC indicated that Projected Development Site 1 did not contain any historic architectural resources (see **Appendix B**).

Indirect Impacts

To determine whether the Proposed Actions have the potential to affect nearby off-site historic or architectural resources, the Study Area was screened for historic architectural resources. Several historic architectural resources were identified within the Study Area, described below; the location of these identified historic architectural resources within the Study Area is visualized in **Figure 7-1**.

Map ID No. 1: Mount Morris Park Historic District and Extension (LPC-designated Historic Landmark: LP-02571; S/NR-Designated Historic District: 94NR00708)

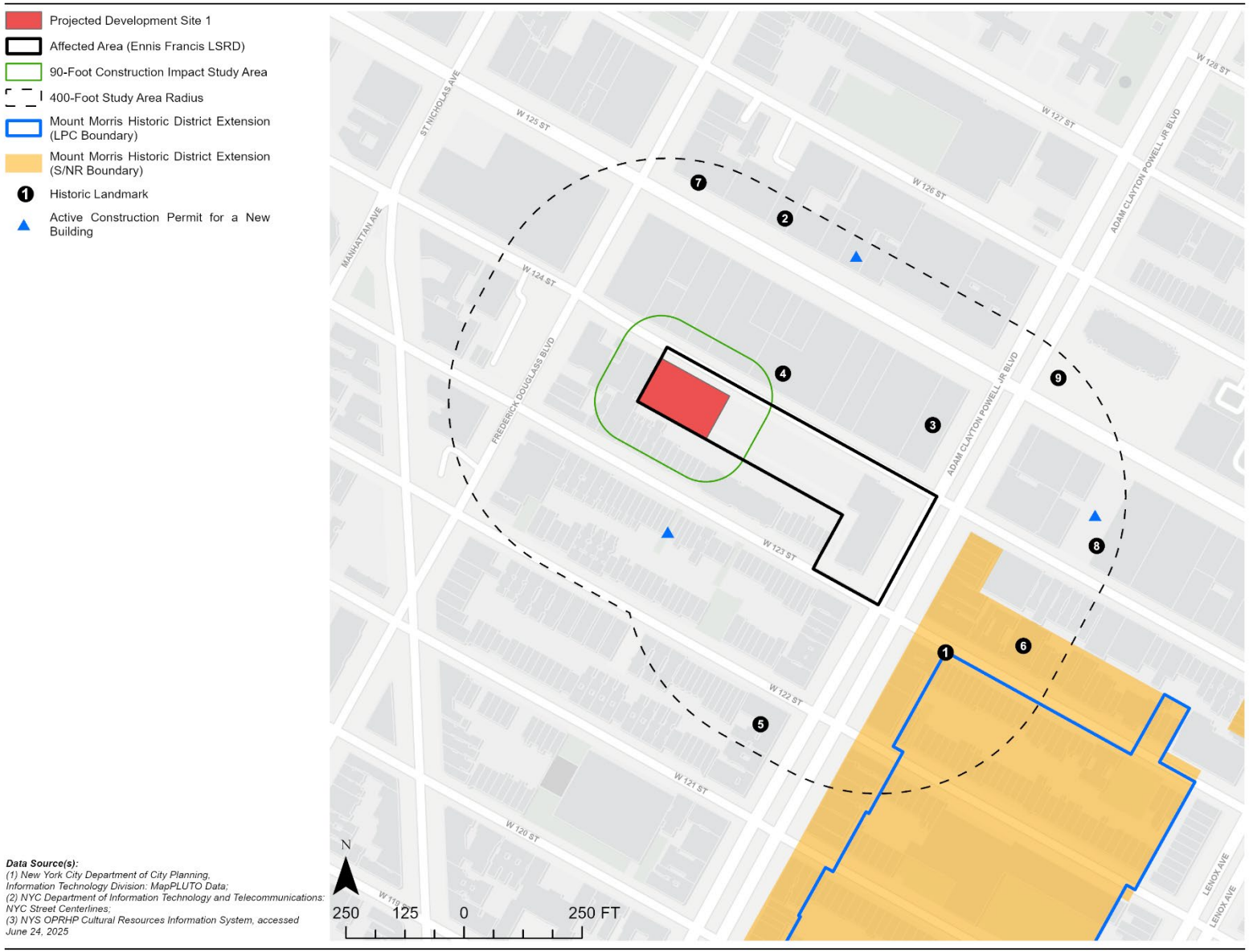
The Mount Morris Park Historic District Extension, designated in 2015, consists of approximately 276 properties primarily located on six blocks immediately west of the existing Mount Morris Park Historic District, which was designated by the Landmarks Preservation Commission in 1971. The historic district extension, which encompasses more than 250 row houses and approximately 12 apartment buildings on the blocks between West 118th and 123rd Street, Lenox Avenue/Malcolm X Boulevard, Fifth Avenue, and Adam Clayton Powell, Jr. Boulevard, shares a development history with the existing Mount Morris Park Historic District. Many of the architects and developers responsible for structures within the existing historic district were also responsible for the buildings within the proposed extension. Like the Mount Morris Park Historic District, the streets of the historic district extension are lined with masonry row houses of exceptional quality that reflected Harlem's development as an affluent residential community following the extension of rapid transit into the area around 1880. Similar to the previously designated historic district, the buildings within the Mount Morris Park Historic District Extension display a variety of architectural styles popular in the late 19th and early 20th centuries.

Figure 7-1, Mount Morris Park Historic District and Extension Photograph



Representative View of the Mount Morris Park Historic District and Extension, Facing East along W. 123rd Street near Adam Clayton Powell Boulevard

Figure 7-2. Historic Architectural Resources Map



Map ID No. 2: The Apollo Theater (LPC-designated Historic Landmark: LP-01842; S/NR-Designated Historic Landmark: 90NR00914)

Apollo Theater (originally Hurtig & Seamon's New Burlesque Theater) is located at 253 West 125th Street between Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard. The Theater was built in 1913 and has played a role in the emergence of jazz, swing, bebop, R&B, gospel, blues, and soul. The design by architect George Keister displays elements of the neoclassical style. The Apollo Theater, designated in 1983 by the NYC LPC as an Individual Landmark, now holds landmark status from the U.S. government, the State of New York, and New York City. Today, the Apollo, under the Apollo Theater Foundation Inc., operates as a non-profit organization that presents concerts, performing arts, education, and community outreach programs. The theatre draws an estimated 1.3 million visitors and is featured in Showtime at the Apollo, a variety show promoting new talent. It is noted that the Apollo Theater's interior is also a separately designated historic resource by the LPC.

Figure 7-3, Apollo Theater Photograph

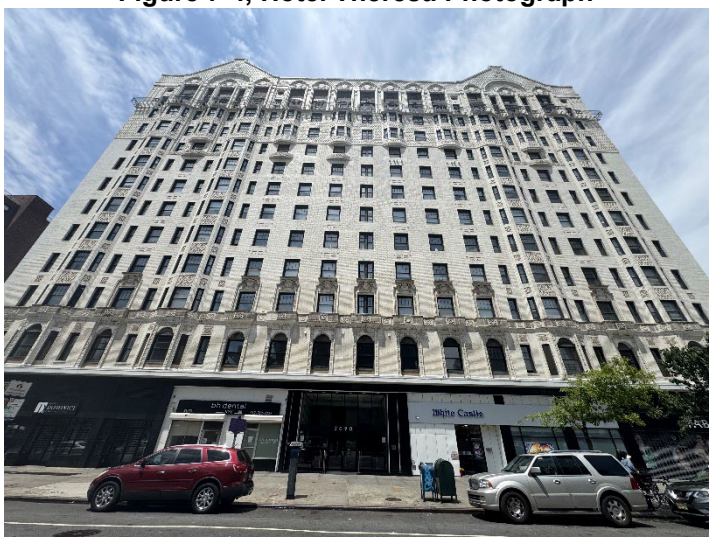


View of the Apollo Theater, Facing North from West 125th Street

Map ID No. 3: The Hotel Theresa (LPC-designated Historic Landmark: LP-01843; S/NR-Designated Historic Landmark: 04NR05405)

The Hotel Theresa, located at 2082-2096 Adam Clayton Powell Jr. Blvd, encompasses the entire western blockfront of Adam Clayton Powell, Jr. Boulevard (originally 7th Avenue), between West 124th and West 125th streets. Theresa is visually striking with its projecting bays, arched surrounds, and prominent gables. Theresa was built in 1912-1913 by architects George & Edward Blum. Hotel Theresa was designated as an individual landmark building in 1991. Hotel Theresa was one of the major social centers of Harlem, serving transient guests and providing a two-story dining room used for banquets, weddings, meetings, and other functions. Theresa was home to important Harlem institutions, including the March Community Bookstore and Malcolm X's Organization of Afro-American Unity.

Figure 7-4, Hotel Theresa Photograph



View of the Hotel Theresa, Facing West from Adam Clayton Powell Jr. Boulevard

Map ID No. 4: Blumstein's Department Store (S/NR-Eligible Historic Landmark: 06101.015820)

The Blumstein Department Store was built in 1923 by the architects Robert D. Kohn and Charles Butler in a mixed Art Nouveau and Art Deco style. The building features a limestone façade and three copper bays. According to property records, the Blumstein family sold the building in 1976, and Parkseen Realty Associates now owns it. The ground floor has now been partitioned into different storefronts, and it is unclear what the top floor is used for currently.

Figure 7-5, Blumstein's Department Store Photograph



View of the Blumstein's Department Store, Facing South from 125th Street

Map ID No. 5: Washington Apartments (LPC-designated Historic Landmark: LP-01842)

The Washington Apartments, built in 1883-84 for the speculative developer Edward H.M. Just, was the earliest apartment building constructed in central Harlem. This eight-story brick building, with stone, iron, terra-cotta, and pressed brick trim, was designed in the popular Queen Anne style, incorporating neo-Grec details. A large apartment house such as the Washington was quite conspicuous amid rows and rows of brownstone-fronted rowhouses. Not only does the building retain

its distinctive presence in the Harlem community, but it is also one of the few surviving apartment houses of the early 1880s in New York City.

Figure 7-6, Washington Apartments Photograph



View of the Washington Apartments, Facing West from Adam Clayton Powell Jr. Boulevard

Map ID No. 6: (Former) St. Paul's German Evangelical Lutheran Church (LPC-designated Historic Landmark: LP-01844; S/NR-Designated Historic Landmark: 06101.008042)

An embodiment of the cultural life of Harlem during the past century, from its period of significant urbanization through its physical and demographic changes, the (former) St. Paul's German Evangelical Lutheran Church was constructed in 1897-98 by a German-American congregation and for over fifty years has been occupied by two African-American churches of different denominations. The present building replaced St. Paul's earlier frame church on the same site, which had been built in the mid-1860s to serve a community of German immigrants settling in the area. Faced in bluish-gray Vermont marble, the church building is a distinguished example of late nineteenth-century neo-Gothic church design. The symmetrical tripartite facade, featuring projecting corner towers with prominent spires, is enriched with gabled arches, lancet windows, finials, and an impressive rose window of leaded opalescent glass with jewel work. After nearly a century of use, the church's grandeur and architectural integrity are very much apparent.

Figure 7-7, St. Paul's German Evangelical Lutheran Church Photograph



View of the St. Paul's German Evangelical Lutheran Church, Facing North from W. 123rd Street

Map ID No. 7: The Bishop Building (S/NR-Eligible Historic Landmark: 06101.015819)

The four-story brick commercial building known as the Bishop Building was built in 1906 and designed by prominent architect Ernest Flagg. The building displays a very restrained use of Beaux-Arts detailing and is one of Flagg's few surviving office and retail buildings in New York City. It was built for Cortland Field Bishop, one of the founders of the Aero Club of America.

Figure 7-8, Bishop Building Photograph



View of the Bishop Building, Facing North from W. 125th Street

Map ID No. 8: H.C.F. Koch Department Store (S/NR-Eligible Historic Landmark: 06101.016937)

The Koch and Co. building in Harlem dates to 1891, with the addition of the sixth floor in 1893. The former department store meets Criterion C (Architecture) as a highly embellished Renaissance Revival-style commercial building. It also appears to be eligible under Criterion A (Commerce) as one

of Harlem's grand shopping emporiums of the late nineteenth and early twentieth centuries. The significant exterior features of the building are essentially limited to the main (north) façade. However, the south elevation on West 124th Street does have a triangular rooftop pediment framing the name "Koch and Co.," similar to the one on the main façade. The main façade is a five-bay arcaded storefront of light orange brick with limestone and terra cotta details. At least some of the pilasters survive between bays on the ground floor. Bays on the second and third floors are divided by pilasters with Corinthian capitals, with two pairs of windows in each bay separated by terra cotta pilasters, brackets, and ornate spandrels with scrolling vines and center shields (with the letters K Co). The third and fourth stories are divided by a wide, dentiled cornice. Each bay of the fourth story contains three round-arched windows; these are spanned by a single limestone arch and balustrade in each bay on the fifth floor. This was the original cornice of the building, and is the most elaborate part of the façade, with richly carved limestone spandrels featuring shields and intricate vines, topped by a dentiled cornice. The sixth floor added in 1893 is matching orange brick with limestone details, with a nearly intact cast iron cornice featuring brackets in the form of human faces, an emphasis on horizontal lines, parapet, and a center triangular pediment with a round finial framing the company name "KOCH AND Co" clearly visible from the street below.

Figure 7-9, H.C.F. Koch Department Store Photograph



View of the H.C.F. Koch Department Store, Facing Northeast from W. 124th Street

Map ID No. 9: Adam Clayton Powell Building / Harlem State Office Building (S/NR-Eligible Historic Landmark: 06101.023335)

The Adam Clayton Powell Building, originally known as the Harlem State Office Building, at 163 West 125th Street in the East-Central Harlem neighborhood of Manhattan, is significant in the area of architecture as an intact example of Brutalist civic architecture in New York City. Completed in 1973, the nineteen-story, high-rise office building is named after Adam Clayton Powell Jr, the first African American elected to Congress from New York. The building is cantilevered over the plaza by massive, vertical concrete and granite structural columns with top floors projecting from the sides of the building. The massive granite-clad concrete piers splay out like buttresses at the base of the building, lifting it

off the plaza below, providing a muscular structural and formal framework where the black and bronze-hued curtain walls are set. Together, these elements are given a bold expression through the cantilevered rectangular volumes on the narrow sides of the building, the recessed mechanical floor, and the heavy granite cornice at the top of the tower. The building retains character-defining features, including form, massing, fenestration pattern, and concrete and granite-paneled exterior. On the interior, photos indicate the building also retains historic features of the main lobby, including the volume of space and granite paneled walls.

Figure 7-10, Adam Clayton Powell Building / Harlem State Office Building Photograph



View of the Adam Clayton Powell Building / Harlem State Office Building, Facing Northeast from W. 125th Street

Construction Impacts

Based on a review of the New York State (NYS) Office of Parks, Recreation, and Historic Preservation's (OPRHP's) Cultural Resources Information System (CRIS) on June 24, 2025, and as visualized in **Figure 7-1**, there is one (1) historic architectural resource within 90 feet of Projected Development Site 1, the S/NR-Eligible Blumstein's Department Store (USN No.: 06101.015820, Map ID No. 4 in **Figure 7-1**).

Archaeological Resources

A part of previous actions within the Affected Area in 2019 (19DCP041M), which included an LPC project review on November 14, 2017 (see **Appendix B**), LPC indicated that there is a reasonable likelihood that Lot 57 (now Lots 150 [Projected Development Site 1], 57, and 158) contains significant archeological resources, based on a Phase IA Documentary Study identifying the potential presence of human remains. Carthage (the Applicant for the prior project and the Proposed Actions) developed and revised a Restrictive Declaration that included an archaeological work plan that required archaeological identification, investigation, and mitigation in accordance with the CEQR Technical Manual and LPC guidelines for archaeological work in New York City. However, the City never

received an executed copy of said Restrictive Declaration, and none appears in relevant databases. However, on August 21, 2019, LPC issued a Final Notice of Satisfaction indicating no further concerns regarding archaeological resources for Lot 57 (now Lots 150 [Projected Development Site 1], 57, and 158) as the City was under the impression that said Restrictive Declaration had been appropriately executed and filed; see **Appendix B** for a copy of this notice.

The LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact archaeological resources, which included copies of the aforementioned documentation related to archeological resources at the Affected Area. In response dated July 7, 2025, LPC indicated that, based on a Phase IA Documentary Report prepared in 2010,[24] Projected Development Site 1 is near a historical burial ground (see **Appendix B**), and future development at Lot 150 should include an Unanticipated Discoveries Plan (UDP) to outline protocols for the discovery of archeological resources during construction work.

7.4.2 Future No-Action Scenario

Projected Development Site 1 and the Affected Area

Absent the Proposed Actions, the existing conditions at Projected Development Site 1 and within the Affected Area, as described above in **Section 7.4.1**, would remain.

Study Area

Based on a review of the NYC DCP's House Database Files,[25] under the 2029 Future No-Action Scenario, there are three (3) active construction permits for the construction of new buildings within the 400-foot Study Area (see **Figure 7-1** for a location of these construction projects), including:

- 144 West 125th Street (Manhattan Block 1909, Lot 9; DOB Job No.: 121187857): A 84,267-GSF, six-story museum and educational building (the "Studio Museum in Harlem).
- 233 West 125th Street (Manhattan Block 1931, Lot 17; DOB Job No.: 121187447): A 375,187 GSF, 29-story multi-family residential building, including 191 dwelling units.
- 240 West 123rd Street (Manhattan Block 1928, Lot 50; DOB Job No.: M00577797): a 6,807 GSF, seven-story two-family residential building.

Architectural Resources

Direct Impacts

As previously indicated, LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact architectural resources. In response dated July 7, 2025, LPC indicated that Projected Development Site 1 did not contain any historic architectural resources (see **Appendix B**).

Indirect Impacts

Under the Future No-Action Scenario, existing conditions at Projected Development Site 1 and the Affected Area would remain. Based on a review of the NYC DCP's House Database Files,[26] under the 2029 Future No-Action Scenario, there are three (3) active construction permits for the construction of new buildings within the 400-foot Study Area (see **Figure 7-1** for a location of these construction projects). Based on the location of these projects relative to Projected Development Site 1 and the Affected Area, as well as to identified historic architectural resources within the Study Area, these

[24] https://s-media.nyc.gov/agencies/lpc/arch_reports/1292.pdf, accessed August 11, 2025.
[25] https://www.nyc.gov/content/planning/pages/resources/datasets/housing-project-level, accessed June 23, 2025
[26] https://www.nyc.gov/content/planning/pages/resources/datasets/housing-project-level, accessed June 23, 2025

background Future No-Action Scenario projects would not have indirect impacts on the identified resources (i.e., no isolation of this property from or alteration of its setting or visual relationship with the streetscape, no introduction of incompatible visual, audible, or atmospheric elements to this resource's setting, no elimination or screening of publicly accessible views of this resource, nor any introduction of significant new shadows on this resource).

Construction Impacts

As previously discussed, there is one (1) historic architectural resource within 90 feet of Projected Development Site 1, the S/NR-Eligible Blumstein's Department Store (USN No.: 06101.015820, Map ID No. 4 in **Figure 7-1**). As no development would be undertaken at Projected Development Site 1 under the Future No-Action Scenario, there would be no construction-related impacts to this resource.

Archaeological Resources

As existing conditions at Projected Development Site 1 and the Affected Area would remain under the Future No-Action Scenario, there would be no in-ground disturbance. As such, there would be no significant adverse impacts to archaeological resources within the Affected Area under the Future No-Action Scenario.

7.4.3 Future With-Action Scenario

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Architectural Resources

Direct Impacts

As previously indicated, LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact architectural resources. In response dated July 7, 2025, LPC indicated that Projected Development Site 1 did not contain any historic architectural resources (see **Appendix B**).

Indirect Impacts

The Future With-Action Scenario's potential for significant adverse indirect impacts on historic resources were assessed to determine (a) whether there would be a physical change to any designated resource or its setting, and (b) if so, is the change likely to diminish the qualities of the resource that make it important (including non-physical changes such as context or visual prominence).

The Proposed Actions would not result in any visual and contextual impacts to the known historic resources within 400 feet of the Affected Area. The building that could be developed at Projected Development Site 1 under the Proposed Actions would be a mixed-use residential and community facility structure of height and bulk consistent with those urban design features in the vicinity of the

Affected Area. The Proposed Actions would not introduce any incompatible visual, audible, or atmospheric elements to the settings of historic resources. As discussed in **Section 8**, the development under the Future With-Action Scenario has been designed to be visually compatible and consistent with the existing built form in the Affected Area as well as the Study Area.

Based on **Figure 7-1** and a field survey on June 30, 2024, both Blumstein's Department Store (Map ID No. 4) and the Hotel Theresa (Map ID No. 3) are located on the tax block north of the Affected Area, and are both visible from the Projected Development Site 1 and vice versa. As the Future With-Action Scenario would be limited to Lot 150 and designed in a manner consistent with existing built form with both the Affected Area and Study Area, it would not result in the isolation of these historic architectural resources from or alteration of its setting or visual relationship with the streetscape; it would not introduce incompatible visual, audible, or atmospheric elements to these resources' settings; and it would not eliminate or screen publicly accessible views of these resources. As discussed in **Section 6, Shadows**, there would be no significant adverse impacts to historic resources with sunlight dependent features. Only one historic architectural resource would receive new incremental shadows under the Future With-Action Scenario, the Mount Olive Fire Baptized Holiness Church; those identified incremental shadows would be relegated to the rear roof of the building, and would not fall on the sunlight-sensitive stained glass windows located on this church's northern façade.

Construction Impacts

As previously discussed, there is one (1) historic architectural resource within 90 feet of Projected Development Site 1, the S/NR-Eligible Blumstein's Department Store (USN No.: 06101.015820, Map ID No. 4 in **Figure 7-1**). As this is an S/NR-Eligible Resource, the NYC DOB's TPPN #10/88 protocols do not apply. In order to prevent construction-related impacts to this resource, the Applicant has developed a Construction Protection Plan (CPP), which includes requirements for construction vibration monitoring equipment, foundation and structural condition documentation, formulation of vibration tolerances, and stop-work protocols, among other provisions. The requirements of the CPP will be formalized in a new Restrictive Declaration that applies to Projected Development Site 1.

It is noted that at the current time, the Applicant has been formally notified of this requirement and is coordinating with relevant NYC agencies to specify and formalize the requirements of the CPP and Restrictive Declaration.

Archaeological Resources

Unlike the architectural evaluation of a Study Area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts on archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archaeological resources are physical remains, usually subsurface, of the prehistoric and historic periods, such as burials, foundations, artifacts, wells, and privies. The *2021 CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact archaeological resources. In response dated July 7, 2025, LPC indicated that, based on a Phase IA Documentary Report prepared in 2010,[27] Projected Development Site 1 is near a historical burial ground (see **Appendix B**), and future development at Lot 150 should include a UDP to outline protocols for the discovery of archeological resources during construction work.

[27] https://s-media.nyc.gov/agencies/lpc/arch_reports/1292.pdf, accessed August 11, 2025.

In order to avoid impacts on these potential archaeological resources, the Applicant will develop and implement an Unanticipated Discovery Plan (UDP) pursuant to LPC's "Guidelines for Archaeological Work in New York City."[28] A UDP outlines what is to be done if archaeological resources are discovered during construction work. A UDP usually includes an introduction with administrative detail; a training schedule for non-archaeologists involved with UDP field actions; two sections with steps enumerating what actions must be conducted in the event of (a) the discovery of unanticipated cultural materials (including non-grave features) or (b) primary burials/human fragments; and the notification list with signature lines, which the agencies and contractor often sign. The protocols of the UDP would be formalized as requirements in a Restrictive Declaration (which would also include the aforementioned CPP requirements).

It is noted that at the current time, the Applicant has been formally notified of this requirement and is coordinating with relevant NYC agencies to specify and formalize the requirements of the UDP and Restrictive Declaration.

7.5 Conclusions

The LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact architectural resources. In response dated July 7, 2025, LPC indicated that Projected Development Site 1 did not contain any historic architectural resources. As there is one historic architectural resource within 90 feet of Projected Development Site 1, the S/NR-Eligible Blumstein's Department Store, the Applicant will implement a CPP in order to prevent and mitigate any construction-related effects on this resource; the protocols of the CPP would be required as part of a Restrictive Declaration recorded against Projected Development Site 1. Additionally, the Restrictive Declaration would include requirements for a UDP, as there is the potential for archaeological resources to occur at the site.

Development under the Future With-Action Scenario would be limited to Projected Development Site 1 and be compatible with various aspects of the existing built form within the Affected Area and Study Area, such that it would not result in the isolation of these historic architectural resources from or alteration of its setting or visual relationship with the streetscape, would not introduce incompatible visual, audible, or atmospheric elements to these resources' settings, and would not eliminate or screen publicly accessible views of these resources. Additionally, most resources would not be affected by incremental shadow, and where resources would be subject to varying amounts of incremental shadow as a result of the Proposed Actions, the increments would not be significant due to their limited extent and other site-specific factors. As such, there would be no indirect impacts on historic architectural resources as a result of the Proposed Actions.

Based on the foregoing, the Proposed Actions would not result in significant adverse impacts on historic and cultural resources, and no further analysis is warranted.

[28] https://www.nyc.gov/assets/lpc/downloads/pdf/Guidelines%20for%20Archaeological%20Work%20in%20New%20York%20City.pdf, accessed September 30, 2025

8 URBAN DESIGN AND VISUAL RESOURCES

8.1 Introduction

An urban design assessment pursuant to the *2021 CEQR Technical Manual* considers whether and how a project may change the experience of a pedestrian in the study area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment.

An urban design assessment pursuant to the *2021 CEQR Technical Manual* considers whether and how a project may change the experience of a pedestrian in the area of a proposed project. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built and natural environment in the context of the project. The analysis of urban design relies on observations, drawings, maps, renderings, and most importantly, photographs and photographic montages taken from a pedestrian's eye level. These representations allow the public to see what a project would look like in the future.

An assessment of urban design and visual resources is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following:

- Projects that permit the modification of yard, height, and setback requirements; and
- Projects that result in an increase in built floor area beyond what would be allowed 'as-of-right' or in the future without the Proposed Action.

As the Proposed Actions consist of zoning-related discretionary actions that would result in an increase in built floor area within the Affected Area beyond what would be allowed 'as-of-right' pursuant to existing mapped zoning, an urban design and visual resources analysis is therefore warranted.

8.2 Methodology

Pursuant to the *2021 CEQR Technical Manual* guidelines, the preliminary urban design and visual resources assessment analyzes a 400-foot radius study area where a proposed action would be most likely to influence the built environment. The following preliminary urban design and visual resources assessment follows these guidelines and provides a characterization of existing conditions, a description of urban design under the Future No-Action and With-Action Scenarios, and an analysis determining the extent to which physical changes resulting from the Future With-Action Scenario would alter the pedestrian experience and visual resources.

Pursuant to the *2021 CEQR Technical Manual*, the appropriate study area for an urban design and visual resources analysis is within a 400-foot radius of the Affected (the Study Area), as visualized in **Figure 8-1** below. The Study Area is generally bounded by the north side of 125 Street to the north, mid-block between Adam Clayton Powell Boulevard and Malcom X Boulevard to the east, W. 122nd Street to the south, and just west of Frederick Douglass Boulevard to the west.

Figure 8-1, Urban Design Study Area and Photograph Key



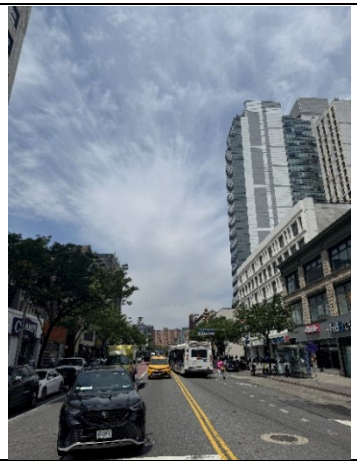
Figure 8-2, Urban Design Study Area Photographs



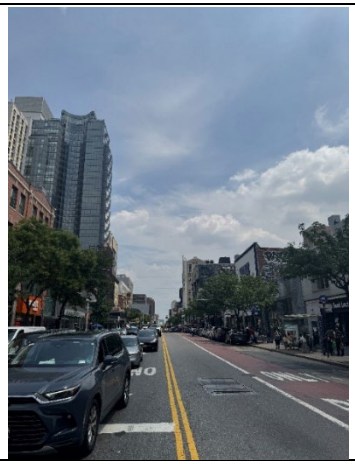
Photograph No. 1: View of Adam Clayton Powell Jr. Boulevard looking north, from near W. 122nd Street.



Photograph No. 2: View of Adam Clayton Powell Jr. Boulevard looking south, from near W. 124th Street.



Photograph No. 3: View of the W. 125th Street corridor looking west, from near Adam Clayton Powell Jr. Boulevard.



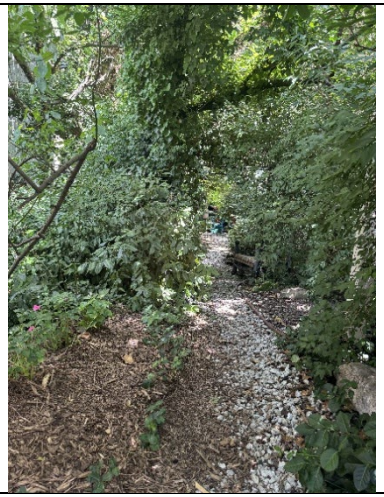
Photograph No. 4: View of W. 125th Street corridor looking east, from near Frederick Douglass Boulevard.

All photographs taken 6/30/25

Figure 8-2, Urban Design Study Area Photographs (Continued)



Photograph No. 5: View of Our Little Green Acre Community Garden looking north from W. 122nd Street.



Photograph No. 6: View of Joseph Daniel Wilson Memorial Community Garden looking north from W. 122nd Street.



Photograph No. 7: View of Frederick Douglass Boulevard looking north, from W. 123rd Street.



Photograph No. 8: View of Frederick Douglass Boulevard looking south, from W. 123rd Street.

All photographs taken 6/30/25

Figure 8-2, Urban Design Study Area Photographs (Continued)



Photograph No. 9: View of W. 122nd Street corridor looking west, from near Adam Clayton Powell Jr. Boulevard.



Photograph No. 10: View of W. 122nd Street corridor looking east, from near Frederick Douglass Boulevard.



Photograph No. 11: View of W. 122nd Street corridor looking east, from near Adam Clayton Powell Jr. Boulevard.



Photograph No. 12: View of W. 123rd Street corridor looking west, from near Adam Clayton Powell Jr. Boulevard.

All photographs taken 6/30/25

Figure 8-2, Urban Design Study Area Photographs (Continued)



Photograph No. 13: View of W. 123rd Street corridor looking east, from near Frederick Douglass Boulevard.



Photograph No. 14: View of W. 124th Street corridor looking east, from near Frederick Douglass Boulevard.



Photograph No. 15: View of St. Paul's German Evangelical Lutheran Church looking west from W. 123rd Street.

All photographs taken 6/30/25

8.3 Preliminary Urban Design and Visual Resources Assessment

8.3.1 Existing Conditions

Projected Development Site 1 and the Affected Area

Projected Development Site 1 is developed with a 67-space surface parking lot at an interior, 16,639-SF rectangular lot at Manhattan Block 1929; as such, Projected Development Site 1 features a 0.0 built FAR and no building height. Further, as an interior lot, the lack of a building at this site creates an inconsistent street wall along the south side of W. 124th Street between Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard, as there are existing buildings that abut Projected Development Site 1 to the east and west.

This includes existing development within the larger Affected Area to the east of Projected Development Site 1, defined by multi-story residential buildings at Lots 57, 158, and 29. The specific built form at each of these lots includes:

- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF interior rectangular lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units. The building rises to a height of 210 feet, with an initial setback at 137 feet, with several setbacks thereafter, creating a staggered building articulation in the upper stories. The building was constructed in 2021 by the Applicant.
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF interior rectangular lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units and 7,164-SF of community facility space. The building rises to a height of 210 feet, with an initial setback at 140 feet, with several setbacks thereafter, creating a staggered building articulation in the upper stories. The building was constructed in 2021 by the Applicant.
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF rectangular corner lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 affordable dwelling units above. The total building height is 119 feet, with no setbacks, and it was constructed in 1985.

It is noted that the Ennis Francis LSRD campus is considered one zoning lot, such that FAR calculations are based on the combined zoning lot area (71,331 SF total between lots 150, 29, 57, and 158) and the combined residential, commercial, and community facility zoning floor areas developed at these individual tax lots. The Ennis Francis LSRD features a total built FAR of 5.85 (483,328 GSF / 417,432 ZSF of total floor area), including 472,964 GSF / 407,068 ZSF (5.71 FAR) of residential floor area, 3,200 GSF / ZSF (0.04 FAR) of commercial floor area, and 7,164 GSF / ZSF (0.10 FAR) of community facility floor area. The combined total number of existing dwelling units within the Ennis Francis LSRD is 497, of which 168 are market-rate and 329 are affordable.

The Affected Area forms an L-shaped geography at the eastern end of Manhattan Block 1929, and is bounded by W. 124th Street to the north, Adam Clayton Powell Jr. Boulevard to the east, W. 123rd Street and lower-density residential development to the south, and institutional development to the west. See **EAS Form Figure 6, Photograph Nos. 1 through 7** for representative photographs of Projected Development Site 1 and the Affected Area.

Study Area

The existing built form within the 400-foot Study Area is generally defined by those areas north and south of West 124th Street, as well as along the Adam Clayton Powell Jr. and Frederick Douglass Boulevards. The built form of areas north of West 124th Street within the Study Area are generally characterized by relatively larger-scale development, on relatively larger lots (primarily ranging from 5,000 to 66,000 SF, with a median lot size of 10,055 SF), with relatively larger buildings (a median floor area of 24,342 GSF and median built FAR of 3.0, with a mean building height of approximately 60 feet). South of 124th Street (and exclusive of the Affected Area), development is generally smaller scale, including relatively smaller lots (less than 5,000 SF, with a median lot size of 1,783 SF) with smaller buildings (a median floor area of 4,600 GSF with median built FAR of 2.8, with a mean building height of approximately 54.7 feet).

Dr. Martin Luther King Jr. Boulevard (125th Street) within the Study Area is a local retail service corridor (e.g., offering smaller commercial spaces with businesses such as restaurants, clothing stores, home goods, and banks). At the same time, the aforementioned Adam Clayton Powell Jr. and Frederick Douglass Boulevards exhibit larger commercial and institutional uses (movie theater, New York State Offices, religious institutions, and hotels, etc.). Both corridor typologies contribute to an active pedestrian environment within the Study Area.

Streets within the Study Area follow the New York City grid layout. Adam Clayton Powell Jr. and Frederick Douglass Boulevard are major north-south corridors, each featuring two lanes of traffic in each direction. 125th Street runs east-west and features one lane of traffic in each direction as well as a dedicated bus lane in each direction. West 123rd, 124th, and 126th Streets run one-way (west, east, and west, respectively). Pedestrian infrastructure, including sidewalks, crosswalks, and landscaping, was observed to be in relatively good condition along all of these corridors. Two open space resources are located within the Study Area, including two community gardens, the Our Little Green Acre and the Joseph Daniel Wilson Memorial Garden, both of which are located along the north side of West 122nd Street between Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard. Additionally, a landscaped median along Adam Clayton Powell Jr. Boulevard provides both additional greenery and a natural aesthetic appeal.

There are several visual resources within the Study Area, in the form a historic architectural resources, including one (1) LPC- and S/NR designated historic district (the Mount Morris Park Historic District Extension) and eight (8) eligible and/or designated historic landmarks, including: (1) the Apollo Theater; (2) the Hotel Theresa; (3) Blumstein's Department Store; (4) Washington Apartments; (5) (Former) St. Paul's German Evangelical Lutheran Church; (6) the Bishop Building; (7) the H.C.F. Koch Department Store; and (8) the Adam Clayton Powell Building / Harlem State Office Building. Detailed descriptions of each of these resources, including statements on their architectural character and representative photographs, are provided in **Section 7.4.1**, while their location within the Study Area is provided in **Figure 7-1**. The presence of these historic visual resources contributes to and defines the varied and distinctive architectural character within the Study Area, both in terms of its built form and as a cultural destination.

Refer to **Figure 8-1** and associated **Photograph Nos. 1 through 16** in **Figure 8-2** for representative photographs of urban design conditions within the Study Area. See **Figure 8-3** for a visualization of built form data within the Study Area.

Figure 8-3, Urban Design Study Area Built Form Data Map



8.3.2 Future No-Action Scenario

Projected Development Site 1 and the Affected Area

Absent the Proposed Actions, existing conditions within the Affected Area, including Projected Development Site 1, are anticipated to remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and Ennis Francis LSRD plan modifications, redevelopment of Projected Development Site 1 with development other than what currently exists there now would be prohibited pursuant to the Ennis Francis LSRD as it is currently construed.

Renderings depicting street-level pedestrian views of the Future No-Action Scenario development conditions within the Affected Area are presented in **Figure 8-4** and **Figure 8-5**.

Study Area

Based on a review of the NYC DCP's House Database Files,[29] there are three (3) active construction permits for the construction of new buildings within the 400-foot Study Area that would be completed by the 2029 Project Analysis Year, as follows:

- 144 West 125th Street (Manhattan Block 1909, Lot 9; DOB Job No.: 121187857): A 84,267-GSF, six-story museum and educational building (the "Studio Museum in Harlem).
- 233 West 125th Street (Manhattan Block 1931, Lot 17; DOB Job No.: 121187447): A 375,187 GSF, 29-story multi-family residential building, including 191 dwelling units.
- 240 West 123rd Street (Manhattan Block 1928, Lot 50; DOB Job No.: M00577797): a 6,807 GSF, seven-story two-family residential building.

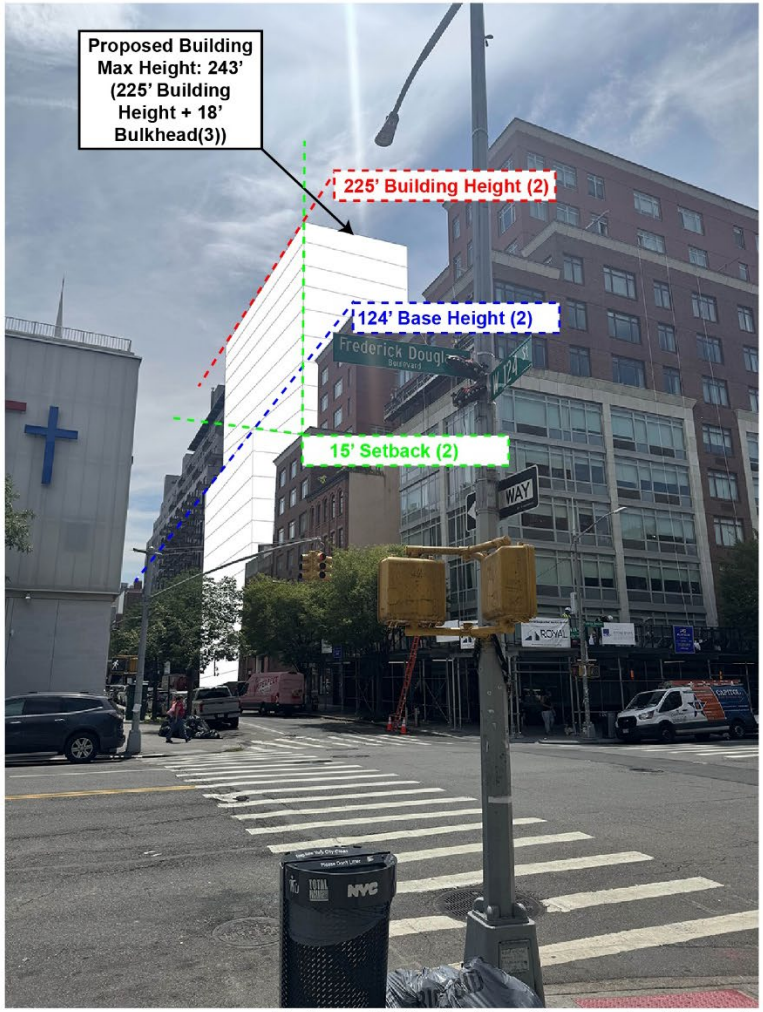
These projects, consisting of two- and multi-family residential and ground-floor commercial buildings, would be constructed in a manner consistent with respective underlying zoning districts, such that they would align with the existing built form within the Study Area and would not change or obscure views of the identified visual resources within this geography.

[29] https://www.nyc.gov/content/planning/pages/resources/datasets/housing-project-level, accessed June 23, 2025

Figure 8-4, Future No-Action and With-Action Scenario Renderings, View 1



Future No-Action Scenario, View 1: View of Projected Development Site 1 Facing East from Federick Douglass Boulevard



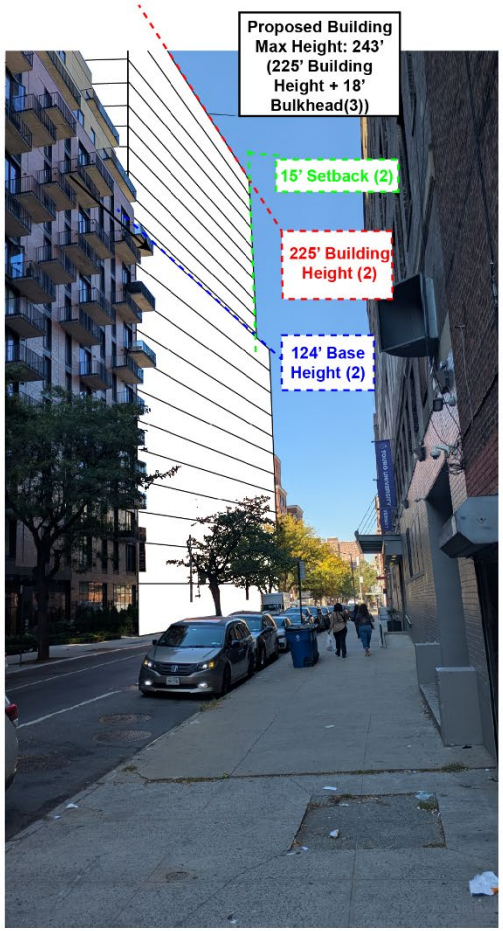
Future With-Action Scenario, View 1: View of Projected Development Site 1 Facing East from Federick Douglass Boulevard

R ILLUSTRATIVE PURPOSES ONLY; (1) NO PERMTTED BUILDING ENVELOPE AT PROJECTED DEVELOPMENT SITE 1 (LOT 150) IN THE FUTURE NO-ACTION SCENARIO PURSUANT T
E ENNIS FRANCIS LSRD; (2) FUTURE WITH-ACTION ENVELOPE, INCLUDING AREA, BULK, AND HEIGHT, REPRESENTs MAXIMUM PERMITTED DEVELOPMENT PURSUANT TO REQUI
'E PLAN APPROVAL AS PART OF LSRD MODIFICATIONS; (3) BULKHEADS NOT VISIBLE FROM STREET LEVEL

Figure 8-5, Future No-Action and With-Action Scenario Renderings, View 2



Future No-Action Scenario, View 1:
View of Projected Development Site 1 Facing East from Federick Douglass Boulevard



Future With-Action Scenario, View 1:
View of Projected Development Site 1 Facing East from Federick Douglass Boulevard

FOR ILLUSTRATIVE PURPOSES ONLY; (1) NO PERMTTED BUILDING ENVELOPE AT PROJECTED DEVELOPMENT SITE 1 (LOT 150) IN THE FUTURE NO-ACTION SCENARIO PURSUANT TO THE ENNIS FRANCIS LSRD; (2) FUTURE WITH-ACTION ENVELOPE, INCLUDING AREA, BULK, AND HEIGHT, REPRESENTs MAXIMUM PERMITTED DEVELOPMENT PURSUANT TO REQUIRED SITE PLAN APPROVAL AS PART OF LSRD MODIFICATIONS; (3) BULKHEADS NOT VISIBLE FROM STREET LEVEL

8.3.3 Future With-Action Scenario

Projected Development Site 1 and the Affected Area

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Representative views of Projected Development Site 1 and the Affected Area under the Future With-Action Scenario, compared to the Future No-Action Scenario, are provided in **Figure 8-4** and **Figure 8-5.**

Study Area

Development facilitated by the Proposed Actions would be limited to Projected Development Site 1, such that it would not result in any direct changes to the built form within the remainder of the Study Area. Overall, the redevelopment of Projected Development Site 1 with a new mixed-use residential and community facility building would be consistent with existing residential and community facility development within the Study Area.

Views of the various visual resources within the Study Area would remain unchanged under the Future With-Action Scenario. Based on a review of available mapping (see **Figure 7-1** and **Figure 8-1**) as well as a site visit conducted on June 30, 2024, the only publicly accessible views of visual resources from Projected Development Site 1 under the Future With-Action Scenario (and vice versa) include Blumstein's Department Store and the Hotel Theresa. View corridors within the Study Area would also remain relatively unchanged by the Study Area; based on the aforementioned mapping and site visit, the only publicly available view corridor the Future With-Action Scenario would be visible from is W. 124th Street, which it would front on. The Future With-Action Scenario would join with existing development to the west and east to create a unified urban fabric (in place of the existing / Future No-Action Scenario parking lot), such that it would be compatible with and enhance said urban fabric.

8.4 Conclusions

The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or impact visual resources within the Study Area. The Proposed Actions would generally maintain the built environment's arrangement, appearance, or functionality. With respect to arrangement and functionality, the Future With-Action Scenario would redevelop Projected Development Site 1 with two (2) joined / adjacent mixed-use residential building and community facility buildings, replacing the accessory surface parking lot that would remain under the Future No-Action Scenario, and would be similar in size and height to the three (3) existing buildings within the Affected Area as well as within the Study Area. Replacing the accessory parking lot at the site would create a more seamless pedestrian experience along this portion of W. 124th Street, as the projected development would join with existing development to the west and east for a continuous streetwall and would also eliminate the curb cut and associated parking entry/egress.

With respect to the Affected Area, the buildings at Lot 57 and 158 (along W. 124th Street and Applicant-owned) are both 210 feet tall (with base building heights of 137 feet and 140 feet, respectively) and feature 185,813 GSF and 147,535 GSF of floor area, respectively; Lot 29, along Adam C Powell Boulevard in the eastern Affected Area, features 149,980 GSF of floor area and a 124-foot building height). The Future With-Action Scenario would feature a 225-foot building height with a base building height of 124 feet, and 249,696 GSF of floor area; the Future With-Action Scenario would increase the built FAR within the Ennis Francis LSRD from 5.85 to 8.95. Thus, while somewhat larger than the existing buildings within the Affected Area along 124th Street, the Future With-Action Scenario would be consistent with building bulk and height along this corridor between Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard.

Outside of the Affected Area, there are several buildings of similar bulk and/or height to the Future With-Action Scenario, including:

- 233 W. 125th Street (Block 1931, Lot 7501): a 28-story (326-foot building height), 338,518-GSF building (16.94 built FAR), located at the northern extent of the Study Area.
- 125 W. 125th Street (Block 1910, Lot 1): a 19-story (292-foot building height), 285,662-GSF building (4.3 built FAR), located in the northeastern Study Area.
- 2082 Adam C Powell Boulevard (Block 1930, Lot 30): a 12-story (169-foot building height), 163,440 GSF building (12.82 FAR), located at the eastern end on the block north of the Affected Area within the Study Area.

The Future With-Action Scenario would therefore be representative of built form within the Study Area as well as the Affected Area.

Based on the foregoing, the Proposed Actions would not have an adverse effect on the pedestrian's experience of the area; the Future With-Action Scenario would complement and be consistent with the existing urban design character within the Affected Area and in the associated Study Area, including the pedestrian's experience of arrangement and function (complementary residential and institutional development along interior blocks within the Study Area south of 124th Street) and appearance (consistent with medium and larger scale residential development within the Affected Area and the Study Area south of 124th Street).

Publicly accessible view corridors of visual resources visible from Projected Development Site 1 (and vice versa), including Blumstein's Department Store and Hotel Theresa, as well as all other identified visual resources within the Study Area, would remain unchanged under the Future With-Action Scenario. As the redevelopment of Projected Development Site 1 under the Future With-Action Scenario would be limited to Block 1929, Lot 150, it would not result in the obstruction of publicly accessible views of these resources. Publicly accessible views of all of these resources are limited to sidewalk areas in the vicinity of these various street frontages; such street frontages would not be affected by the Future With-Action Scenario.

View corridors within the Study Area would also remain relatively unchanged by the Study Area; the Future With-Action Scenario would join with existing development to the west and east to create a unified urban fabric (in place of the existing / Future No-Action Scenario parking lot), such that it would be compatible with and enhance said urban fabric along the W. 124th Street view corridor In this area.

As such, the Proposed Actions would not result in any significant adverse impact on urban design or visual resources, and a detailed analysis is not warranted.

9 HAZARDOUS MATERIALS

9.1 Introduction

According to the *2021 CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists 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.

9.2 Methodology

The hazardous materials assessment begins with a Phase I Environmental Site Assessment (ESA), which is a qualitative evaluation of the environmental conditions present at a site, based on a review of available information, site observations, and interviews. Pursuant to the *2021 CEQR Technical Manual*, the Phase I ESA is conducted in accordance with the standards established by the current ASTM Phase I ESA Standard and includes research and field observations to determine whether the site may contain contamination from either past or present activities on the site or as a result of activities on adjacent or nearby properties. If potential Recognized Environmental Conditions (RECs) are identified during this assessment, then any subsurface investigations are usually conducted as part of a Phase II ESA to confirm the presence and extent of the contamination.

9.3 Historic Hazardous Materials Studies

9.3.1 Phase I ESA, November 2017 (the 2017 Phase ESA; Equity Environmental Engineering, LLC)

Equity Environmental Engineering (Equity) performed a Phase I ESA at the Ennis Francis LSRD considered in the prior environmental review (19DCP041M, including Manhattan Block 1929, Lots 57 [now 150, 57, and 158], 29, and 17[30]), in conformance with the scope and limitations of ASTM Practice E 1527-13. The 2017 Phase I ESA has revealed the following information in connection with the Subject Property:

- REC No. 1: Equity observed mold and asbestos inside the prior, vacant residential building that existed at Lot 57 at the time of the 2017 Phase I ESA.
- REC No. 2: Sanborn Fire Insurance Maps revealed the presence of a Chemical Products facility on-site from 1951 to 1980.

The NYC Department of Environmental Protection (DEP) revised the 2017 Phase I ESA and issued a letter (dated October 2nd, 2018 – see **Appendix C**) concurring with the findings of the 2017 Phase I ESA and specifying an E-Designation for Lot 57 (E-521) as provided below. Additionally, it was specified that further hazardous materials assessments at lots within the Ennis Franis LSRD would be conducted through the Mayor's Office of Environmental Remediation (MOER).

While the hazardous materials studies supporting this E-Designation analyzed Lot 57 prior to its subdivision, such that the recommendations of the E-Designation were intended to apply to a broader area, due to administrative timelines, E-521 only applies to the current Lot 57, as this E-Designation was formalized in June 2019, however, the Lot was subdivided into Lots 150, 57, and 158 in April of the same year.

[30] At the time of the prior environmental review and Phase I ESA, the Ennis Francis LSRD was comprised of Lots 150, 57, and 158], 29, and 17; after the approval of those actions, Lot 17 was subsequently removed from the Ennis Francis LSRD.

The text for the (E) designation E-521 related to hazardous materials is as follows.

Block 1929, Lot 57

Task 1-Sampling Protocol

The Applicant submits to OER, for review and approval, a Phase I ESA of the site along with a soil, groundwater, and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by MOER if the results indicate that remediation is necessary. If MOER determines that no remediation is necessary, written notice shall be given by MOER.

If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed.

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

9.4 Preliminary Hazardous Materials Analysis

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

As the Future With-Action Scenario would result in in-ground disturbance at a site with known RECs, additional hazardous materials studies are warranted. As previously discussed, E-521 only applies to the current Lot 57 despite the fact that the prior hazardous materials studies supporting the E-Designation studied the un-subdivided Lot 57, which also included current Lots 150 and 58. As such, the Applicant will coordinate with the NYC DEP at appropriate steps during the CEQR process to determine the applicability of the Hazardous Materials requirements of E-521 to Lot 150, if additional studies, and/or if a new E-Designation is warranted. It is expected that the Applicant will be required

to undertake appropriate sampling, testing, remediation, and development of Health and Safety Plans (HASPs) to OER's satisfaction prior to redevelopment of Projected Development Site 1.

9.5 Conclusions

The Future With-Action Scenario would result in ground disturbance at Manhattan Block 1929, Lot 150, a site with known RECs. The Applicant will coordinate with the NYC DEP at appropriate steps during the CEQR process to determine the applicability of the Hazardous Materials requirements of E-521 to Lot 150, if additional studies, and/or if a new E-Designation is warranted. It is expected that the Applicant will be required to undertake appropriate sampling, testing, remediation, and development of Health and Safety Plans (HASPs) to OER's satisfaction prior to redevelopment of Projected Development Site 1.

With the above measures in place, the Proposed Actions would not result in significant adverse impacts related to hazardous materials.

10 TRANSPORTATION

10.1 Introduction

Pursuant to the *2021 CEQR Technical Manual* methodology, a transportation assessment may be necessary when a proposed action would alter the transportation network by closing, opening, or realigning an element of the transportation system, such as a roadway, pedestrian way, or transit route, or if it would generate new trips on the transportation network. The objective of the transportation analyses is to determine whether a proposed project may have a potentially significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement.

This chapter assesses the potential for project-generated vehicle, transit, and pedestrian trips to affect the local transportation network.

10.2 Transportation Analysis Framework

10.2.1 Existing Conditions

Projected Development Site 1 (Block 1929, Lot 150) is located within the Ennis Francis LSRD (i.e., the Affected Area), comprised of Manhattan Block 1929, Lots 150, 57, 158, and 29, generally bound by West 124th Street to the north, Adam Clayton Powell Jr Boulevard to the east, multi-family residential uses to the south, and a religious use to the west. Projected Development Site 1 is developed with a 67-space surface parking lot that serves as accessory parking to the development at Lot 158; the development at Lot 158 also includes a 25-space cellar garage. The Ennis Francis LSRD features a total built FAR of 5.85 (483,328 GSF / 417,432 ZSF of total floor area), including 472,964 GSF / 407,068 ZSF (5.71 FAR) of residential floor area, 3,200 GSF / ZSF (0.04 FAR) of commercial floor area, and 7,164 GSF / ZSF (0.10 FAR) of community facility floor area. The combined total number of existing dwelling units within the Ennis Francis LSRD is 497.

10.2.2 Future No-Action Scenario

Existing conditions are expected to remain in the future No-Action Condition.

10.2.3 Future With-Action Scenario

As further discussed in **Section 1.5** and as summarized below in **Table 10-1**, the Proposed Actions would result in an additional 357 dwelling units (71 to 107 affordable), and 21,261 GSF of additional community facility space.

Table 10-1, Increment Summary Table

Land Use	Existing	No-Action	With-Action	Increment
Residential	497 DUs	497 DUs	854 DUs	+357 DUs
Community Facility	7,164 GSF	7,164 GSF	28,302 GSF	+21,138
Parking	82	82	25	-67

10.3 Preliminary Transportation Assessment

The Affected Area is within Traffic Zone 2. According to Table 16-1 of the 2021 CEQR Technical Manual, in this zone, a development of fewer than 200 residential units, 25,000 square feet of community facility space, or a weighted average below 1.00, typically does not warrant further assessment of the potential for adverse effects on transportation. As shown above in **Table 10-1**, while

the proposed increases in community facility uses does not exceed the individual analysis threshold, the residential component with 357 new dwelling units does exceed the analysis threshold and therefore a Tier 1 trip generation is required.

10.3.1 Level 1 Trip Generation Assessment

The *2021 CEQR Technical Manual* states that a preliminary Level 1 Trip Generation Screening Assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the Proposed Project would result in fewer than the following increments:

- 50 peak-hour vehicle trips;
- 200 peak-hour subway/rail or bus transit riders (or 50 bus trips in a single direction on a single route during a peak hour);
- 50 CWFS Ferry Trips; or
- 200 peak hour pedestrian trips.

The *2021 CEQR Technical Manual* also states that if the threshold for traffic is surpassed, a parking assessment may also be warranted.

Transportation Planning Assumptions

As described below in more detail for individual land uses, the *2021 CEQR Technical Manual*; Inwood Rezoning FEIS; and American Community Survey (ACS) 2015-2019 5-Year Journey-to-Work Census data (for New York County Census Tracts 200, 208, 215, 220, 222, 224, 257); were used to develop the Travel Demand Factors as shown in **Table 10-2** below. **Table 10-3** below shows the person trips, vehicular trips, and pedestrian trips generated based on the travel demand factors presented in **Table 10-2**.

Residential

The daily person trip generation rates, temporal and directional distributions, and truck trip generation rates are based on the *2021 CEQR Technical Manual*. The modal splits and auto vehicle occupancy rate are based on 2015-2019 American Community Survey (ACS) Journey-to-Work data for New York County Census Tracts 200, 208, 215, 220, 222, 224, 257, while the taxi vehicle occupancy rate is based on the Inwood Rezoning FEIS.

Community Facility

All travel demand factors for the proposed community center are based on the Inwood Rezoning FEIS.

Table 10-2, Travel Demand Factors

	Residential		Community Facility	
Trip Generation	(1)		(3)	
Weekday	8.18		44.7	
Saturday	9.08		26.1	
	per dwelling unit		per 1,000 sf	
Temporal Distribution	(1)		(3)	
AM	9.3%		4.0%	
MD	5.6%		9.0%	
PM	8.5%		5.0%	
Sat MD	8.4%		9.0%	
Modal Splits	(2)		(3)	
Auto	12.3%		4.0%	
Taxi	1.6%		9.0%	
Bus	4.5%		5.0%	
Subway	71.5%		12.0%	
Walk/Other	10.1%		70.0%	
In/Out Splits	In (1)	Out (1)	In (3)	Out (3)
AM	22%	78%	66%	34%
MD	50%	50%	58%	42%
PM	62%	38%	34%	66%
Sat MD	55%	45%	58%	42%
Vehicle Occupancy	(2) (3)		(3)	
Auto	1.16		1.40	
Taxi	1.40		1.40	
Truck Trip Generation	(1)		(3)	
Weekday	0.06		0.04	
Saturday	0.02		0.01	
Temporal Distribution	(1)		(3)	
AM	12.0%		7.7%	
MD	9.0%		11.0%	
PM	2.0%		2.0%	
Saturday	9.0%		11.0%	
In/Out Splits	In	Out	In	Out
AM/MD/PM/Sat	50.00%	50.00%	50.00%	50.00%

1 = 2021 CEQR Technical Manual

2 = JTW ACS 2015-2019 New York County Census Tracts 200, 208, 215, 220, 222, 224, 257

3 = Inwood Rezoning FEIS

Table 10-3, Project Generated Person Trips

	Residential		Community Facility		Total		
Size	357 du		21,138 gsf				
Peak Hour Trips							
AM	272		38		309		
MD	164		85		249		
PM	248		47		295		
Sat MD	272		50		322		
Person Trips							
AM	In	Out	In	Out	In	Out	In/Out Total
Auto	7	26	1	1	8	27	35
Taxi	1	3	2	1	3	5	8
Bus	3	10	1	1	4	10	14
Subway	43	151	3	2	46	153	199
Walk/Other	6	21	17	9	23	30	54
Total	60	212	25	13	85	225	309
MD	In	Out	In	Out	In	Out	In/Out Total
Auto	10	10	2	1	12	11	24
Taxi	1	1	4	3	6	5	10
Bus	4	4	2	2	6	5	12
Subway	58	58	6	4	64	63	127
Walk/Other	8	8	35	25	43	33	76
Total	82	82	49	36	131	117	249
PM	In	Out	In	Out	In	Out	In/Out Total
Auto	19	12	1	1	20	13	32
Taxi	2	2	1	3	4	4	8
Bus	7	4	1	2	8	6	14
Subway	110	67	2	4	112	71	183
Walk/Other	16	10	11	22	27	31	58
Total	154	94	16	31	170	126	295
Saturday	In	Out	In	Out	In	Out	In/Out Total
Auto	18	15	1	1	20	16	35
Taxi	2	2	3	2	5	4	9
Bus	7	6	1	1	8	7	15
Subway	107	88	3	3	111	90	201
Walk/Other	15	12	20	15	35	27	62
Total	150	123	29	21	179	143	322
Vehicle Trips							
AM	In	Out	In	Out	In	Out	In/Out Total
Auto	6	22	1	0	7	22	29
Taxi (Balanced)	3	3	3	3	6	6	12
Truck	1	1	0	0	1	1	2
Total	10	26	4	3	14	29	43
MD	In	Out	In	Out	In	Out	In/Out Total
Auto	9	9	1	1	10	10	20
Taxi (Balanced)	2	2	5	5	7	7	14
Truck	1	1	0	0	1	1	2
Total	12	12	6	6	18	18	36
PM	In	Out	In	Out	In	Out	In/Out Total
Auto	16	10	0	1	16	11	27
Taxi (Balanced)	3	3	3	3	6	6	12
Truck	0	0	0	0	0	0	0
Total	19	13	3	4	22	17	39
Saturday	In	Out	In	Out	In	Out	In/Out Total
Auto	16	13	1	1	17	14	31
Taxi (Balanced)	3	3	3	3	6	6	12
Truck	0	0	0	0	0	0	0
Total	19	16	4	4	23	20	43

Trip Generation Summary

The *2021 CEQR Technical Manual* provides a methodology for evaluating the potential impacts of a Proposed Project on the transportation system. In accordance with the *2021 CEQR Technical Manual*, a Level 1 Screening Assessment includes a trip generation analysis to determine whether the project would result in more than 50 vehicle trip-ends, 200 subway/rail or bus transit riders, 50 CWFS ferry trips, or 200 pedestrian trip-ends in a peak hour.

The incremental project-generated trip ends determined based on the Level 1 Trip Generation Screening are summarized below in **Table 10-4**.

Table 10-4, Summary of Project Generated Trip Ends

Peak Hour	AM Peak Hour	Midday Peak Hour	PM Peak Hour	Saturday Peak Hour
Total Subway Trip-Ends	199	127	183	**201**
Total MTA Bus Trip-Ends	14	12	14	15
Total Walk-Only Trip-Ends	54	76	58	62
Total Pedestrian Trip-Ends	**267**	**215**	**255**	**278**
Total Vehicular Trip-Ends	**43**	**36**	**39**	**43**

Highlighted cells denote trips in exceedance of 200 transit/pedestrian trip ends or 50 vehicles per peak hour

Traffic

As shown in **Table 10-4**, the Proposed Project would generate fewer than 50 vehicle trips during all four peak hours and therefore no further analysis of vehicular trips is warranted.

Subway

As shown in **Table 10-4**, the Proposed Project would generate 201 subway trips during the Saturday Midday Peak Hour. As such, a Level 2 Screening assessment of subway trips is warranted during the Saturday Midday peak hour.

Bus

As shown in **Table 10-4**, the Proposed Project would generate fewer than 200 MTA bus trips during all identified peak hours and therefore no further analysis of bus trips is warranted.

Pedestrians

As shown in **Table 10-4**, the Proposed Project would generate more than 200 combined pedestrian trip ends (including pedestrians walking to / from subway stations and bus stops as well as walk-only trips) during all four peak hours, thereby exceeding the Level 1 threshold. As such, a Level 2 Screening assessment of pedestrian trips is warranted during the Weekday AM, Midday, PM, and Saturday Midday peak hours.

10.3.2 Level 2 Screening Assessment

Level 2 Screening Assessment assigns project-generated vehicular and pedestrian trips to specific intersections, bus routes, subway lines, CWFS ferry routes, or parking facilities. If the results of the analysis concludes that the Proposed Action(s) would result in intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 or more bus trips in a single direction on a single route, 25 or more passenger ferry trips in a single direction on a single route, 50 or more passengers at a ferry landing, or 200 or more passengers at a subway station or on a subway line during any analysis peak hour, further detailed analysis may be needed for a particular technical area.

Subway

As discussed above, incremental subway trips generated by the proposed project would exceed the CEQR Level 1 screening threshold during the Saturday Midday Peak Hour. However, based on the project's proximity to nearby stations and census-based origin-destination data, approximately 80% of subway riders are expected to use the 125 Street A/C/B/D Station at St. Nicholas Avenue and West 125th Street, while the remaining 20% would use the 125 Street 2/3 Station at Malcolm X Boulevard and West 125th Street. Based on these distributions, no individual subway station or line is expected to experience an increase of 200 or more passengers during any analysis peak hour. Therefore, a detailed Level of Service analysis of subway conditions is not warranted

Pedestrians

As discussed above, incremental pedestrian trips resulting from the proposed project would exceed the CEQR Level-1 screening threshold during all four peak hours. As such, Level 2 Trip Assignments were prepared for the Weekday AM, Midday, and PM, and Saturday Midday peak hours, as shown below in **Figure 10-1** through **Figure 10-4**.

The pedestrian trips shown in **Figure 10-1** through **Figure 10-4** include walk-only trips, subway trips, and bus trips. Walk-only trips were evenly distributed based throughout the surrounding network. Subway trips were assigned to the 125 Street A/C/B/D Station and the 125 Street 2/3 Station based on the distribution described above, with all subway riders assumed to walk the shortest available paths to and from these stations. Bus trips were evenly distributed to the nearest bus stops, including the M2, M7, M10, M60 SBS, M101, M102, and M125 routes.

As shown in **Figure 10-1** through **Figure 10-4**, none of the sidewalks, crosswalks, or corners in the study area would exceed the 200 pedestrian trips analysis threshold during any of the four analysis peak hours. As such, a detailed Level of Service pedestrian analysis is not warranted.

10.4 Conclusions

As indicated in **Table 10-4**, during all identified peak hours, the Proposed Project would generate fewer than 50 vehicle trips and fewer than 200 MTA bus trips, such that no further traffic or bus analysis is warranted. Although the project would generate 200 subway trips during the Saturday Midday Peak Hour and more than 200 combined pedestrian trip-ends during all four peak hours, subsequent Level 2 Screening Assessments determined that no individual subway station, line, sidewalk, corner, or crosswalk would exceed the CEQR thresholds for detailed transit or pedestrian level of service analyses. Therefore, the Proposed Project would not result in any significant adverse transportation impacts, and no further analysis is required.

Figure 10-1, Weekday AM Peak Hour Project Increment Pedestrian Volumes

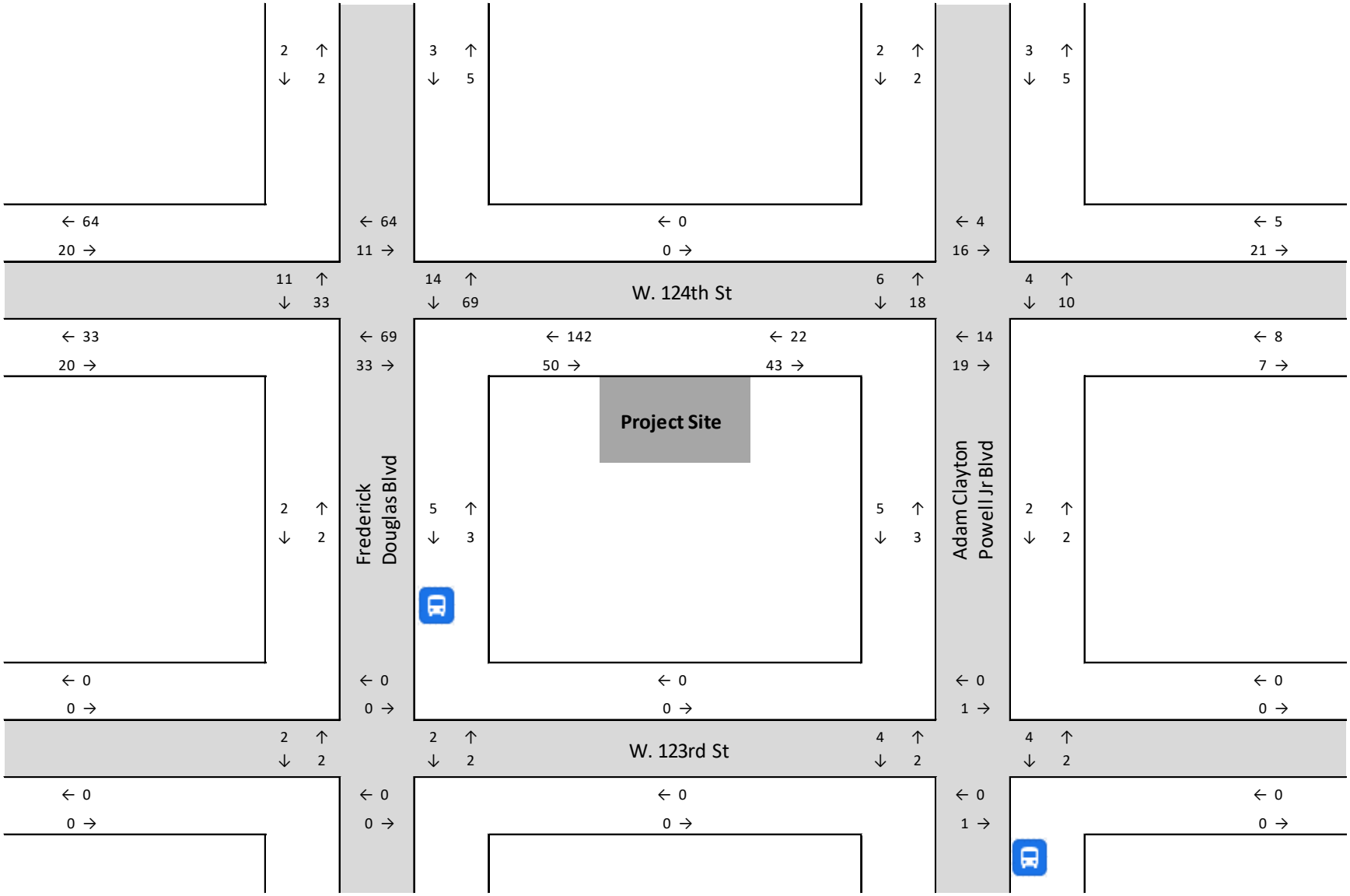


Figure 10-2, Weekday Midday Peak Hour Project Increment Pedestrian Volumes

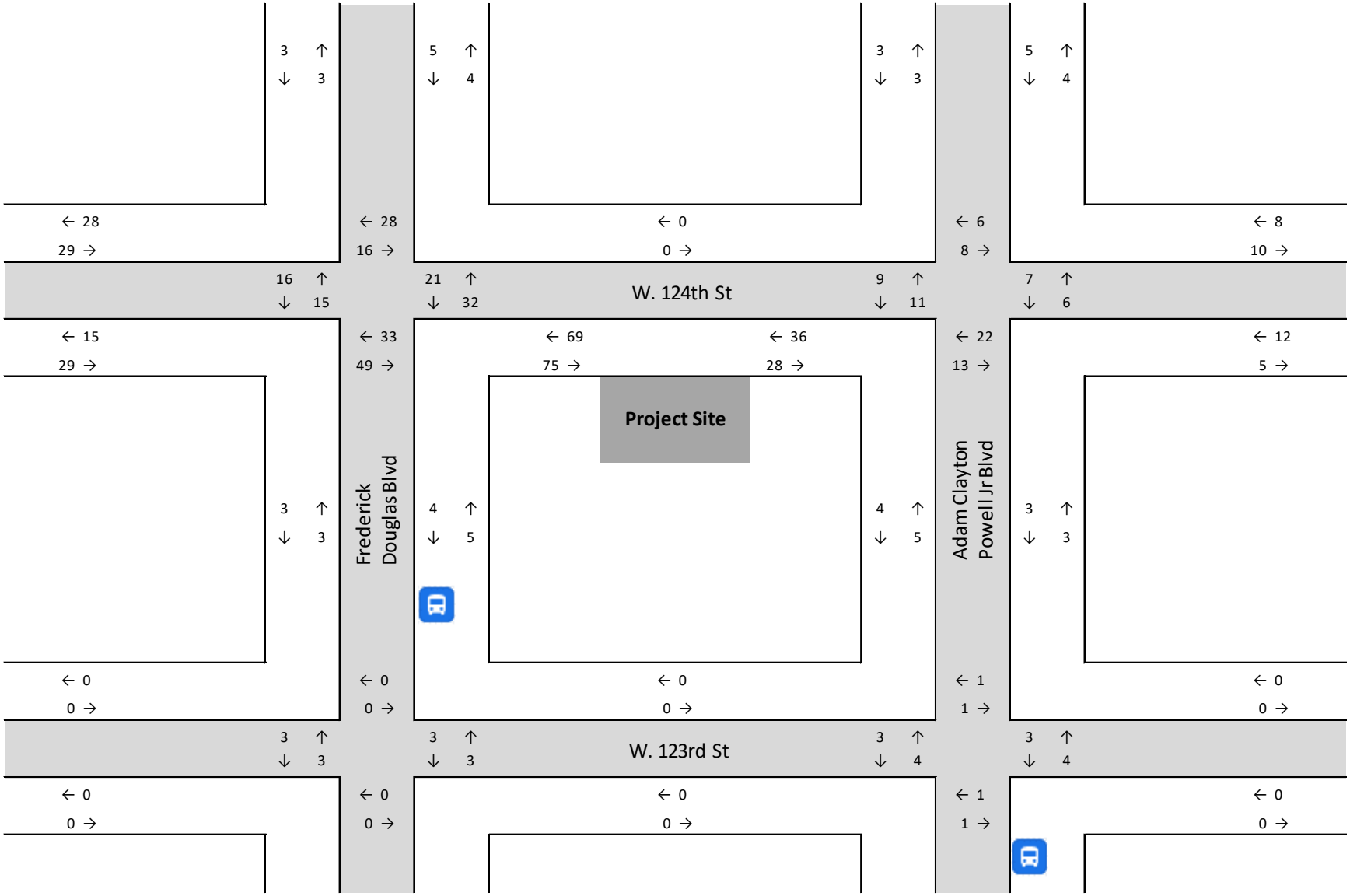


Figure 10-3, Weekday PM Peak Hour Project Increment Pedestrian Volumes

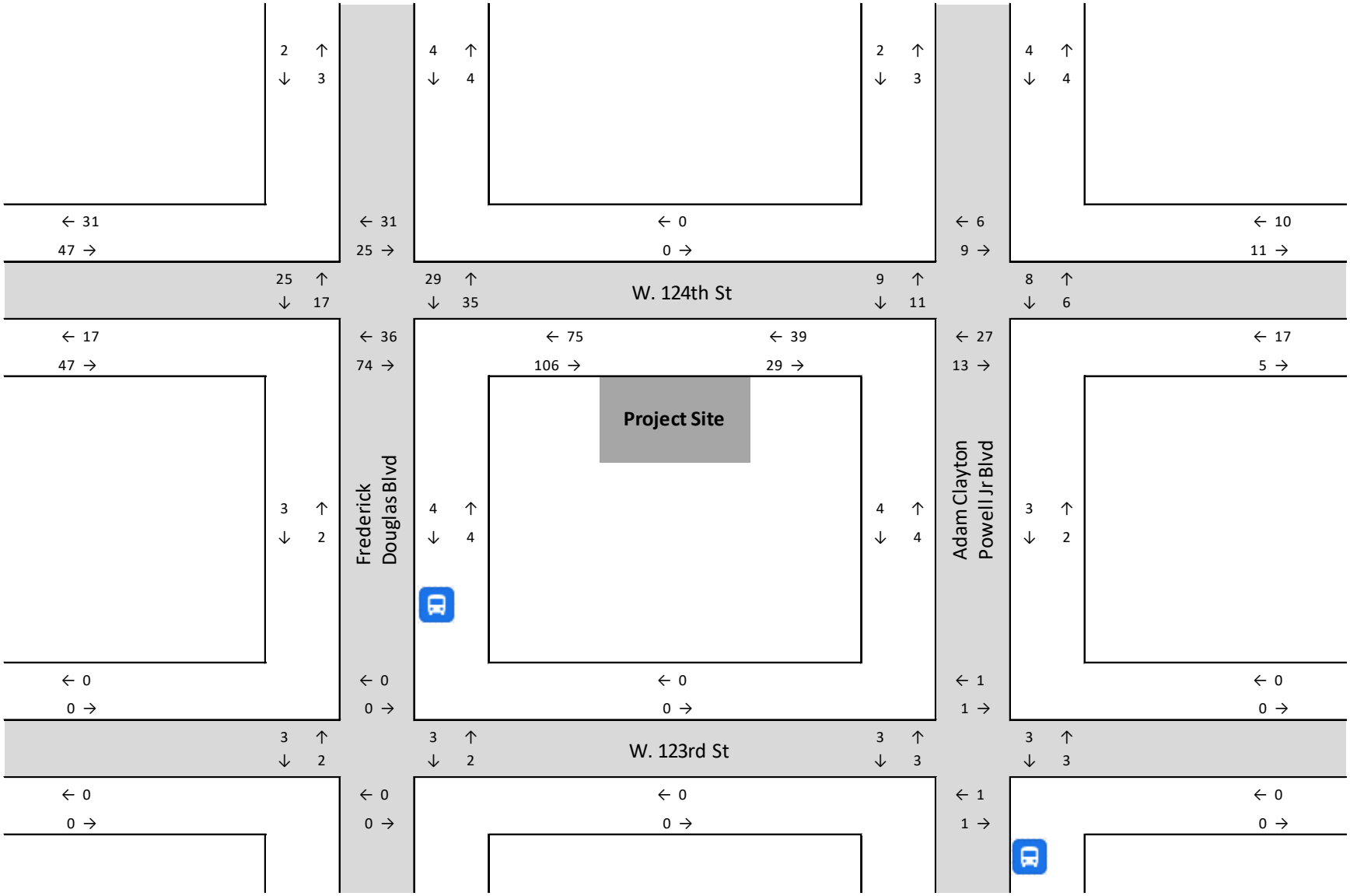
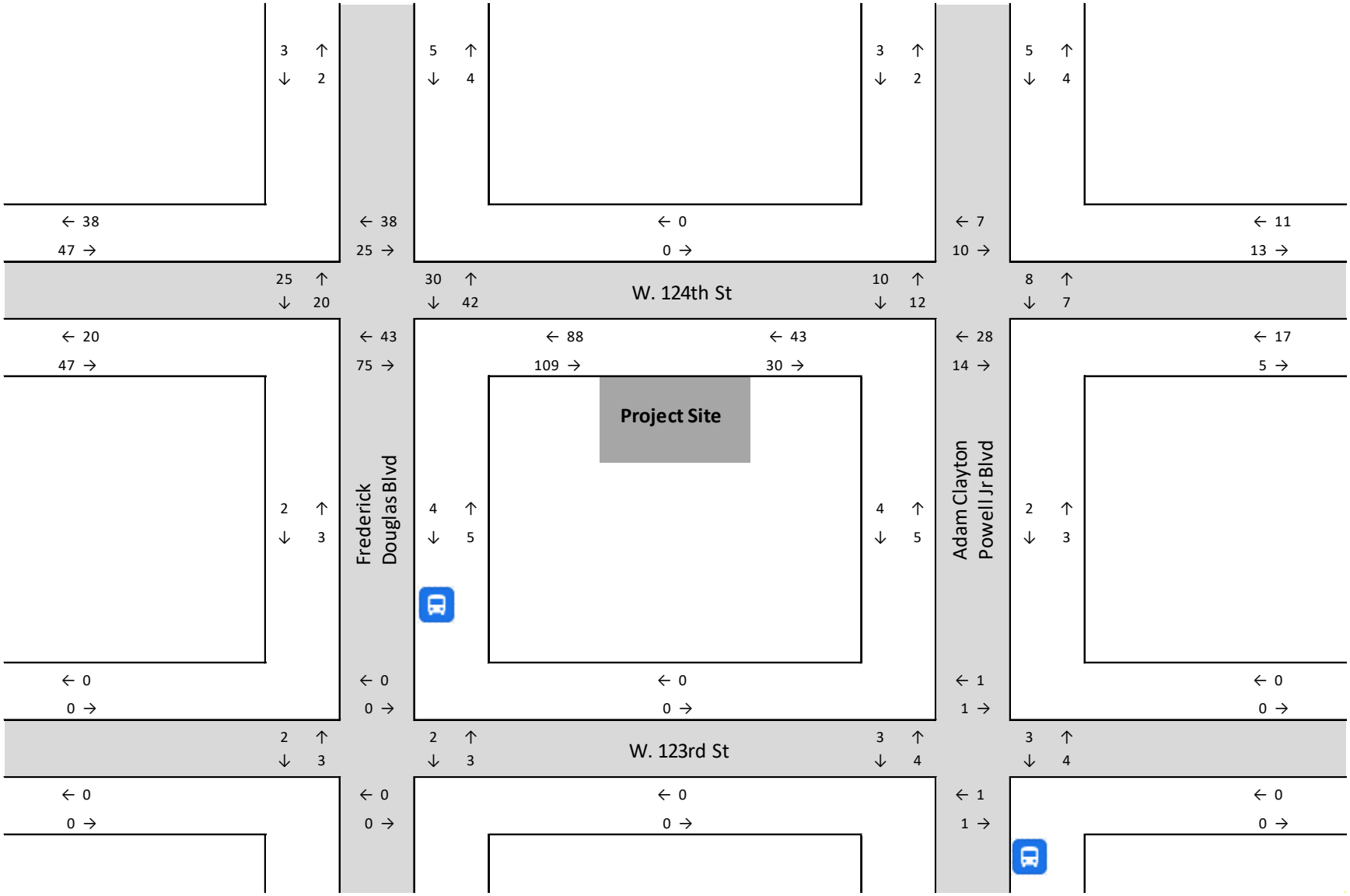


Figure 10-4, Saturday Midday Peak Hour Project Increment Pedestrian Volumes



10.5 Conclusions

As indicated in **Table 10-4**, during all identified peak hours, the Proposed Project would generate fewer than 50 vehicle trips and fewer than 200 MTA bus trips, such that no further traffic or bus analysis is warranted. Although the project would generate 200 subway trips during the Saturday Midday Peak Hour and more than 200 combined pedestrian trip-ends during all four peak hours, subsequent Level 2 Screening Assessments determined that no individual subway station, line, sidewalk, corner, or crosswalk would exceed the CEQR thresholds for detailed transit or pedestrian level of service analyses. Therefore, the Proposed Project would not result in any significant adverse transportation impacts, and no further analysis is required.

11 AIR QUALITY

11.1 Introduction

When assessing the potential for significant impacts on air quality, the *2021 CEQR Technical Manual* seeks to determine a Proposed Action's effect on ambient air quality or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources". This can occur during the operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide. The *2021 CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *2021 CEQR Technical Manual* generally recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas.

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis framework, as mandated by the State Environmental Review Act, follows the *2021 CEQR Technical Manual*.

11.2 Methodology

11.2.1 Mobile Sources

According to the *2021 CEQR Technical Manual*, projects, whether site-specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters, etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

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

- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities, or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway. It would not result in the creation of a covered roadway or affect any covered roadway. Peak hour trip generation would be below the 170-car threshold, as the increment between the Future No-Action and Future With-Action Scenarios would be below this threshold. The Future With Action Scenario would not create a new sensitive receptor adjacent to large parking facilities, nor would it result in any other mobile sources of pollution, and would not significantly increase vehicle miles traveled in a large area.

According to the *2021 CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occur:

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, and other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks, so that surrounding uses are affected.
- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- The operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- New uses created within 400 feet of a stack associated with commercial, institutional, or residential developments (and the height of the new structures would be similar to or greater than the height of the emission stack).
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.
- “Non-point” sources that could result in fugitive dust are created.
- New uses near nonpoint sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a source.

11.3 Preliminary Air Quality Analysis

11.3.1 Analysis Framework

The stationary source analysis will study the potential impacts of the Future With-Action Scenario on nearby receptors. The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built

FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

11.3.2 Heating and Hot Water Systems

Per the *2021 CEQR Technical Manual*, the HVAC analysis considers the potential for emissions from the HVAC system of a proposed project to impact existing land uses (project-on-existing) significantly. Based on CEQR guidelines, a preliminary screening analysis is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system(s) boiler emissions can be significant. The screening analysis determines the threshold of development size below which the action would not have a significant impact. This CEQR screening procedure applies to buildings that are not less than 30 feet from the nearest building of similar or greater height. Otherwise, a detailed dispersion analysis is required.

Screening Assessment

The potential for the heat and hot water system(s) to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used by the HVAC system, the height of the stack venting the emissions, the distance to the nearest building of similar or greater height, the building's use which affects the emissions, and the square footage of the development that the system would serve. The *2021 CEQR Technical Manual* screening analysis is based on these factors. A detailed analysis is required if the screening analysis fails.

Project-on-Existing

The impact of the Future With-Action Scenario at Projected Development Sites 1 on existing land uses is represented by hypothetical HVAC systems serving the mixed-use multi-family residential and community facility building.

However, in 2021, the New York City Council passed legislation to phase fossil fuels out of new construction starting in 2024. Local Law 154 of 2021 prohibits the onsite combustion of fuels that emit more than 25kg CO_2/MMBTU. The law phases out the usage of fossil fuels in new buildings for heating and hot water service. This also impacts appliances such as domestic cooking ranges and clothes dryers. This law means new buildings, with few exceptions, will be all-electric. This prohibition would take effect in July 2027; as discussed in **Section 1.8.1**, the Future With-Action Scenario is projected to be constructed and occupied in 2029, such that it will be required that their HVAC systems would be all-electric pursuant to the requirements of Local Law 154.

As such, no significant adverse impacts from stationary source air quality emissions are anticipated.

11.3.3 Industrial Emissions

The Proposed Actions would introduce sensitive land uses into the area. Accordingly, a preliminary screening was conducted to determine if there were any potential sources of industrial process emissions that could affect occupants of Projected Development Site 1 under the Future With-Action Scenario. Industrial sources were identified through a review of the NYC DEP Clean Air Tracking System (CATS) and NYS Department of Environmental Conservation (DEC) Info Locator website

(https://dec.ny.gov/maps/interactive-maps/decinfo-locator), both accessed on June 26, 2025, as well as a site visit (performed on June 30, 2025).

400-Foot Study Area

A 400-foot radius from Projected Development Site 1 was screened for potential sources of industrial emissions. Based on a review of the DEP CATS, DECInfo Locator, and land use maps (see **EAS Form Figure 4**), and a site visit on June 30, 2025, no permitted or unpermitted industrial emissions sources were identified within 400 feet of Projected Development Site 1.

Based on the foregoing, there are no sources of industrial process emissions that could affect residents of the Future With-Action Scenario, and no further analysis is warranted.

1,000-Foot Study Area

As outlined in the *2021 CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, and odor-producing facilities may result in potentially significant adverse air quality impacts. The Study Area considers major sources, large sources, and odor-producing facilities within 1,000 feet of Projected Development Site 1. Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits; large emission sources are identified as sources located at facilities that require a State facility permit. Solid waste or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities, and large industrial facilities are typical types of sources requiring these permits. Odor-producing facilities are operations that have the potential to cause discomfort, such as solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

Based on a review of the DECInfo Locator on June 26, 2025, there are no major or large emissions sources within the 1,000-foot Study Area, including Title V or New York State Air Facilities, within 1,000 feet of Projected Development Site 1.

11.4 Conclusions

In 2021, the New York City Council passed legislation to phase fossil fuels out of new construction starting in 2024. Local Law 154 of 2021 prohibits the onsite combustion of fuels that emit more than 25kg CO2/MMBTU. The law phases out the usage of fossil fuels in new buildings for heating and hot water service. This also impacts appliances such as domestic cooking ranges and clothes dryers. This law means new buildings, with few exceptions, will be all-electric. Therefore, development resulting from the Proposed Actions will be required to utilize an electrical system as opposed to fossil fuels for the proposed hot water and HVAC systems.

Additionally, there are no active industrial uses within the 400-foot Study Area. Further, no large or major industrial emission sources were identified within the 1,000-foot Study Area. Finally, there is no evidence present to conclude that there are unpermitted air emissions present in the Study Area.

Based on the foregoing, the Future With-Action Scenario would not result in significant adverse air quality impacts, and no further analysis is warranted.

12 NOISE

12.1 Introduction

This noise analysis was conducted to assess the potential for adverse noise impacts related to Proposed Actions, which would result in the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Vehicular traffic (i.e., local traffic along West 124th Street, Adam Clayton Powell Boulevard, and Frederick Douglass Boulevard) is the predominant source of noise in this area. According to the *2021 CEQR Technical Manual*, a noise analysis was warranted for this project due to Projected Development Site 1's proximity to West 124th Street, which causes high ambient noise levels. This noise assessment is limited to an assessment of ambient noise that could adversely affect residents of the future development. The noise assessment was conducted in general accordance with the *2021 CEQR Technical Manual*.

12.2 Framework of Noise Analysis

As defined in the *2021 CEQR Technical Manual* Chapter 19, noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

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

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

ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high-frequency bands are significantly affected by C-weighting. **Table 12-1** notes the decibel levels of common noise sources.

Table 12-1, Noise Levels of Common Sources

Sound Source	SPL (dB(A))
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On the Platform by Passing Subway Train	100
On the Sidewalk by a Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Note(s): A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A) is perceived as a doubling or halving in SPL.

The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- A 10 dB(A) increase is perceived as a doubling of the noise level.

As stated on Page 19-3 of the *2021 CEQR Technical Manual*, in a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dBA over 1,000 feet. The drop-off rate will also vary with both terrain conditions and the presence of obstructions in the sound propagation path.

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

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.
- $L_{eq(24)}$ is the continuous equivalent sound level over 24 hours.
- Lmax is the highest SPL measured during a given period. It is helpful in evaluating Leqs for periods that have an especially wide range of noise levels.
- L_{dn} is the day-night equivalent sound level, defined as a 24-hour continuous Leq with a 10 dB adjustment added to all hourly noise levels recorded between the hours of 10 PM and 7 AM.

This 10 dB addition accounts for the extra sensitivity people have to noise during typical sleeping hours.

- DNL is the annual average day-night average sound level. Aircraft noise around airports is usually mapped out in terms of DNL, which is generally depicted as noise contours on a map.

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

12.3 Noise Standards and Guidelines

In 1983, the New York City Department of Environmental Protection (NYC DEP) adopted the CEQR noise exposure guidelines for exterior noise levels. As shown in **Table 12-2** below, noise standards classify noise exposure into four categories based on noise level limits and land use, for vehicular traffic, rail, and aircraft noise sources: Acceptable, Marginally Acceptable, Marginally Unacceptable, and Clearly Unacceptable. Table 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior L_{10} noise levels of 45 dB(A) or below or interior L_{dn} noise levels of 40 dB(A) or below, depending on the noise source, as shown below in **Table 12-3**.

Table 12-2, Noise Exposure Guidelines for Use in City Environmental Impact Review

Receptor Type	Time Period	Acceptable General External Exposure	Airport[3] Exposure	Marginally Acceptable General External Exposure	Airport[3] Exposure	Marginally Unacceptable General External Exposure	Airport[3] Exposure	Clearly Unacceptable General External Exposure	Airport[3] Exposure
1. Outdoor area requiring serenity and quiet[2]		$L_{10} \leq 55$ dBA	----------DNL ≤ 60 dBA----------		----------60 < DNL ≤ 65 dBA----------		(I) 65 < DNL ≤ 75 dBA		---------- 75 dBA < DNL ----------
2. Hospital, nursing home		$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 65 dBA		65 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
3. Residence, residential hotel, or motel	(7 AM to 10 PM)	$L_{10} \leq 65$ dBA		65 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
	(10 PM to 7 AM)	$L_{10} \leq 55$ dBA		55 < L_{10} ≤ 70 dBA		70 < L_{10} ≤ 80 dBA		L_{10} > 80 dBA	
4. School, museum, library, court, house of worship, transient hotel or motel, public meeting room, auditorium, out-patient public health facility		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
5. Commercial or office		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)		Same as Residential Day (7 AM-10 PM)	
6. Industrial, public areas only[4]	Note 4	Note 4		Note 4		Note 4		Note 4	

Notes:

(i) In addition, any new activity shall comply with Impact Thresholds detailed in Section 410.

[1] Measurements and projections of noise exposures are to be made at appropriate heights above site boundaries as given by American National Standards Institute (ANSI) Standards; all values are for the worst hour in the time period.

[2] Tracts of land where serenity and quiet are extraordinarily important and serve as important public need, and where the preservation of these qualities is essential for the area to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, or open spaces dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet. Examples are grounds for ambulatory hospital patients and patients and residents of sanitariums and nursing homes.

[3] One may use the FAA-approved DNL contours supplied by the Port Authority of New York and New Jersey (PANYNJ), or the noise contours may be computed from the federally approved Aviation Environmental Design Tool (AEDT) Computer Model using flight data supplied by the PANYNJ.

[4] External Noise Exposure standards for industrial areas of sounds produced by industrial operations other than operating motor vehicles or other transportation facilities are spelled out in the New York City Zoning Resolution, Sections 42-20 and 42-21. The referenced standards apply to M1, M2, and M3 manufacturing districts and to adjoining residence districts (performance standards are listed by octave bands).

Sources: New York City Department of Environmental Protection (adopted policy 1983).

Table 12-3, Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Vehicular Traffic	70 < L_{10} ≤ 73	73 < L_{10} ≤ 76	76 < L_{10} ≤ 78	78 < L_{10} ≤ 80	80 < L_{10}
Aircraft [a]	65 < DNL ≤ 68	68 < DNL ≤ 71	71 < DNL ≤ 73	73 < DNL ≤ 75	75 < DNL
Train	65 < L_{dn} ≤ 68	68 < L_{dn} ≤ 71	71 < L_{dn} ≤ 73	73 < L_{dn} ≤ 75	75 < L_{dn}
Attenuation [b]	(i) 28 dB(A)	(ii) 31 dB(A)	(iii) 33 dB(A)	(iv) 35 dB(A)	See Note c

Note(s):

a. DNL descriptor based on average values of Ldn over a year.

b. The above composite window-wall attenuation values are for residential dwellings and community facility development. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All of the above categories require a closed window situation and hence an alternate means of ventilation.

c. The required attenuation value is the difference between Lbuild and Linterior, using the appropriate noise descriptor where: (1) Lbuild is the projected noise level under the build condition rounded up to the whole number and/or (2) Linterior is the designed interior noise level (45 dB(A) for vehicular noise, 40 dB(A) for aircraft and train noise)

12.4 Initial Impact Screening

12.4.1 Existing Conditions

Projected Development Site 1 is located within the Ennis Francis LSRD, comprised of Lots 150, 57, 158, and 29, described on a lot-by-lot basis, below.

- Lot 150 (254 W. 124th Street, Projected Development Site 1): a 16,639-square-foot (-SF) lot currently developed with a surface parking lot with 67 spaces and an attendant; this serves parking requirements associated with the residential development at Lot 158, despite being required to be an open space pursuant to the requirements of the Ennis Francis LSRD.
- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units (all of which are market rate), constructed in 2021;
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units (all of which are affordable) and 7,164-SF of community facility space, constructed in 2021. This building also contains 25 cellar parking spaces in a 4,760 GSF cellar space, which features a parking lot attendant; and
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 dwelling units (all of which are affordable) above, constructed in 1985.

12.4.2 Future No-Action Scenario

Absent the Proposed Actions, existing conditions at the Ennis Francis LSRD, including Projected Development Site 1, are anticipated to remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and LSRD plan modifications, redevelopment of Projected Development Site 1 with a use other than what currently exists there now would be prohibited pursuant to the LSRD as it is currently construed.

12.4.3 Future With-Action Scenario

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and

ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing t

Stationary Sources

The *2021 CEQR Technical Manual* states that, based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the Proposed Project would: (1) cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or (2) introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating, and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor and is unenclosed.

No unenclosed stationary noise sources of concern were observed during field inspections. As Projected Development Site 1 is not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, it is assumed that the building mechanical systems (i.e., HVAC systems) would be designed to meet all applicable noise regulations (i.e., Subchapter 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels. Therefore, the Proposed Actions would not result in any significant adverse noise impacts related to building mechanical equipment.

Mobile Sources

Pursuant to Section 111 of the *2021 CEQR Technical Manual*, mobile sources are those noise sources that move in relation to a noise-sensitive receptor—principally automobiles, buses, trucks, aircraft, and trains. Each has its distinctive noise character, and, consequently, an associated set of noise assessment descriptors. For mobile sources, an initial noise assessment may be appropriate if a proposed action would generate additional project-generated vehicular traffic in an area where roadways currently carry no or very low traffic volumes, or where high ambient noise levels would potentially impact a nearby receptor.

Vehicular traffic is the predominant source of noise at Projected Development Site 1 and the associated Affected Area. Therefore, the noise analysis presented in this chapter focuses on the operational noise effects of the Proposed Actions to determine the level of building attenuation necessary to ensure that interior noise levels satisfy CEQR requirements. The Proposed Actions are not expected to increase existing noise passenger car equivalents (PCEs) by more than 100 percent and would therefore not result in significant adverse noise impacts associated with project-generated vehicles.

12.4.4 Noise Monitoring Results

Measurement Location and Equipment

Because the predominant noise sources in the area of the Proposed Actions consist of vehicular traffic, noise monitoring was conducted during peak weekday vehicular travel periods (AM, Midday, PM) on a typical midweek day for 20-minute periods at two (2) street level locations at the western and eastern ends of Projected Development Site 1's West 124th Street frontage, as visualized on **Figure 12-1**, with corresponding photographs provided in **Figure 12-2** and **Figure 12-3.**

Noise monitoring was conducted using a Type 1 Svantek SV-971A sound meter with a wind screen. For all noise measurements, the sound meter was placed on a tripod at a height of approximately five (5) feet above the ground surface and approximately 10 feet away from any noise-reflective surfaces. The sound meter was calibrated prior to and following each monitoring session. The *2021 CEQR Technical Manual* states that the duration of noise measurements should be sufficient to ensure that the measurements are reflective of ambient conditions. Therefore, each noise monitoring session was conducted for a period of 20 minutes. Measurements were collected at three peak time intervals, including morning (7:00 AM to 9:00 AM), afternoon (11:30 AM to 1:30 PM), and evening (4:00 PM to 6:00 PM) periods.

Figure 12-1, Noise Monitoring Locations Map



Figure 12-2, Location 1 – Noise Monitor Location 1 (West 24th Street Frontage)

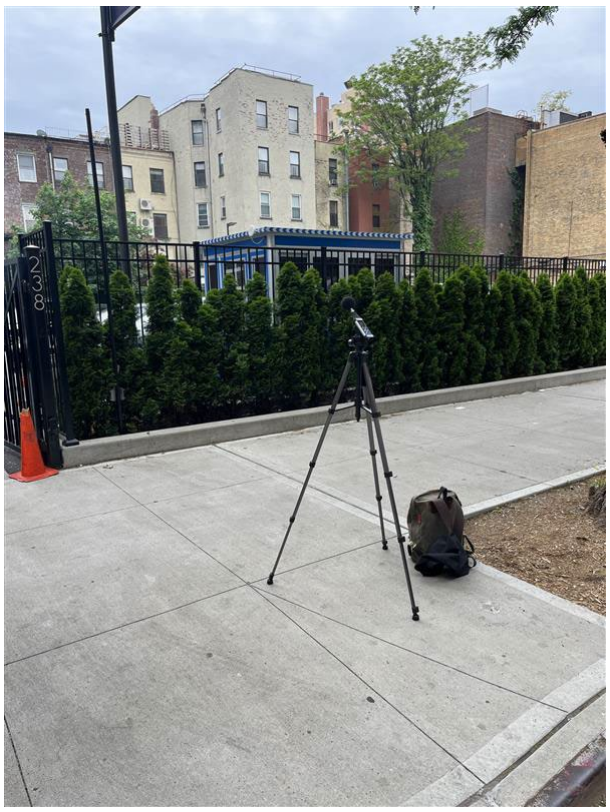


Figure 12-3, Location 2 – Noise Monitor Location 1 (Surf Avenue Frontage)



Meteorological conditions were measured using a Kestrel 2000 Wind Meter. According to the CEQR Manual, noise measurements should not be taken during periods of inclement weather or when the ground is wet or snow-covered, within an acceptable temperature range of 14 to 122 degrees Fahrenheit, and at wind speeds not exceeding 12 miles per hour (mph). This noise study was completed within the criteria established by the 2021 CEQR Technical Manual. The temperature for the duration of the noise measurement was generally between 70.5 and 74 degrees Fahrenheit, with an average temperature of 72.7 degrees Fahrenheit. The wind speeds were generally between 0.0 mph to 1.5 mph during the measuring event.

Please note that, due to rainy weather conditions prior to the evening monitoring period at the Projected Development Site 1 on May 13, 2025, noise measurements were collected over two separate days (i.e., morning and afternoon collected on May 13, 2025, and evening measurements collected on May 20, 2025).

Existing Conditions

On May 13, 2025, and May 20, 2025, Matrix collected ambient noise measurements at two (2) locations at Projected Development Site 1. Although measurements were collected for a wide range of parameters, the *2021 CEQR Technical Manual* recommends L_{10} as the driving parameter for noise measurements associated with vehicular noise sources. The following table (**Table 12-4**) illustrates the L_{10} measurements at the measurement location during morning (7:00 AM to 9:00 AM), afternoon (11:30 AM to 1:30 PM), and evening (4:00 PM to 6:00 PM) periods.

Table 12-4, L_{10} Results, All Noise Monitoring Locations Levels

Measurement Locations	Morning Hour L_{10} Result	Afternoon Hour L_{10} Result	Evening Hour L_{10} Result
A	67.5 dB(A)	65.9 dB(A)	65.7 dB(A)
B	68.8 dB(A)	64.9 dB(A)	68.3 dB(A)

The traffic volumes (vehicle counts) and vehicle classifications collected during peak vehicular travel periods (morning, midday, and evening) concurrent with noise monitoring at Location A and Location B are shown below in **Table 12-5** through **Table 12-6**, respectively.

Table 12-5, Traffic Volumes and Vehicle Classifications, Noise Location A

Vehicle Type	Morning	Afternoon	Evening
Heavy Trucks	0	0	0
Buses	2	2	4
Medium Trucks	7	2	2
Passenger Vehicles / Light Trucks	84	74	75
Trains	0	0	0

Table 12-6, Traffic Volumes and Vehicle Classifications, Noise Location B

Vehicle Type	Morning	Afternoon	Evening
Heavy Trucks	1	1	0
Buses	2	1	1
Medium Trucks	6	4	1
Passenger Vehicles / Light Trucks	72	51	78
Trains	0	0	0

12.5 Mitigation and Attenuation

The Sound Transmission Class (STC) rates how well a material or a barrier, like a window, will block the movement of sound. It measures the transmission loss of 16 different sound frequencies between 125 and 4,000 Hz. The STC window rating depends upon several factors, including glass thickness, laminated glass, the number of panes, how the frame is constructed, and weather-stripping seals. Common STC ratings for building components are as follows: Single-pane windows typically have an STC rate of 20 to 29, depending on the thickness of the glazing. Double pane typically has an STC rate between 26 and 32, and can be improved to 37 by using thicker glass and a wider gap between plates. The type and thickness of the glass, combined with the airspace between, determine how well a window will stop sound transmission.

12.6 Conclusions

The *2021 CEQR Technical Manual* sets external noise exposure standards, which are classified into four categories: acceptable, marginally acceptable, marginally unacceptable, and clearly unacceptable. Table 19-3 of the *2021 CEQR Technical Manual* defines attenuation requirements for buildings based on exterior noise exposure levels. Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dB(A) or lower where vehicular traffic is the noise source. For a mixed-use residential and community facility building, such as what would occur under the Future With-Action Scenario, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure. An L_{10} of between 70 and 80 dB(A) is identified as marginally unacceptable general external exposure.

The L_{10} measurements recorded during the noise survey ranged from 64.9 dB(A) to 68.8 dB(A), with the highest recorded L_{10} measurement during the morning hours and the lowest during afternoon hours. In accordance with the *2021 CEQR Technical Manual,* these measurements are identified as marginally acceptable. Therefore, a minimum of 20 dB noise attenuation from outdoor to indoor areas is recommended to account for noise levels at Projected Development Site 1.

To ensure that no significant adverse impacts related to noise occur as a result of the Proposed Actions, the following E-Designation (**E-No. TBD**) under the Future With-Action Scenario:

> **Block 1929, Lot 150: To ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed window condition with a minimum of 20 dB(A) window/wall attenuation on the northern facade facing West 124th Street to maintain an interior noise level not greater than 45 dB(A) for residential and community facility uses or not greater than 50 dB(A) for commercial office use. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation include, but are not limited to, air conditioning.**

With the implementation of this noise attenuation, no significant adverse impacts related to noise would occur as a result of the Proposed Actions, and no further analysis is warranted.

13 NEIGHBORHOOD CHARACTER

13.1 Introduction

According to the *2021 CEQR Technical Manual*, a neighborhood character assessment considers how elements of the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. Thus, to determine a project's effects on the neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered together. These elements may include land use, zoning, and public policy, socioeconomic conditions, community facilities, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise. The Study Area for a preliminary analysis of neighborhood character is typically consistent with the study areas of the relevant technical areas under CEQR that contribute to the defining elements of the neighborhood. The Study Area should generally extend to a 400-foot radius from the Affected Area.

13.2 Preliminary Neighborhood Character Assessment

13.2.1 Existing Conditions

Projected Development Site 1 and the Affected Area

Projected Development Site 1 is located within the Ennis Francis LSRD (i.e., the Affected Area), comprised of Lots 150 (Projected Development Site 1), 57, 158, and 29, described on a lot-by-lot basis, below.

- Lot 150 (254 W. 124th Street, Projected Development Site 1): a 16,639-square-foot (-SF) lot currently developed with a surface parking lot with 67 spaces and an attendant; this serves parking requirements associated with the residential development at Lot 158, despite being required to be an open space pursuant to the requirements of the Ennis Francis LSRD.
- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units (all of which are market rate), constructed in 2021;
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units (all of which are affordable) and 7,164-SF of community facility space, constructed in 2021. This building also contains 25 cellar parking spaces in a 4,760 GSF cellar space, which features a parking lot attendant; and
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 dwelling units (all of which are affordable) above, constructed in 1985.

It is noted that the Ennis Francis LSRD campus is considered one zoning lot, such that FAR calculations are based on the combined zoning lot area (71,331 SF total between lots 150, 29, 57, and 158) and the combined residential, commercial, and community facility zoning floor areas developed at these individual tax lots. The Ennis Francis LSRD features a total built FAR of 5.85 (483,328 GSF / 417,432 ZSF of total floor area), including 472,964 GSF / 407,068 ZSF (5.71 FAR) of residential floor area, 3,200 GSF / ZSF (0.04 FAR) of commercial floor area, and 7,164 GSF / ZSF (0.10 FAR) of community facility floor area. The combined total number of existing dwelling units within the Ennis Francis LSRD is 497, of which 168 are market-rate and 329 are affordable.

The overall Affected Area is generally bound by West 124th Street to the north, Adam Clayton Powell Jr Boulevard to the east, multi-family residential uses to the south, and a religious use to the west.

Neighborhood Character Study Area

The Study Area is generally bounded by the north side of 125 Street to the north, mid-block between Adam Clayton Powell Boulevard and Malcom X Boulevard to the east, W. 122nd Street to the south, and just west of Frederick Douglass Boulevard to the west. The defining elements of neighborhood character within the Study Area include the 125th Street corridor, the north-south Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard thoroughfares, and varying residential density on the interior blocks.

The 125th Street Corridor, known as "Harlem's Main Street," runs east-west from the Hudson River to the East River and is known for its rich history, diverse community, and significant landmarks. The street has been a center of African American cultural life since the early 20th century and continues to be a focal point for artistic expression and social movements. Within the Study Area, it is defined by a mix of commercial office spaces and a variety of neighborhood-type retail and services (e.g., food and clothing retailers, banks, pharmacies, electronics stores, etc.), as well as the Apollo Theater, a major cultural landmark. Given its nature as a shopping and cultural destination, this area features significant pedestrian activity, contributing to an overall vibrant character.

The Adam Clayton Powell Jr. Boulevard and Frederick Douglass Boulevard thoroughfares feature similar and complementary commercial and institutional uses to the 125th Street Corridor in this area, including hotels, eateries, a movie theater, houses of worship, and government offices. Many of the commercial uses are ground floor with residences above, also creating a vibrant pedestrian atmosphere, complemented on both Boulevards, as well as the 125th Street Corridor, by robust public bus transit options.

Residential density on the interior blocks of the Study Area varies from brownstone-style development to large apartment / condo-style buildings, interspersed with houses or worship and community gardens, creating a neighborhood-type atmosphere.

13.2.2 Future No-Action Scenario

Projected Development Site 1 and the Affected Area

Absent the Proposed Actions, existing conditions at the Ennis Francis LSRD, including Projected Development Site 1, are anticipated to remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and LSRD plan modifications, redevelopment of Projected Development Site 1 with a use other than what currently exists there now would be prohibited pursuant to the LSRD as it is currently construed.

Neighborhood Character Study Area

Based on a review of the NYC DCP's House Database Files,[31] there are three (3) active construction permits for the construction of new buildings within the 400-foot Study Area that would be completed by the 2029 Project Analysis Year, as follows:

- 144 West 125th Street (Manhattan Block 1909, Lot 9; DOB Job No.: 121187857): A 84,267-GSF, six-story museum and educational building (the "Studio Museum in Harlem).
- 233 West 125th Street (Manhattan Block 1931, Lot 17; DOB Job No.: 121187447): A 375,187 GSF, 29-story multi-family residential building, including 191 dwelling units.
- 240 West 123rd Street (Manhattan Block 1928, Lot 50; DOB Job No.: M00577797): a 6,807 GSF, seven-story two-family residential building.

[31] https://www.nyc.gov/content/planning/pages/resources/datasets/housing-project-level, accessed June 23, 2025

13.2.3 Future With-Action Scenario

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

Additionally, a U.S. Department of Housing and Urban Development (HUD) use agreement at Lot 150 requires that 50 percent of dwelling units (178) be made affordable. A portion of the required affordability would be achieved through utilization of NYC's Mandatory Inclusionary Housing (MIH) program; utilization of Option 1 (25 percent of residential floor area) would yield 89 MIH units at 60 percent of area median income; utilization of Option 2 (30 percent of residential floor area) would yield 107 MIH units at 80 percent of area median income; utilization of Option 3 (20 percent of residential floor area) would yield 71 MIH units at 40 percent of area median income. The balance of the affordability requirement (71 to 107 units) would be achieved through utilizing HPD's Extremely Low & Low-Income Affordability (ELLA) program. Utilization of the MIH program increases the maximum permitted residential floor area within the proposed R9 district from 7.52 to 9.02, with a maximum overall permitted FAR of 10.0, with the provision of community facility uses.

Impact Analysis

In order to determine the potential effects of the Future With-Action Scenario on neighborhood character, the elements that contribute to a neighborhood's context and feeling are considered both separately and cumulatively. The examination focuses on whether a defining feature of the neighborhood's character may be significantly affected, as further described below. It is noted that this neighborhood character analysis did not consider community facilities, as the Future With-Action Scenario did not meet thresholds for analysis of that resource impact category.

Neighborhood Character: Land Use, Zoning, and Public Policy

The Future With-Action Scenario would result in incremental increases of 228,435 GSF of residential floor area with an associated 357 dwelling unit increase (178 of which would be affordable) as well as a 21,261 GSF increase in community facility floor area, to be tenanted by an LGBTQIA center, all of which would be developed at Projected Development Site 1 within the Affected Area. As previously discussed, Lots 57, 158, and 29 within the Ennis Francis LSRD are already developed with multi-family residential and mixed-use multi-family residential commercial / community facility uses, such that redevelopment of Projected Development Site 1 from a surface accessory parking lot to a mixed-use multi-family residential and community facility use would be compatible and consistent with the existing land use pattern within the Affected Area.

Residential and community facility land uses are also found throughout the Study Area; specifically, on the interior of blocks south of 124th Street. Development of Projected Development Site 1 with multi-family and community facility land uses would occur at an interior block area of Manhattan Block 1929, consistent with land use patterns for such uses within the Study Area. Additionally, the identified Future No-Action Scenario development projects, themselves multi-family residential and institutional developments, are also located at interior block areas, such that the Future With-Action such that the

Future With-Action is consistent with the location of land uses of this nature. Further, in comparison to the existing R8 zoning district mapped at the Affected Area, the proposed R9 zoning district permits all of the same land uses.

The various zoning-related actions are compatible with existing zoning and zoning trends in the Study Area. The proposed R9 zoning district would result in allowable residential and community facility floor areas from 7.20 to 9.02 and from 6.5 to 10.0, respectively. These permitted FARs are consistent with other maximum permitted FARs within the Study Area, including the C6-3 and C4-7 zoning districts mapped in the northern study area along the south and north sides of the 125th Street corridor. The C6-3 zoning district features an R9 residential equivalent (the zoning district proposed as part of the Proposed Actions) while the C4-7 zoning district features a R10 residential equivalent, which permits maximum residential and community facility FARs of 12.0 and 10.0, respectively, and a maximum building height of 235 feet. The proposed zoning authorization and Ennis Francis LSRD modifications would primarily serve to waive and reduce existing parking requirements mandated by the LSRD, which would be compatible with the recent designation of northern Manhattan as part of the "Inner Transit Zone" (as part of the City of Yes), which effectively eliminates all parking requirements for new development. Other proposed modifications to the LSRD would:

- Serve to allow the floor area and dwelling unit increases permitted by the proposed R9 zoning, which the LSRD specifications would otherwise limit despite the rezoning (which also promotes consistency with Study Area zoning); and
- Allow for the substitution of the at-grade open space requirement for Projected Development Site 1 to the roof, which would allow for the realization of this open space requirement.

Also, as previously indicated, a special permit to modify the spacing requirements of NYC ZR §23-371 (Standard minimum distance between buildings) to allow the Proposed Project's location in the Ennis Francis LSRD pursuant to Section §78-312 of the NYC ZR is also sought. This would permit the proposed building at Lot 150 to be less than 40 feet away from the adjacent building at Lot 57 within the Ennis Francis LSRD (an 8-foot distance between the buildings is proposed). This would ultimately be consistent with how existing buildings are situated with respect to one another along this portion of the West 124th Street corridor (i.e., adjacent to one another with no or minimal side yards).

Under the Proposed Actions, the overall built FAR within the Affected Area would increase from 5.85 in the Future No-Action Scenario to 8.95 in the Future With-Action Scenario (an increase of 3.10). Further, the maximum building height within the Affected Area would increase from approximately 210 feet (found at Lots 57 and 158) to 225 feet (at Lot 150 – Projected Development Site 1), an increase of 15 feet. Despite the overall built FAR and building height being less than the permitted maximums under the proposed R9 zoning district, as the LSRD modifications under the Proposed Actions require site approval, the area, bulk, and height specifications of the Future With-Action Scenario represent the actual maximum permitted building envelope parameters.

The R9 district also recognizes the evolving scale of development in Harlem, including a proposed rezoning to allow 15.0 FAR for residential use on 125th Street approximately 2,800 feet east of the Affected Area (known as the MTA 125th and Lexington Rezoning - CEQR No. 25MTA001M / ULURP No. 2024M0432). As such, the proposed Zoning Map and Text Amendments, Zoning Authorization, Special Permit, and Ennis Francis LSRD modifications would both reflect and be consistent with existing zoning and zoning trends in the Study Area. Based on the foregoing, the Proposed Actions would not result in any significant adverse zoning impacts, and no further analysis is warranted.

Regarding applicable public policies, the Future With-Action Scenario would align with the goals and visions of the Inner Transit Zone, the 125th Street BID, and the Housing New York and Housing

Blueprint Plans. Through foregoing the provision of off-street parking in a transit-rich area, the Future With-Action Scenario would fulfill the purpose of the Inner Transit Zone vision (as part of the larger Greater Transit Zone). The provision of 178 affordable dwelling units would help foster diverse and livable neighborhoods with the mixed-use building consisting of residential and community facility uses on an underutilized tax lot and ensure the housing supply increases in an equitable way, building new affordable housing units for the local community. The development forecasted at Projected Development Site 1 under the Proposed Actions would be consistent with the applicable goals and objectives of the 125th Street BID.

Based on the foregoing, the Future With-Action Scenario would be consistent with City-wide visions for neighborhood character through the applicable parking and affordable housing public policies, as well as the purpose of the Ennis Francis LSRD.

Based on the foregoing, the Future With-Action Scenario would not result in significant adverse impacts to neighborhood character in the context of Land Use, Zoning, and Public Policy, and no further analysis is warranted.

Neighborhood Character: Socioeconomic Conditions:

Development resulting from the Proposed Actions would continue established trends of population growth in the area, as indicated by various active or planned construction projects located within the socioeconomic conditions Study Area. While household incomes associated with the Future With Action Scenario may, in some cases, be higher than the Area Median Income identified in this study, the Future With Action Scenario is anticipated to result in a 3.35 percent increase in the socioeconomic conditions Study Area population, which falls below the CEQR five (5) percent threshold.

As such, the Future With-Action Scenario would not significantly change the composition of household income in the Study Area, such that there would be no significant adverse impacts to neighborhood character in the context of socioeconomic conditions, and no further analysis is warranted.

Neighborhood Character: Community Facilities

The Future With-Action Scenario would result in an increase in utilization of Early Childhood Programs within 1.5 miles of the Affected Area by approximately 0.5 percent; this increase results in an overall utilization of 62.2 percent (with a remaining capacity of 1,627 seats). As such, the Future With-Action Scenario would not significantly change utilization levels and capacity of Early Childhood Programs in the area and would therefore not result in significant adverse impacts with respect to the community facilities aspect of neighborhood character, and no further analysis is warranted.

Neighborhood Character: Open Space:

The Future With-Action Scenario would result in an incremental increase of 357 dwelling units over the Future No-Action Scenario, generating an additional population of 782 persons. This increase in new residents would result in a decrease in the Defined Open Space Study Area's open space ratio from 1.07 acres per 1,000 residents in the Future No-Action Scenario to 1.05 acres per 1,000 residents in the Future With-Action Scenario, a decrease of approximately 1.87 percent. Pursuant to the *2021 CEQR Technical Manual*, open space ratios between 1.01 and 1.50 can tolerate up to a three (3) percent decrease in the open space ratio between the Future No-Action and Future With-Action Scenarios without warranting additional analyses. Further, Projected Development Site 1 is within a Walk-to-a-Park service area, indicating all future projected residents are within a reasonable walking distance to public open spaces.

Based on the foregoing, the Defined Open Space Study Area contains an adequate amount of public space to accommodate projected population increases under the Future With-Action Scenario, both in terms of the acreage of public open spaces and their accessibility in terms of distance to and from Projected Development Site 1 (i.e., the site is not located in a park "walk gap"). As such, the Future With-Action Scenario would not have significant adverse impacts on open space resources that contribute to the neighborhood character of the area, and no further analysis is warranted.

Neighborhood Character: Shadows

The Future With-Action Scenario would only result in new incremental shadow durations of one (1) minute on one sunlight-sensitive resource, the Mount Olive Fire Baptized Holiness Church, during the June 21 analysis day at 5:57 AM (i.e., the opening of the analysis day). Pursuant to the *2021 CEQR Technical Manual*, new incremental shadow durations of 10 minutes or less cannot result in significant adverse shadow impacts. Further, given the dense nature of the built form within both the Affected Area (with existing buildings of a similar height and bulk adjacent to the Future With-Action Scenario to the east at Lots 57 and 158) as well as within the surrounding area, new shadows generated from the proposed building would not substantively change shadow conditions that inform the neighborhood character of the area.

As such, the Future With-Action Scenario would not have significant adverse impacts on shadow conditions and associated sunlight-sensitive resources that contribute to the neighborhood character of the area, and no further analysis is warranted.

Neighborhood Character: Historic and Cultural Resources

As there are no known historic and architectural resources at Projected Development Site 1, no direct impacts would result to such resources under the Proposed Actions. As there is one historic architectural resource within 90 feet of Projected Development Site 1, the S/NR-Eligible Blumstein's Department Store, the Applicant will implement a CPP in order to prevent and mitigate any construction-related effects on this resource; the protocols of the CPP would be required as part of a Restrictive Declaration recorded against Projected Development Site 1. Additionally, the Restrictive Declaration would include requirements for a UDP, as there is the potential for archaeological resources to occur at the site.

Development under the Future With-Action Scenario would be limited to Projected Development Site 1 and be compatible with various aspects of the existing built form within the Affected Area and Study Area, such that it would not result in the isolation of these historic architectural resources from or alteration of its setting or visual relationship with the streetscape, would not introduce incompatible visual, audible, or atmospheric elements to these resources' settings, and would not eliminate or screen publicly accessible views of these resources. Additionally, most resources would not be affected by incremental shadow, and where resources would be subject to varying amounts of incremental shadow as a result of the Proposed Actions, the increments would not be significant due to their limited extent and other site-specific factors. As such, there would be no indirect impacts on historic architectural resources as a result of the Proposed Actions.

Overall, the Future With-Action Scenario would be compatible with a surrounding built environment with various local and State designated and eligible historic architectural resources, such that it would not interfere with or diminish their historic character. Additionally, appropriate archaeological testing and development of associated mitigation measures, as applicable, would be implemented pursuant to the Restrictive Declaration to be recorded against Projected Development Site 1. As such, the Future With-Action Scenario would not result in significant adverse impacts to historic and cultural resources that contribute to the neighborhood character of the area, and no further analysis is required.

Neighborhood Character: Urban Design and Visual Resources

The development facilitated by the Proposed Actions would not adversely impact any of the constituent urban design elements or impact visual resources within the Study Area. The Proposed Actions would generally maintain the built environment's arrangement, appearance, or functionality. With respect to arrangement and functionality, the Future With-Action Scenario would redevelop Projected Development Site 1 with two (2) joined / adjacent mixed-use residential building and community facility buildings, replacing the accessory surface parking lot that would remain under the Future No-Action Scenario, and would be similar in size and height to the three (3) existing buildings within the Affected Area as well as within the Study Area. Replacing the accessory parking lot at the site would create a more seamless pedestrian experience along this portion of W. 124th Street, as the projected development would join with existing development to the west and east for a continuous streetwall and would also eliminate the curb cut and associated parking entry/egress.

With respect to the Affected Area, the buildings at Lot 57 and 158 (along W. 124th Street and Applicant-owned) are both 210 feet tall (with base building heights of 137 feet and 140 feet, respectively) and feature 185,813 GSF and 147,535 GSF of floor area, respectively; Lot 29, along Adam C Powell Boulevard in the eastern Affected Area, features 149,980 GSF of floor area and a 124-foot building height). The Future With-Action Scenario would feature a 225-foot building height with a base building height of 124 feet, and 249,696 GSF of floor area; the Future With-Action Scenario would increase the built FAR within the Ennis Francis LSRD from 5.85 to 8.95. Thus, while somewhat larger than the existing buildings within the Affected Area along 124th Street, the Future With-Action Scenario would be consistent with building bulk and height along this corridor between Frederick Douglass Boulevard and Adam Clayton Powell Jr. Boulevard.

Outside of the Affected Area, there are several buildings of similar area and height to the Future With-Action Scenario, including:

- 233 W. 125th Street (Block 1931, Lot 7501): a 28-story (326-foot building height), 338,518-GSF building (16.94 built FAR), located at the northern extent of the Study Area.
- 125 W. 125th Street (Block 1910, Lot 1): a 19-story (292-foot building height), 285,662-GSF building (4.3 built FAR), located in the northeastern Study Area.
- 2082 Adam C Powell Boulevard (Block 1930, Lot 30): a 12-story (169-foot building height), 163,440 GSF building (12.82 FAR), located at the eastern end on the block north of the Affected Area within the Study Area.

The Future With-Action Scenario would therefore be representative of built form within the Study Area as well as the Affected Area.

Based on the foregoing, the Proposed Actions would not have an adverse effect on the pedestrian's experience of the area; the Future With-Action Scenario would complement and be consistent with the existing urban design character within the Affected Area and in the associated Study Area, including the pedestrian's experience of arrangement and function (complementary residential and institutional development along interior blocks within the Study Area south of 124th Street) and appearance (consistent with medium and larger scale residential development within the Affected Area and the Study Area south of 124th Street).

Publicly accessible view corridors of visual resources visible from Projected Development Site 1 (and vice versa), including Blumstein's Department Store and Hotel Theresa, as well as all other identified visual resources within the Study Area, would remain unchanged under the Future With-Action Scenario. As the redevelopment of Projected Development Site 1 under the Future With-Action

Scenario would be limited to Block 1929, Lot 150, it would not result in the obstruction of publicly accessible views of these resources. Publicly accessible views of all of these resources are limited to sidewalk areas in the vicinity of these various street frontages; such street frontages would not be affected by the Future With-Action Scenario.

View corridors within the Study Area would also remain relatively unchanged by the Study Area; the Future With-Action Scenario would join with existing development to the west and east to create a unified urban fabric (in place of the existing / Future No-Action Scenario parking lot), such that it would be compatible with and enhance said urban fabric along the W. 124th Street view corridor In this area.

Based on the foregoing, the Proposed Actions would result in development consistent with existing built form that contributes to the neighborhood character, in both the Affected Area and Study Area, as well as preserve publicly accessible views of historic visual resources in the vicinity of Projected Development Site 1, as well as the larger Study Area. As such, the Future With-Action Scenario would not result in significant adverse impacts to urban design and visual resources, which contribute to the neighborhood character of the area, and no further analysis is required.

Neighborhood Character: Transportation

As indicated in **Table 10-4**, during all identified peak hours, the Future With-Action Scenario would generate fewer than 50 vehicle trips and fewer than 200 MTA bus trips, such that no further traffic or bus analysis is warranted. Although the Future With-Action Scenario would generate 200 subway trips during the Saturday Midday Peak Hour and more than 200 combined pedestrian trip-ends during all four peak hours, subsequent Level 2 Screening Assessments determined that no individual subway station, line, sidewalk, corner, or crosswalk would exceed the CEQR thresholds for detailed transit or pedestrian level of service analyses.

Based on the foregoing, the Future With-Action Scenario would not fundamentally alter transportation patterns with the Study Area, such that it would not alter transportation characteristics that define neighborhood character, including those related to vehicular, pedestrian, and transit trips. As such, the Future With-Action Scenario would not result in significant adverse impacts transportation related neighborhood character features of the area, and no further analysis is required.

Neighborhood Character: Noise

The primary source of noise at and in the vicinity of Projected Development Site 1 is vehicular traffic along West 124th Street, Frederick Douglass Boulevard, and Adam Clayton Powell Jr Boulevard. The L_{10} measurements recorded during the noise survey ranged from 64.9 dB(A) to 68.8 dB(A), with the highest recorded L_{10} measurement during the morning hours and the lowest during afternoon hours. In accordance with the *2021 CEQR Technical Manual,* these measurements are identified as marginally acceptable. Therefore, a minimum of 20 dB noise attenuation from outdoor to indoor areas is recommended to account for noise levels at Projected Development Site 1.

To ensure that no significant adverse impacts related to noise occur as a result of the Proposed Actions, the following E-Designation (**E-No. TBD**) under the Future With-Action Scenario:

> **Block 1929, Lot 150: To ensure an acceptable interior noise environment, future residential and community facility uses must provide a closed window condition with a minimum of 20 dB(A) window/wall attenuation on the northern facade facing West 124th Street to maintain an interior noise level not greater than 45 dB(A) for residential and community facility uses or not greater than 50 dB(A) for commercial office use. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.**

With the aforementioned attenuation in place, noise characteristics that contribute to the neighborhood character would not experience significant adverse impacts, and no further analysis is warranted.

Combination of Moderate Effects

As discussed above, the Proposed Actions would not result in any significant adverse impacts to the applicable environmental technical areas, nor would they result in more moderate impacts to the aforementioned technical areas. The Proposed Actions would result in the development that is consistent in both function, size, and scale with the existing character of the neighborhood. As such, there would be no combination of moderate effects resulting from the Proposed Actions that cumulatively may affect the character of the neighborhood.

13.3 Conclusions

As discussed above, the Proposed Actions would not result in significant adverse impacts from a specific CEQR technical analysis category, nor would moderate cumulative effects of two or more of the above technical areas result in any significant impacts. As such, the Proposed Actions would not result in any significant adverse impacts to neighborhood character, and no further analysis is required.

14 CONSTRUCTION

14.1 Introduction

According to the *2021 CEQR Technical Manual*, construction impacts may be analyzed for any project that involves construction or could induce construction. For construction activities not related to in-ground disturbance, short-term construction generally does not warrant a detailed construction analysis. For example, the use of a property for construction staging activities is likely to warrant analysis only if this activity continues for a period of several years. Consideration of several factors, including the location and setting of the project in relation to other uses and intensity of construction activities, is used to determine if a project's construction activities warrant analysis in one or more of the following technical areas:

- Transportation
- Air Quality or Noise
- Historic and Cultural Resources
- Hazardous Materials
- Natural Resources
- Open Space
- Socioeconomic Conditions
- Community Facilities
- Land Use and Public Policy
- Neighborhood Character
- Infrastructure

A preliminary construction analysis may be required because the proposed development would result in the following:

- Construction activities are considered long-term (Last longer than two years);
- Construction activities within the Central Business District, along an arterial highway, and/or along a major thoroughfare;
- Short-term construction activities would directly affect a technical area, such as impeding the operation of a community facility;
- Result in the closing, narrowing, impeding of traffic, transit, or obstruction of pedestrian or vehicular routes in proximity to critical land uses;
- Construction of multiple buildings where there is potential for on-site receptors on buildings completed before the final build-out;
- The operation of several pieces of diesel equipment in a single location at peak construction;
- Closure of a community facility or disruption in its services;
- Disturbance of a site containing or adjacent to a site containing natural resources; and/or
- Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall.

14.2 Analysis

14.2.1 Future No-Action Scenario

Absent the Proposed Actions, existing conditions at the Ennis Francis LSRD, including Projected Development Site 1, would remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and LSRD plan modifications, redevelopment of Projected Development Site 1 with a use other than what currently exists there now (i.e., a surface parking lot fulfilling accessory parking requirements associated with residential development at Lot 158 within the Ennis Francis LSRD) would be prohibited pursuant to the LSRD as it is currently construed. It is noted that the Proposed Actions include a waiver of existing parking requirements as they apply to existing residential development within the LSRD, such that the parking lot at Projected Development Site 1 would no longer be required.

14.2.2 Future With-Action Scenario

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

14.2.3 Project Analysis Year

Assuming CPC certification by Spring 2026 and completion of ULURP by early 2027, the issuance of building permits two (2) to three (3) months later, and a 23-month construction schedule, the Project Analysis Year is projected to be early 2029. The construction schedule is generally anticipated to be:

- Mobilization, Demolition, and Foundation Construction (6 months: March 2027 to August 2027)
- Superstructure Construction (14 Months: August 2027 to December 2028)
- Interior and Final Buildouts (13 months: December 2027 through January 2029)

Refer to **Appendix E** for a copy of the construction schedule.

14.2.4 Transportation

According to the *2021 CEQR Technical Manual*, a number of factors should be considered before determining whether a preliminary assessment of the effect of construction on transportation is needed, including:

- Whether the project's construction would be located in a Central Business District or along an arterial or major thoroughfare;
- Whether the project's construction activities would require closing, narrowing, or otherwise impeding moving lanes, roadways, key pedestrian facilities, parking lanes and/or parking spaces, bicycle routes and facilities, bus lanes or routes, or access points to transit; and
- Whether the project would involve construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap, and last for more than two years overall.

Projected Development Site 1 is located mid-block on West 124th Street between Frederick Douglass Boulevard to the West and Adam Clayton Powell Jr. Boulevard to the east; West 124th Street is considered an urban local road,[32] which is neither part of a Central Business District nor a major/arterial thoroughfare.

As part of the Proposed Actions, the sidewalks may be reconstructed and/or widened, which may temporarily impact pedestrian flow and the availability of parking spaces along these streets. However, changes to moving traffic lanes are not expected. Any potential closure of the sidewalks adjacent to construction activities would be considered a routine closure that would be addressed by a permit and pedestrian access plan issued by the NYC DOT Office of Construction Mitigation and Coordination at the time of closure. Construction activities associated with the Proposed Actions would be limited to Potential Development Site 1, such that it would not involve construction on multiple development sites in the same geographic area.

Considering the above, construction of the development sites would not be expected to result in significant adverse impacts related to construction transportation.

14.2.5 Air Quality and Noise

According to the *2021 CEQR Technical Manual*, an assessment of air quality and noise for construction activities is likely not warranted if the project's construction activities:

- Are considered short-term (less than two years);
- Are not located near sensitive receptors; and
- Does not involve the construction of multiple buildings where there is a potential for on-site receptors on buildings to be completed before the final build-out.

Sensitive receptors, including residential uses, are located within 400 feet of Projected Development Site 1. The proposed development would not result in the construction of multiple buildings where there is a potential for on-site receptors of buildings to be completed before the final build-out, as each building would be completed and occupied on a similar schedule.

The *2021 CEQR Technical Manual* states that if a project meets one or more of the criteria above, a preliminary air quality or noise assessment is not automatically required. Instead, various factors should be considered, such as the types of construction equipment (e.g., gas, diesel, electric), the nature and extent of any commitment to use the Best Available Technology (BAT) for construction equipment, the physical relationship of Projected Development Site 1 to nearby sensitive receptors, the type of construction activity, and the duration of any heavy construction activity. These measures are discussed below.

Demolition, excavation, and foundation activities, which often generate the highest levels of air emissions, would be temporary and limited in duration; based on the construction schedule provided in **Appendix D**, pile diving and foundation work would be limited to approximately 2.5 months.

Air Quality

Construction activities associated with the Future With-Action Scenario would make use of the Best Available Technology to minimize impacts in the vicinity of Projected Development Site 1. As with most construction projects in the City, construction of the Future With-Action Scenario would require the operation of several pieces of diesel equipment at one time during the heavier periods of construction, such as demolition and excavation. The Applicant would implement the following measures at

[32] https://gis.dot.ny.gov/html5viewer/?viewer=FC, accessed October 17, 2025

Projected Development Site 1 that would minimize air quality and noise impacts on the surrounding community:

- *Diesel Equipment Reduction*: Construction of the proposed project would minimize the use of diesel engines and use electric engines, to the maximum extent practicable. This would reduce the need for on-site generators and require the use of electric engines in lieu of diesel where practicable.
- *Clean Fuel*: To the extent practicable, ultra-low sulfur diesel (ULSD) would be used for diesel engines on the development sites.
- *Best Available Tailpipe Reduction Technologies*: To the extent practicable, non-road diesel engines with a power rating of 50 horsepower (hp) or greater would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions. Diesel particle filters (DPF) have been identified as being the tailpipe technology currently proven to have the highest PM reduction capability. To the extent practicable, construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed on the engine by the original equipment manufacturer (OEM) or retrofit with a DPF verified by EPA or the California Air Resources Board, and may include active DPFs if necessary; or other technology proven to reduce DPM by at least 90 percent.
- *Utilization of Newer Equipment*: To the extent practicable, all non-road construction equipment in the project would meet at least the Tier 2 emissions standard, and construction equipment meeting Tier 3 and/or Tier 4 emissions standards would be used where conforming equipment is widely available, and the use of such equipment is practicable.
- *Dust Control*: Fugitive dust control plans will be implemented as part of the construction process. For example, stabilized truck exit areas would be established for washing off the wheels of all trucks that exit the construction sites. Truck routes within the sites would be watered as needed to avoid the resuspension of dust. All trucks hauling loose material will be equipped with tight-fitting tailgates and their loads securely covered prior to leaving the sites. In addition to regular cleaning by the City, streets adjacent to the site would be cleaned as frequently as needed by the construction contractor. Water sprays will be used for all transfers of spoils to ensure that materials are dampened as necessary to avoid the suspension of dust into the air.
- *Restrictions on Vehicle Idling*: In addition to adhering to local laws restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to three minutes, to the extent practicable, for all equipment and vehicles that are not using their engines to operate a loading, unloading, or a processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.

Overall, these air emission controls would significantly reduce DPM emissions to a level otherwise achieved by applying the currently defined best available control technologies under NYC Local Law 77. In addition, as stated in the *2021 CEQR Technical Manual*, all the necessary measures would be implemented to ensure compliance with the NYC Air Pollution Control Code regulating construction-related dust emissions. Based on the project size and the construction work involved, construction activities for the Proposed Actions would not be considered out of the ordinary or exceptional in terms of intensity and would be of a relatively short duration (approximately 23 months). Therefore, based on the above and with the implementation of emissions control measures that are required by local law, the construction of the Future With-Action Scenario would not result in any significant adverse impacts on construction air quality.

Noise

While increases in ambient noise levels due to construction exceeding the CEQR impact criteria for two years or less may be noisy and intrusive, they are not considered to be significant adverse noise impacts. As described above, construction of the development sites would occur over a relatively short time period of approximately 23 months. In addition, demolition, excavation, and foundation activities, which are the noisiest construction activities, would be temporary and limited in duration and would take approximately three (3) months to complete.

Construction noise is regulated by the NYC Noise Control Code and by EPA's noise emission standards for construction equipment. These local and Federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards; that construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction materials be handled and transported in such a manner as not to create unnecessary noise. If weekend or after-hour work is necessary, permits would be required to be obtained, as specified in the NYC Noise Control Code. Therefore, no significant noise impacts are expected to occur as a result of the project construction.

14.2.6 Historic and Cultural Resources

Historic Architectural Resources

There is one (1) historic architectural resource within 90 feet of Projected Development Site 1, the S/NR-Eligible Blumstein's Department Store (USN No.: 06101.015820, Map ID No. 4 in **Figure 7-1**). As this is an S/NR-Eligible Resource, the NYC DOB's TPPN #10/88 protocols do not apply. In order to prevent construction-related impacts to this resource, the Applicant will develop a Construction Protection Plan (CPP), which includes requirements for construction vibration monitoring equipment, foundation and structural condition documentation, formulation of vibration tolerances, and stop-work protocols, among other provisions. The requirements of the CPP will be formalized in a new Restrictive Declaration that applies to Projected Development Site 1.

It is noted that at the current time, the Applicant has been formally notified of this requirement and is coordinating with relevant NYC agencies to specify and formalize the requirements of the CPP and Restrictive Declaration.

Archaeological Resources

LPC was contacted on July 3, 2025, for their initial review of the Proposed Project's potential to impact archaeological resources. In response dated July 7, 2025, LPC indicated that, based on a Phase IA Documentary Report prepared in 2010,[33] Projected Development Site 1 is near a historical burial ground (see **Appendix B**), and future development at Lot 150 should include a UDP to outline protocols for the discovery of archeological resources during construction work.

In order to avoid impacts on these potential archaeological resources, the Applicant will develop and implement an Unanticipated Discovery Plan (UDP) pursuant to LPC's "Guidelines for Archaeological Work in New York City."[34] A UDP outlines what is to be done if archaeological resources are discovered during construction work. A UDP usually includes an introduction with administrative detail; a training schedule for non-archaeologists involved with UDP field actions; two sections with steps enumerating what actions must be conducted in the event of (a) the discovery of unanticipated cultural materials (including non-grave features) or (b) primary burials/human fragments; and the notification

[33] https://s-media.nyc.gov/agencies/lpc/arch_reports/1292.pdf, accessed August 11, 2025.
[34] https://www.nyc.gov/assets/lpc/downloads/pdf/Guidelines%20for%20Archaeological%20Work%20in%20New%20York%20City.pdf, accessed September 30, 2025

list with signature lines, which the agencies and contractor often sign. The protocols of the UDP would be formalized as requirements in a Restrictive Declaration.

It is noted that at the current time, the Applicant has been formally notified of this requirement and is coordinating with relevant NYC agencies to specify and formalize the requirements of the UDP and Restrictive Declaration.

14.3 Conclusions

Construction activities associated with the Proposed Actions would be completed in approximately 23 months, from March 2027 through January 2029. Construction would be performed subject to relevant EPA, DEP, DOT, and DOB codes and regulations to ensure minimal construction impacts, as well as adhere to Restrictive Declarations recorded against the property requiring appropriate monitoring and reporting for potential impacts to historic and cultural resources in the vicinity of the site. With the construction control and protective measures identified above, no impacts to transportation, air quality, noise, or historic and cultural resources would occur.

On the basis of the above analysis, the Proposed Actions would not have any significant adverse construction impacts, and further analysis is not required.

15 EFFECTS ON DISADVANTAGED COMMUNITIES

15.1 Introduction

Effective December 30, 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that environmental review documentation includes a statement of the effects of the Proposed Actions on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. The *2021 CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the NYSDEC proposed draft State Environmental Quality Review Act (SEQRA) Amendments to implement this new statutory provision. This assessment of the effects on disadvantaged communities considers the potential for impacts to occur, using guidance from the *2021 CEQR Technical Manual*.

15.2 Methodology

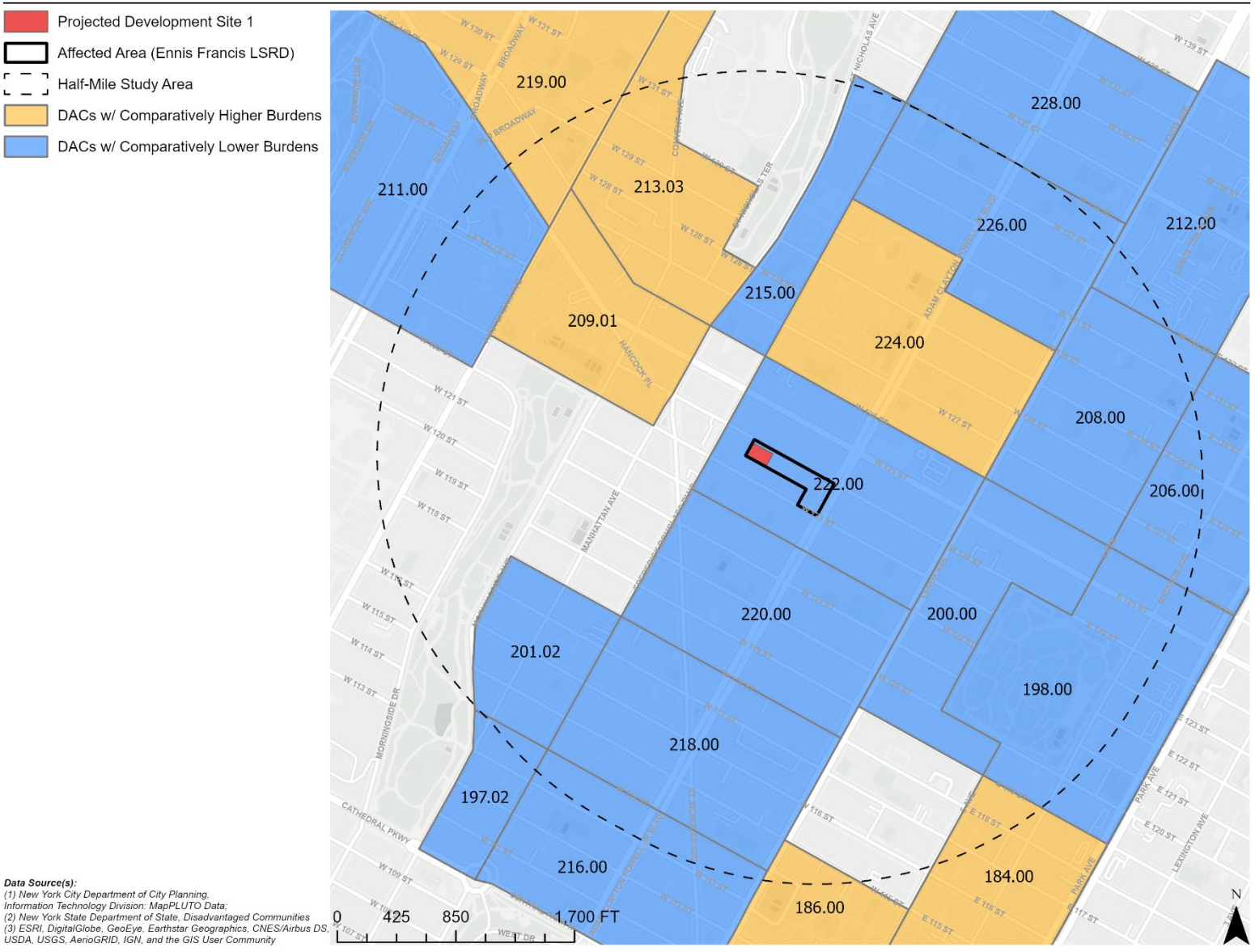
Disadvantaged communities (DACs) in New York State were identified based on criteria adopted in 2023 by the Climate Justice Working Group (CJWG), a group composed of representatives from State Agencies and Environmental Justice groups across the State. The CJWG used 45 indicators that identified 35 percent of Census Tracts within New York State as DACs. The criteria include multiple indicators that represent the environmental burdens or climate change risks within a community, or population characteristics and health vulnerability that can contribute to more severe adverse effects of climate change.[35]

Projected Development Site 1 is comprised of one (1) tax lot located at 254 West 124th Street (Manhattan Block 1929, Lot 157) in the Harlem neighborhood of Manhattan Community District 10, as part of the Affected Area (which also includes Manhattan Block 1929, Lots 50, 158, and 29). Pursuant to a review of the NYS DEC's Disadvantaged Community Assessment Tool,[36] the Affected Area is located within New York County Census Tract 222, designated as a DAC with comparatively lower burdens and vulnerabilities, such that a DAC analysis is required. Additionally, there are 20 DAC-designated census tracts located within a half-mile of the Affected Area, visualized on **Figure 15-1** and listed below:

- *DACs with Comparatively Lower Burdens:* Manhattan Census Tracts 197.02, 198, 200, 201.02, 206, 208, 211, 212, 215, 216, 218, 220, 226, and 228 (14 total)
- *DACs with Comparatively Higher Burdens:* Manhattan Census Tracts 184, 186, 209.01, 213.03, 219, and 224 (6 total)

[35] NYSDEC (2025), https://climate.ny.gov/resources/disadvantaged-communities-criteria/
[36] https://storymaps.arcgis.com/stories/7f0ffdde675e4e3788632c1b4cce6c0a, accessed July 1, 2025.

Figure 15-1, Disadvantaged Communities Study Area Map



15.3 Preliminary Disadvantaged Communities Assessment

15.3.1 Existing Conditions

Projected Development Site 1 is located within the Ennis Francis LSRD, comprised of Lots 150, 57, 158, and 29, described on a lot-by-lot basis, below.

- Lot 150 (Projected Development Site 1): a 16,639-SF lot currently developed with a surface parking lot with 67 spaces and an attendant; this serves parking requirements associated with the residential development at Lot 158, despite being required to be an open space pursuant to the requirements of the Ennis Francis LSRD.
- Lot 57 (236 W. 124th St, Applicant-controlled): an 18,482-SF lot developed with an 18-story, 185,813-GSF multi-family residential building, including 168 dwelling units (all of which are market rate), constructed in 2021;
- Lot 158 (212 W. 124th St, Applicant-controlled): a 14,647-SF lot developed with a 19-story, 147,535-GSF mixed-use multi-family residential and community facility building, including 169 dwelling units (all of which are affordable) and 7,164-SF of community facility space, constructed in 2021. This building also contains 25 cellar parking spaces in a 4,760 GSF cellar space, which features a parking lot attendant; and
- Lot 29 (2070 Adam C Powell Blvd, non-Applicant-controlled): a 21,563-SF lot developed with an 11-story, 149,980 GSF mixed-use building with a 3,200-SF ground floor commercial retail space and 160 dwelling units (all of which are affordable) above, constructed in 1985.

15.3.2 Future No-Action Scenario

Absent the Proposed Actions, existing conditions at the Ennis Francis LSRD, including Projected Development Site 1, are anticipated to remain as is. Without the various components of the Proposed Actions, including Zoning Map and Text Amendments, Authorization, Special Permit, and LSRD plan modifications, redevelopment of Projected Development Site 1 with a use other than what currently exists there now would be prohibited pursuant to the LSRD as it is currently construed.

15.3.3 Description of the Future With-Action Scenario

The Future With-Action Scenario consists of the construction of two attached 22-story / 225-foot buildings (with cellar), totaling 249,696-GSF / 222,886-ZSF (increasing the overall built FAR within the LSRD from 5.85 to 8.95). The Applicant's proposed new development includes residential uses and ground-floor community facility uses. A total of 357 residential dwelling units over 228,435-GSF / 199,624-ZSF of residential floor area is proposed, increasing the residential FAR within the LSRD from 5.71 to 8.51. Additionally, 21,261 GSF / ZSF of ground-floor community facility space is proposed, increasing the community facility FAR in the LSRD from 0.10 to 0.40. This community facility space would be tenanted with an LGBTQIA community center under the Future With-Action Scenario. The proposed buildings would also feature 18-foot rooftop bulkheads, bringing the overall structure height to 243 feet (225-foot building height plus 18-foot rooftop bulkheads).

15.3.4 Effects on Disadvantaged Communities Assessment

As indicated previously, the Affected Area is located within New York County Census Tract 22, designated as a DAC with comparatively lower burdens and vulnerabilities. Per DACAT, this DAC has a combined component score of 96.26 with a burden component score of 37.88, a vulnerability component score of 58.38, and a combined component score percentage difference of 19.81 percent. The indicators used to determine these burden and vulnerability scores are described below.

- **Environmental Burdens and Climate Change Risk**
  - Land Use and Facilities Associated with Historical Discrimination or Disinvestment: Proximity to remediation sites; proximity to regulated management plan sites; proximity to major oil storage facilities; proximity to power generation facilities; proximity to active landfills; proximity to scrap metal processors; industrial/ manufacturing/mining land use; and housing vacancy rate.
  - Potential Climate Change Risks: Extreme heat projections; flooding in coastal and tidally influenced areas (projected); flooding in inland areas (projected); low vegetative cover; agricultural land; and driving time to hospitals or urgent/critical care.
  - Potential Pollution Exposures: Vehicle traffic density, diesel truck and bus traffic; particulate matter (PM2.5); benzene concentration; and wastewater discharge.
- **Population Characteristics and Health Vulnerability**
  - Income: Percent <80% area median income; percent <100% of federal poverty line;
  - percent without bachelor's degree; unemployment rate; and percent single-parent households.
  - Race and Ethnicity: Percent Latino/a or Hispanic; percent Black or African American; percent Asian; percent Native American or Indigenous; limited English proficiency; historical redlining score.
  - Health Outcomes and Sensitivities: Asthma emergency department visits; COPD emergency department visits; heart attack (MI) hospitalization; premature deaths; low birthweight; percent without health insurance; percent with disabilities; percent of adults age 65+.
  - Housing Mobility and Communications: Percent renter-occupied homes; housing cost burden (rental costs); energy poverty / cost burden; manufactured homes; homes built before 1960; percent without Internet.

For Environmental Burdens and Climate Change Risk, Census Tract 222 had only one (1) score considered "high" (i.e., above the 90th percentile), for low vegetation cover (98.37th percentile). Census Tract 222 scored relatively high in exposure to Benzene (89.18th percentile), exposure to $PM_{2.5}$ particulate matter (79.51st percentile), Proximity to Risk Management Plan (RMP) sites (80.08th percentile), and Projected High Temperature Days (78.52nd percentile).

For Population Characteristics and Health Vulnerability, Census Tract 222 scored high for historical redlining (100th percentile) and Asthma Emergency Department Visits (97.96th percentile). Census Tract 222 scored relatively high in Black / African American Population (87.23rd percentile), Population Earning Less Than 80 Percent of Area Median Income (86.75th percentile), Poverty Rate (Below 100% Federal Poverty Level) (81.16th percentile), COPD Emergency Department Visits (80.58th percentile), Premature Death (84.38th percentile), Households without Internet Access or Internet Subscription (77.60th percentile), and Rented Housing Units (86.66th percentile).

The potential for the Proposed Actions to result in significant adverse impacts was considered in this EAS. Screening assessments (i.e., not requiring preliminary or detailed analyses as indicated by the EAS Form), were sufficient to determine that the Proposed Actions would not result in a significant adverse impacts to the following technical areas: (1) Natural Resources; (2) Water and Sewer Infrastructure; (3) Solid Waste and Sanitation Services; (4) Energy; (5) Greenhouse Gas Emissions; and (6) Public Health.

Further, preliminary analyses for the following environmental impact categories indicated that the Proposed Actions would not result in significant adverse impacts to same: (1) Land Use, Zoning, and Public Policy; (2) Socioeconomic Conditions; (3) Community Facilities and Services; (4) Open Space; (5) Historic and Cultural Resources; (6) Urban Design and Visual Resources; (7) Hazardous Materials; (8) Transportation; (9) Air Quality; (10) Neighborhood Character; and (11) Construction. Finally, detailed analyses for (1) Shadows and (2) Noise also indicated no significant adverse impacts would result from the Proposed Actions on these environmental impact categories either.

Specifically, the incorporation of an E-Designation for hazardous materials, air quality, and noise would avoid significant adverse impacts for those respective environmental resource categories. Furthermore, significant adverse impacts to other technical areas of particular concern, including Water and Sewer Infrastructure and Solid Waste and Sanitation Services, would not occur as determined in the analyses presented in this EAS that considered the effects that would occur under the Future With-Action Scenario in comparison to the impact determination thresholds specified in the *2021 CEQR Technical Manual*. As such, the Proposed Actions would not cause a disproportionate impact on DACs within the 0.5-mile Study Area with respect to any of these technical areas, nor would the Proposed Actions cause cumulative effects from multiple technical areas.

As the *2021 CEQR Technical Manual* has not been updated to include guidance for an assessment of Effects on Disadvantaged Communities, the SEQRA EAF has been consulted for guidance for this analysis. The EAF Full Form identifies direct or indirect impacts that may affect a DAC, including hazardous waste generation or management; new noise sources or expansions/modifications of existing noise sources (i.e., noise from operational sources or construction activities); emissions of air pollutants including mobile emissions; wastewater discharges; generation of odors; light pollution; new or modified radiation sources; or new or modified sources of solid waste generation, management, or disposal. The Proposed Actions would not result in significant adverse impacts in any of these technical areas, nor would they cause a combination of moderate effects that together may result in a pollution impact at Projected Development Site 1 or to a DAC in the Study Area. Additionally, the Proposed Actions would not require any NYC agency approvals or any DEC Permits.

15.4 Conclusions

Based on the foregoing, the Future With-Action Scenario would not create significant adverse pollution impacts, including those related to air emissions, wastewater, solid waste, hazardous waste generation, industrial/commercial noise, lighting, odors, or existing hazardous materials. The Proposed Actions would not disproportionately affect any disadvantaged communities, nor would they cause or increase a disproportionate pollution burden on DACs.

APPENDIX A
SITE DOCUMENTATION APPENDIX

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is entered into as of ~~August ___, 2018~~ September 20, 2018; by and between Carthage Real Estate Advisors ("Carthage"), with an address at 200 Lenox Avenue, 2nd Floor, New York, NY 10027 and The Harlem SGL/LGBTQ Center, Inc. (the "Center"), with an address at 55 West 116th Street, Suite 236, New York, NY 10026. This agreement is understood to be an expression of the basic terms that have been agreed to by the Parties, with the understanding that the parties will engage in further good-faith negotiations and enter in to an additional agreement and/or agreements implementing the terms agreed to herein (including, but not limited to a lease).

WHEREAS, Carthage has entered into a Contract of Sale with the Abyssinian Development Corporation to purchase that certain property known as the Ennis Francis Houses located at 2070 Adam Clayton Powell Jr. Blvd., New York, NY (the "Property"); and

WHEREAS, Carthage intends to demolish the existing structure on the Property and build a 420-unit, 400,000 square foot property that will include both market-rate condominiums, market-rate rentals and affordable rentals (the "Development"); and

WHEREAS, the Development will be built in two phases, referred to herein as "Phase 1" and "Phase 2" respectively; and

WHEREAS, in order to develop the Property as intended, Carthage will be required to seek rezoning for the Property, and in connection therewith, to participate in a public review process conducted in accordance with the Uniform Land Use Review Procedure ("ULURP"); and

WHEREAS, ULURP requires that the proposed rezoning be reviewed by Manhattan Community Board 10, the Manhattan Borough President, the City Planning Commission and the New York City Council; and

WHEREAS, it is acknowledged that the likelihood that Carthage will obtain approval for the Development from the aforesaid entities will be significantly greater if the Development includes features that provide substantial and concrete benefit to the community; and

WHEREAS, the Center desires to establish a SGL/LGBTQ Center in Central Harlem; and

WHEREAS, the SGL/LGBTQ Center would be of substantial benefit to the residents of Central Harlem, and, indeed the residents of all of Upper Manhattan; and

WHEREAS, Contingent upon the aforementioned rezoning approval, Carthage desires to provide the Center with a total of 20,000 square feet of space on the ground level and basement level of the Development (the "Phase 2 Space"), rent-free, in which the Center can establish its SGL/LGBTQ Center pursuant to the terms hereof; and

WHEREAS, it is acknowledged that the provision to the Center of said 20,000 square feet of rent-free space in the Development for its exclusive use as the SGL/LGBTQ Center will be viewed by Community Board 10, the Manhattan Borough President, the City Planning Commission and the New York City Council as a significant public benefit, thus increasing the likelihood of approval of the required rezoning for the Development;

NOW, THEREFORE, the parties agree as follows:

1. Upon completion of Phase 1, Carthage with provide the Center with 3,000 square feet on the ground floor (the "Phase 1 Space"). The projected occupancy date for the Phase 1 Space is June 2020. The Center will be permitted to occupy the Phase 1 Space rent-free until the Phase 2 Space is fully ready for the Center's occupancy. During its occupancy of the Phase 1 Space, the Center will be responsible for utilities costs, but Carthage will be responsible for all real estate taxes.

2. The Phase 1 Space will be provided at Carthage's sole cost as a "gray block" (industrial look) with an open floor plan. The Phase 1 Space will include an HVAC system and all of the work outlined in the attached Work Letter, (Exhibit A) substantially completed by Carthage at its cost. The Phase 1 Space will include full electrical and bathroom facilities with plumbing available to permit the Center to install kitchen facilities if it wishes.

3. The Center will be responsible for the costs of any additional build-out that it wishes to undertake with respect to the Phase 1 Space.

4. The anticipated availability date for the Phase 2 Space is December 2021; however, the Center will be permitted to remain in Phase 1 space until the Phase 2 Space is fully ready for the Center's occupancy.

5. The Center will have a separate, private entrance to the Phase 2 Space.

6. The Center will have the option to install its own elevator (or alternative mechanical access) between the ground and the basement in Phase 2. In addition, Carthage will allow the Center access to the common elevator for transport of disabled individuals, large equipment and other reasonable usage.

7. The Parties shall negotiate in good faith and enter into a lease with Carthage (or such affiliated entity as the owner of the Property) as Landlord and the Center as Tenant, which will include, *inter alia*, the following terms:

a. The Landlord will lease to the Center the Phase 2 Space on the ground floor and basement of the Development in the total of 20,000 square feet as indicated in the drawing attached hereto as Exhibit B (the "Leased Space").

b. The Center will have the exclusive use of the Leased Space for the establishment and operation of the SGL/LGBTQ Center.

c. The term of the lease will be 30 years, commencing on the date on which the Leased Space is fully ready for the Center's occupancy.

d. The 30-year lease will be rent-free.

e. Notwithstanding subparagraph 1(d), the Center will be required to pay the actual operating costs of the Leased Space, including utilities, heat, electricity and other costs associated with the space.

f. Carthage will provide the Center with a plan for the Center's trash removal.

g. Carthage will act as liaison between the Center and the Development's architect and contractors in order to facilitate the Center's design and construction of the Leased Space and to coordinate the build-out, it being understood that the Center will be responsible for negotiating the terms and cost of any services provided by said architect or contractors.

IN WITNESS WHEREOF, the parties hereto have executed this Assignment Agreement as of the date first above written.

Carthage Advisors

By: _____

Print Name: Ed Potter

Title: President

The Harlem SGL/LGBTQ Center, Inc.

By: _____

Print Name: Carmen Neely

Title: President

EXHIBIT A

HARLEM LGBT CENTER DRAFT WORK LETTER

The term "Landlord Work" shall mean all work necessary to deliver Premises to Tenant with the following work substantially completed. Space shall be provided with the work necessary to be delivered as per the below specifications.

Ingress/Egress: Appropriate quantity and size of doors with applicable exit hardware to meet state, local, and ADA codes for occupancy.

Storefront: Landlord to provide a double-door standard anodized aluminum storefront & entry and vestibule.

Site Conditions: Landlord shall provide the space as a "gray block" (industrial look) with finished floor slab throughout premises as per Tenant's plans, with Tenant responsible for cost of any difference between the cost of materials required by Tenant and reasonably standard finishes customarily installed by Landlord. All ceiling and wall lighting to Tenant's specs with Tenant responsible for the cost difference between Tenant's lighting fixtures and standard fixtures installed by Landlord.

Electrical: Landlord to provide separately metered electric services serving Tenant's spaces only. Service to include separate electrical panel handling Tenant's connected load only – 200 Amp/3 Phase electric to be delivered – capacity and locations to be determined. Services to be placed within the premises and in a location agreeable by Tenant. [Phase II will require 400 AMP for performance space]

HVAC Services: Landlord to deliver an HVAC unit, with Tenants approval of HVAC specifications, location of unit, distribution ductwork within Premises and all controls and wiring, to deliver a fully operational HVAC unit.

Cable Wiring: Landlord will provide all cabling for internet, phone and wifi capacity

Bathrooms: Landlord to provide a bathroom in a location within the demised premises to be pre-approved by Tenant, including all fixtures with finished floors, walls, ceiling and lighting meeting Tenant's finish requirements and selections as per plans in compliance with The Americans with Disability Act. Tenant shall pay Landlord the difference between the cost of all materials and fixtures required by Tenant exceeding the cost of reasonably standard finished and fixtures most commonly installed by Landlord.

Fire Protection: Space to be delivered sprinklered and alarmed according to FDNY and NYC DOB code requirements. Modifications to sprinkler system necessitated by Tenant's plans to be performed by Landlord at Landlord's sole expense.

Permits & Inspections: Landlord to complete and deliver in accordance with all state and local codes and compliant with ADA requirements. The landlord shall deliver the space clear of any impediments and/or open permits which may or may not hamper Tenant's ability to procure a permit for Tenants work and/or prevent Tenant from obtaining a certificate of occupancy. Landlord agrees to assist Lessee in obtaining permits for any additional Tenant interior work, provided it is at no cost to Landlord.

APPENDIX B
HISTORIC AND CULTURAL RESOURCES
APPENDIX

NYC Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Final Sign-Off (Multiple Sites)

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-M
Project: ENNIS FRANCIS HOUSES
Date received: 11/14/2017

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

Properties with no Archaeological significance:

1) ADDRESS: 225 WEST 123 STREET, BBL: 1019290017

Properties with Architectural significance:

Properties with Archaeological significance:

2) ADDRESS: 2070 ADAM C POWELL BLVD, BBL: 1019290057

The LPC is in receipt of the, "Ennis Francis Houses 2070 Adam Clayton Powell, Jr Blvd, Manhattan, Phase 1A Documentary Report," prepared by Joan Geismar and dated October 2010. We concur that B 1929 L 17 is unlikely to contain any significant archaeological resources and that B 1929 L 57 has the potential to contain human remains. If any excavation work is proposed on B 1929 L 57 as a result of this action archaeological testing should occur after developing an appropriate consultation plan with relevant descendent communities.

Properties with Architectural significance:

In the 400' radius, Hotel Theresa (LPC and National Register listed); Mount Morris Park Historic District Extension (LPC and National Register listed); Blumsteins Department Store (National Register eligible); Apollo Theater (LPC and National Register Listed).

Gina Santucci 11/17/2017

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32927_FSO_DNP_11162017.doc

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 19DCP041M
Project: ENNIS FRANCIS HOUSES
Date received: 9/5/2018

Properties with Archaeological significance:
1) ADDRESS: 2070 ADAM C POWELL BLVD, BBL: 1019290057, TIME PERIOD: 19th c (unspecified)

Comments:

The LPC is receipt of the Supplemental Studies to the EAS dated August 2018. The LPC notes that this document states that an archaeological restrictive declaration will be prepared for Lot 57 and that it has the potential to contain human remains. The document further notes that L 17 is no longer part of this action. The language pertaining to archaeological resources is acceptable.

There are no sun-sensitive historic resources in the study area. The architectural portion of the EAS is acceptable.

Gina Santucci 9/21/2018

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 32927_FSO_ALS_09112018.doc

Landmarks Preservation Commission

Sarah Carroll
Chair

Amanda Sutphin
Director of Archaeology
asutphin@lpc.nyc.gov

1 Centre Street
9th Floor North
New York, NY 10007

212 669-7823 tel
212 669-7818 fax

August 21, 2019

Martin Rebholz, R.A.
Borough Commissioner
Manhattan Borough Office
Department of Buildings
280 Broadway, 3rd Floor
NY, NY 10007

Re: Final Notice of Satisfaction for Ennis Francis, BBL **1019290057**
2070 Adam C Powell Blvd, New York, NY

Dear Borough Commissioner Rebholz:

The Landmarks Preservation Commission ("LPC") is issuing this Final Notice of Satisfaction as set forth in the Archaeological Restrictive Declaration for this property. The LPC has no further archaeological concerns for BBL 1019290057.

If you have any questions, I may be reached at the number above.

Sincerely,

Amanda Sutphin

Cc: Daphne Rudin-Vega, DCP
Olga Abinader, DCP
Mark Silberman, LPC

APPENDIX C
HAZARDOUS MATERIALS APPENDIX

Environmental Protection

Vincent Sapienza, P.E.
Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4422
alicata@dep.nyc.gov

October 2, 2018

Rachel Antelmi
Project Manager
Environmental Assessment and Review Division
New York City Department of City Planning
120 Broadway, 31st Floor
New York, NY 10271

Re: Ennis Francis Houses
Block 1929, Lots 17, 29, and 57
CEQR # 19DCP041M

Dear Ms. Antelmi:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the August 2018 Environmental Assessment Statement (EAS) and the November 2017 Phase I Environmental Site Assessment (Phase I) prepared by Equity Environmental Engineering, on behalf of Carthage Real Estate Advisors LLC (applicant) for the above referenced project. It is our understanding that the applicant is seeking a minor modification to Special Permit C840090 ZSM from the New York City Department of City Planning (DCP) pursuant to Sections 78-312 and 78-313 of the Zoning Resolution of the City of New York. The proposed action would alter the bulk provisions of the Ennis Francis Houses Large Scale Residential Development plan, to facilitate the development of two new contiguous buildings on Block 1929, Lot 57 (development site). The development site currently includes a vacant 3-story residential building. The proposed development will include a 17-story building (Building "A") and an 18-story building (Building "B"). The proposed buildings would contain a total of 290,395 gross square feet (gsf) of residential floor area and 7,451 gsf of ground floor community facility space. The project area is bounded by West 123rd Street, Adam Clayton Powell Jr. Blvd., West 124th Street, and Fredrick Douglass Boulevard in the Central Harlem neighborhood of Manhattan Community District 10. It should be noted that there would be no change in development or occupancy of Lots 17 and 29.

Block 1929, Lot 57

The November 2017 Phase I report revealed that historical on-site and surrounding area land uses consisted of a variety of residential and commercial uses including mixed use residential dwellings with store fronts, commercial/office buildings, apartment buildings, a substation, a music hall, an opera house, a railway line, a garage, an auto school, a parking garage, a hotel, restaurants, a department store, a bank, a warehouse, a police station, an auto sales yard, a furniture store, a public market, a community center, dry cleaners,

a gasoline station, a church, etc. Based on the age of the subject building, asbestos containing materials could be present in the on-site structure. Regulatory databases identified 16 spills within 1/8 mile; 5 underground storage tank sites and 45 aboveground storage tank sites within 1/4 mile; 62 leaking storage tank sites and 1 brownfield site within 1/2 mile; 1 National Priority List site and 2 manufactured gas plant sites within 1 mile of the project site.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

Block 1929, Lot 57

- Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP concurs with the EAS recommendation that an (E) designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject property. The (E) designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance. Further hazardous materials assessments should be coordinated through the Mayor's Office of Environmental Remediation.

Future correspondence and submittals related to this project should include the following CEQR # **19DCP041M**. If you have any questions, you may contact Mohammad Khaja-Moinuddin (718) 595-4445.

Sincerely,

Wei Yu
Deputy Director, Hazardous Materials

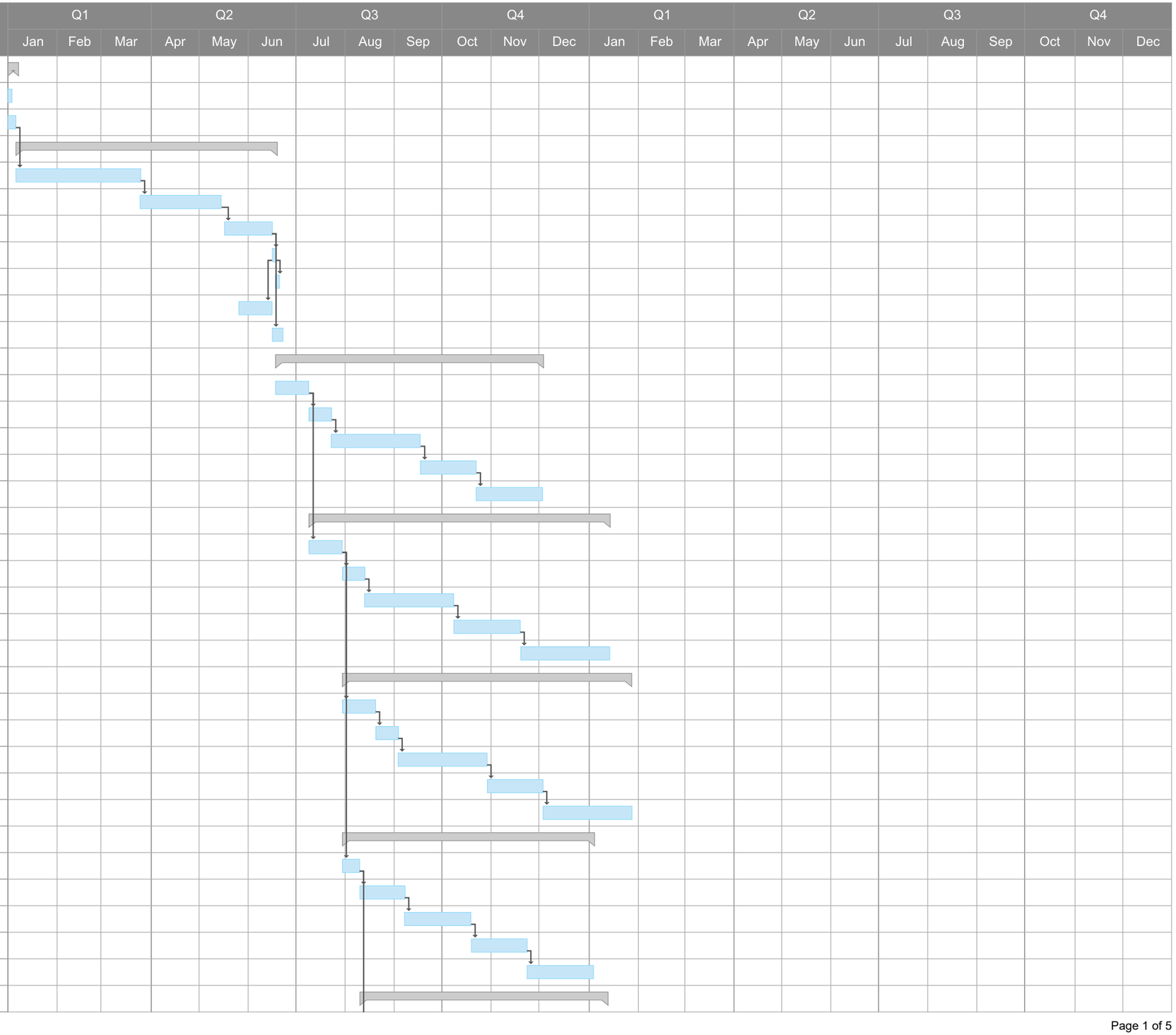
c: R. Weissbard
M. Khaja-Moinuddin
T. Estesen
M. Wimbish
R. Dobruskin – DCP
O. Abinader – DCP
M. Bertini – OER

APPENDIX D
CONSTRUCTION APPENDIX

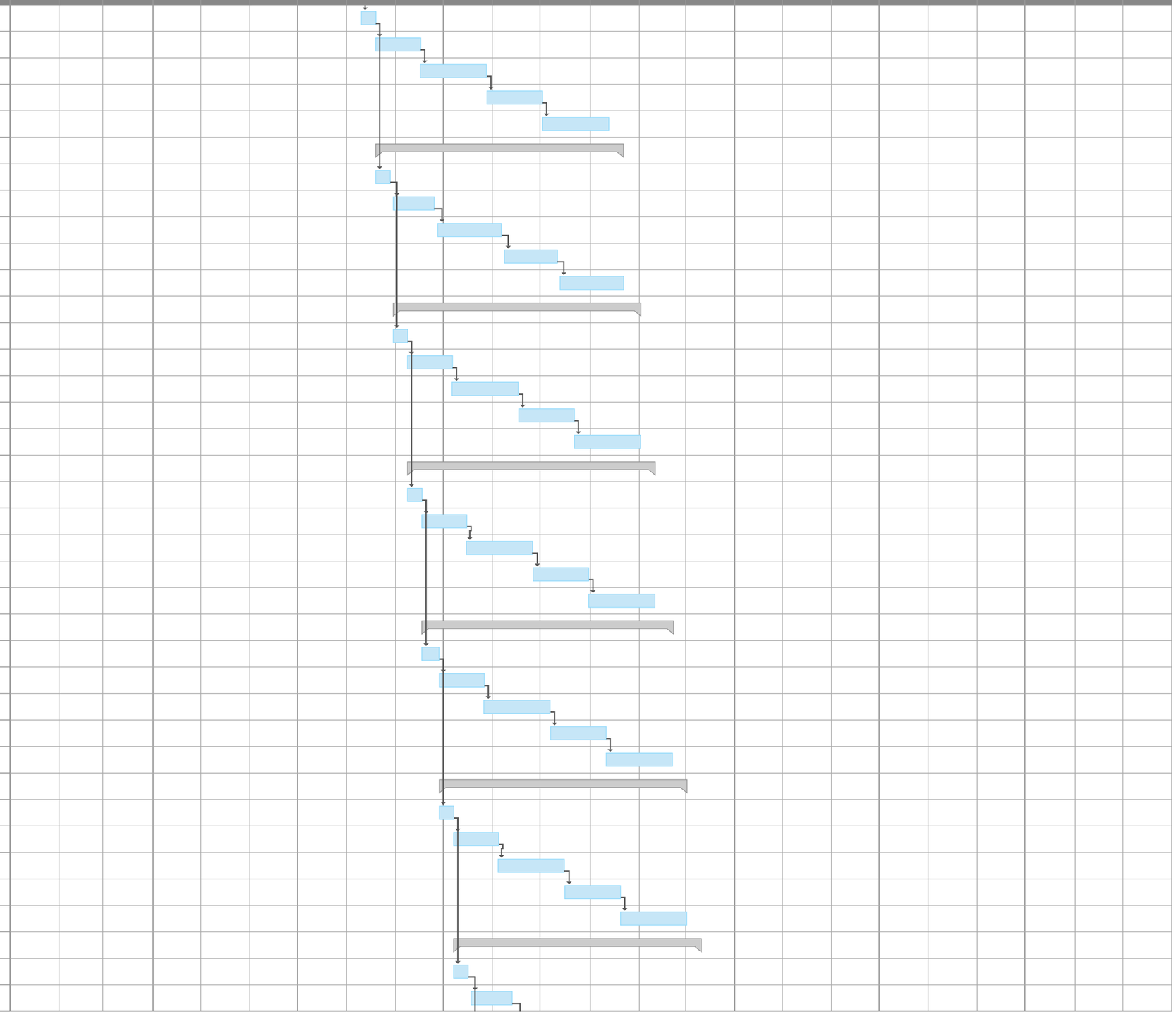
Lot C - Construction Schedule

smartsheet

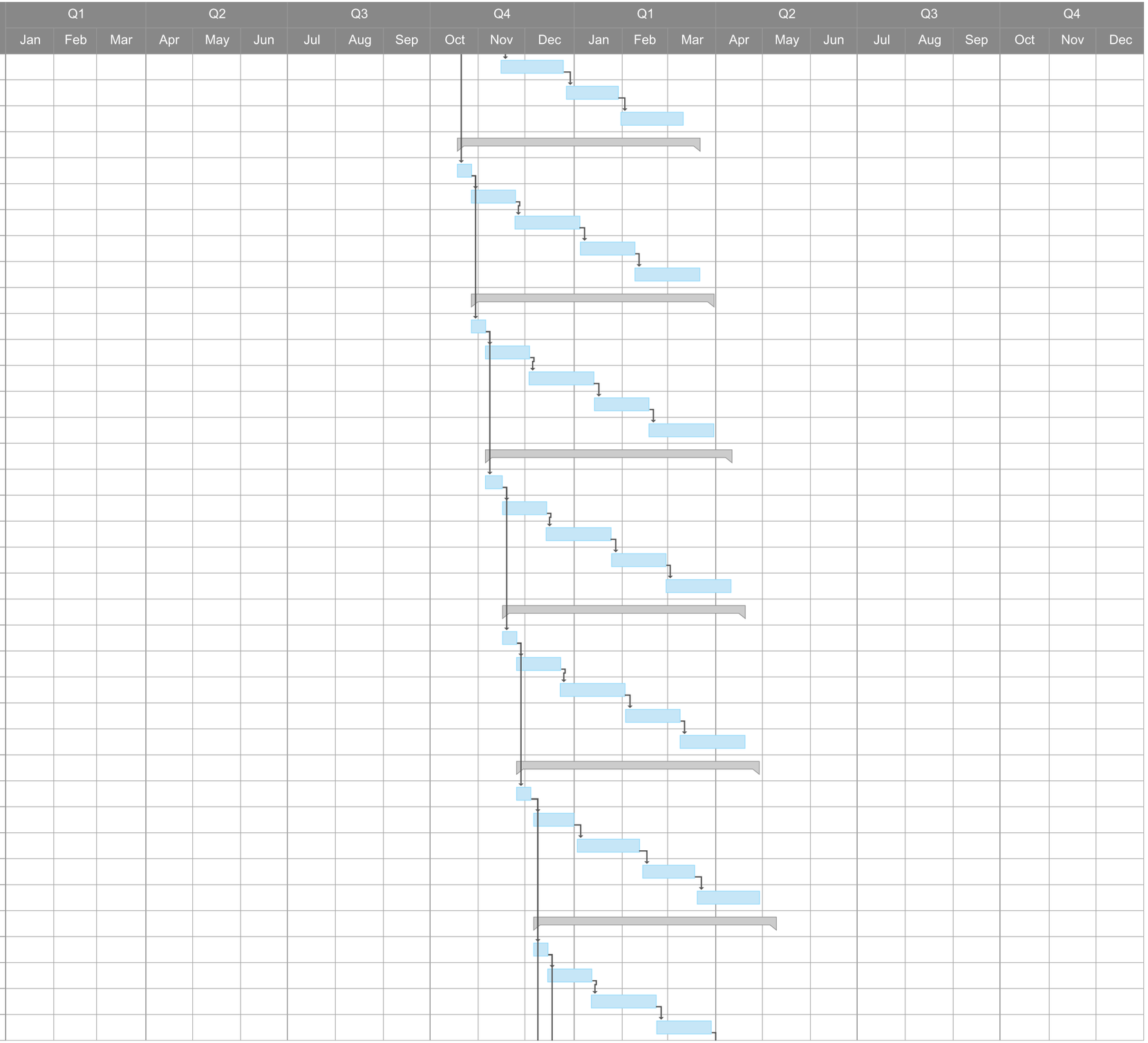
	2.Construction	Duration	Start	Finish
1	Mobilization	3d	01/01/27	01/05/27
2	Fence	1d	01/01/27	01/01/27
3	Set up Site	3d	01/01/27	01/05/27
4	Cellar	118d	01/06/27	06/18/27
5	SOE	56d	01/06/27	03/24/27
6	Piles	37d	03/25/27	05/14/27
7	Foundation	22d	05/17/27	06/15/27
8	Grade beams	2d	06/16/27	06/17/27
9	Slab on grade	1d	06/18/27	06/18/27
10	Under ground plumbing	15d	05/26/27	06/15/27
11	Water & sewer main	5d	06/16/27	06/22/27
12	1st flr	120d	06/18/27	12/02/27
13	Form and Pour slab	15d	06/18/27	07/08/27
14	Strip wood and clear floo	10d	07/09/27	07/22/27
15	Roughing Mech	40d	07/23/27	09/16/27
16	Sheetrock	25d	09/17/27	10/21/27
17	Finishes	30d	10/22/27	12/02/27
18	2nd flr	135d	07/09/27	01/13/28
19	Form and Pour slab	15d	07/09/27	07/29/27
20	Strip wood and clear floo	10d	07/30/27	08/12/27
21	Roughing Mech	40d	08/13/27	10/07/27
22	Sheetrock	30d	10/08/27	11/18/27
23	Finishes	40d	11/19/27	01/13/28
24	3rd flr	130d	07/30/27	01/27/28
25	Form and Pour slab	15d	07/30/27	08/19/27
26	Strip wood and clear floo	10d	08/20/27	09/02/27
27	Roughing Mech	40d	09/03/27	10/28/27
28	Sheetrock	25d	10/29/27	12/02/27
29	Finishes	40d	12/03/27	01/27/28
30	4th flr	112d	07/30/27	01/03/28
31	Form and Pour slab	7d	07/30/27	08/09/27
32	Strip wood and clear floo	20d	08/10/27	09/06/27
33	Roughing Mech	30d	09/07/27	10/18/27
34	Sheetrock	25d	10/19/27	11/22/27
35	Finishes	30d	11/23/27	01/03/28
36	5th flr	112d	08/10/27	01/12/28



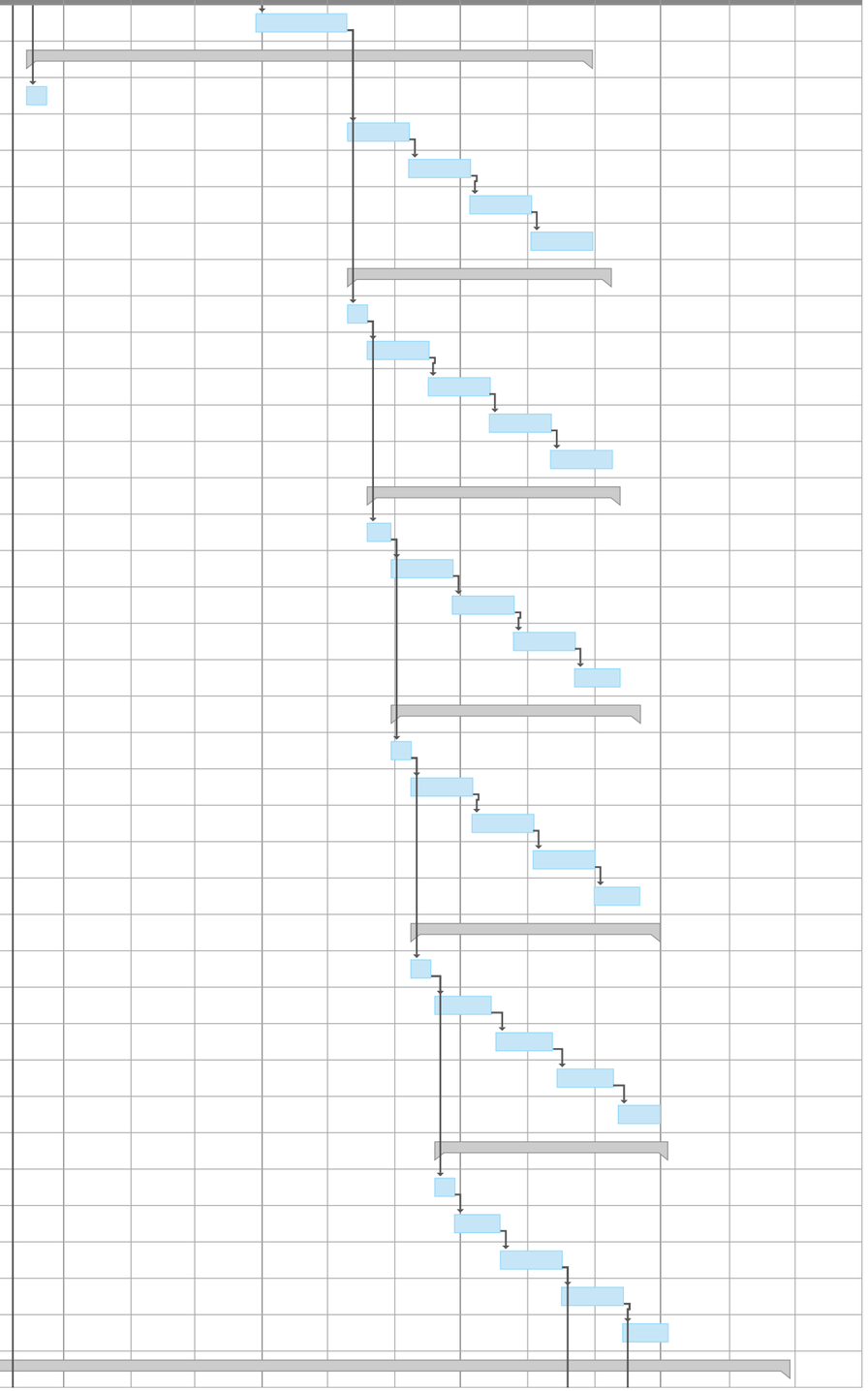
	2.Construction	Duration	Start	Finish
37	Form and Pour slab	7d	08/10/27	08/18/27
38	Strip wood and clear flooı	20d	08/19/27	09/15/27
39	Roughing Mech	30d	09/16/27	10/27/27
40	Sheetrock	25d	10/28/27	12/01/27
41	Finishes	30d	12/02/27	01/12/28
42	6th flr	112d	08/19/27	01/21/28
43	Form and Pour slab	7d	08/19/27	08/27/27
44	Strip wood and clear flooı	20d	08/30/27	09/24/27
45	Roughing Mech	30d	09/27/27	11/05/27
46	Sheetrock	25d	11/08/27	12/10/27
47	Finishes	30d	12/13/27	01/21/28
48	7th flr	112d	08/30/27	02/01/28
49	Form and Pour slab	7d	08/30/27	09/07/27
50	Strip wood and clear flooı	20d	09/08/27	10/05/27
51	Roughing Mech	30d	10/06/27	11/16/27
52	Sheetrock	25d	11/17/27	12/21/27
53	Finishes	30d	12/22/27	02/01/28
54	8th flr	112d	09/08/27	02/10/28
55	Form and Pour slab	7d	09/08/27	09/16/27
56	Strip wood and clear flooı	20d	09/17/27	10/14/27
57	Roughing Mech	30d	10/15/27	11/25/27
58	Sheetrock	25d	11/26/27	12/30/27
59	Finishes	30d	12/31/27	02/10/28
60	9th flr	112d	09/17/27	02/21/28
61	Form and Pour slab	7d	09/17/27	09/27/27
62	Strip wood and clear flooı	20d	09/28/27	10/25/27
63	Roughing Mech	30d	10/26/27	12/06/27
64	Sheetrock	25d	12/07/27	01/10/28
65	Finishes	30d	01/11/28	02/21/28
66	10th flr	112d	09/28/27	03/01/28
67	Form and Pour slab	7d	09/28/27	10/06/27
68	Strip wood and clear flooı	20d	10/07/27	11/03/27
69	Roughing Mech	30d	11/04/27	12/15/27
70	Sheetrock	25d	12/16/27	01/19/28
71	Finishes	30d	01/20/28	03/01/28
72	11th flr	112d	10/07/27	03/10/28
73	Form and Pour slab	7d	10/07/27	10/15/27
74	Strip wood and clear flooı	20d	10/18/27	11/12/27



	2.Construction	Duration	Start	Finish
75	Roughing Mech	30d	11/15/27	12/24/27
76	Sheetrock	25d	12/27/27	01/28/28
77	Finishes	30d	01/31/28	03/10/28
78	12th flr	112d	10/18/27	03/21/28
79	Form and Pour slab	7d	10/18/27	10/26/27
80	Strip wood and clear flooı	20d	10/27/27	11/23/27
81	Roughing Mech	30d	11/24/27	01/04/28
82	Sheetrock	25d	01/05/28	02/08/28
83	Finishes	30d	02/09/28	03/21/28
84	13th flr	112d	10/27/27	03/30/28
85	Form and Pour slab	7d	10/27/27	11/04/27
86	Strip wood and clear flooı	20d	11/05/27	12/02/27
87	Roughing Mech	30d	12/03/27	01/13/28
88	Sheetrock	25d	01/14/28	02/17/28
89	Finishes	30d	02/18/28	03/30/28
90	14th flr	112d	11/05/27	04/10/28
91	Form and Pour slab	7d	11/05/27	11/15/27
92	Strip wood and clear flooı	20d	11/16/27	12/13/27
93	Roughing Mech	30d	12/14/27	01/24/28
94	Sheetrock	25d	01/25/28	02/28/28
95	Finishes	30d	02/29/28	04/10/28
96	15th flr	112d	11/16/27	04/19/28
97	Form and Pour slab	7d	11/16/27	11/24/27
98	Strip wood and clear flooı	20d	11/25/27	12/22/27
99	Roughing Mech	30d	12/23/27	02/02/28
100	Sheetrock	25d	02/03/28	03/08/28
101	Finishes	30d	03/09/28	04/19/28
102	16th flr	112d	11/25/27	04/28/28
103	Form and Pour slab	7d	11/25/27	12/03/27
104	Strip wood and clear flooı	20d	12/06/27	12/31/27
105	Roughing Mech	30d	01/03/28	02/11/28
106	Sheetrock	25d	02/14/28	03/17/28
107	Finishes	30d	03/20/28	04/28/28
108	17th flr	112d	12/06/27	05/09/28
109	Form and Pour slab	7d	12/06/27	12/14/27
110	Strip wood and clear flooı	20d	12/15/27	01/11/28
111	Roughing Mech	30d	01/12/28	02/22/28
112	Sheetrock	25d	02/23/28	03/28/28



	2.Construction	Duration	Start	Finish
113	Finishes	30d	03/29/28	05/09/28
114	18th flr	185d	12/15/27	08/29/28
115	Form and Pour slab	7d	12/15/27	12/23/27
116	Strip wood and clear flooı	20d	05/10/28	06/06/28
117	Roughing Mech	20d	06/07/28	07/04/28
118	Sheetrock	20d	07/05/28	08/01/28
119	Finishes	20d	08/02/28	08/29/28
120	19th flr	87d	05/10/28	09/07/28
121	Form and Pour slab	7d	05/10/28	05/18/28
122	Strip wood and clear flooı	20d	05/19/28	06/15/28
123	Roughing Mech	20d	06/16/28	07/13/28
124	Sheetrock	20d	07/14/28	08/10/28
125	Finishes	20d	08/11/28	09/07/28
126	20th flr	82d	05/19/28	09/11/28
127	Form and Pour slab	7d	05/19/28	05/29/28
128	Strip wood and clear flooı	20d	05/30/28	06/26/28
129	Roughing Mech	20d	06/27/28	07/24/28
130	Sheetrock	20d	07/25/28	08/21/28
131	Finishes	15d	08/22/28	09/11/28
132	21th flr	82d	05/30/28	09/20/28
133	Form and Pour slab	7d	05/30/28	06/07/28
134	Strip wood and clear flooı	20d	06/08/28	07/05/28
135	Roughing Mech	20d	07/06/28	08/02/28
136	Sheetrock	20d	08/03/28	08/30/28
137	Finishes	15d	08/31/28	09/20/28
138	22th flr	82d	06/08/28	09/29/28
139	Form and Pour slab	7d	06/08/28	06/16/28
140	Strip wood and clear flooı	20d	06/19/28	07/14/28
141	Roughing Mech	20d	07/17/28	08/11/28
142	Sheetrock	20d	08/14/28	09/08/28
143	Finishes	15d	09/11/28	09/29/28
144	23th flr	77d	06/19/28	10/03/28
145	Form and Pour slab	7d	06/19/28	06/27/28
146	Strip wood and clear flooı	15d	06/28/28	07/18/28
147	Roughing Mech	20d	07/19/28	08/15/28
148	Sheetrock	20d	08/16/28	09/12/28
149	Finishes	15d	09/13/28	10/03/28
150	General	302d	10/04/27	11/28/28



	2.Construction	Duration	Start	Finish
151	Install Roofing	15d	08/16/28	09/05/28
152	Elevator	120d	05/28/28	11/09/28
153	Set HVAC units	40d	09/13/28	11/07/28
154	Install Scaffolding	60d	12/06/27	02/25/28
155	Waterproofing	20d	10/04/27	10/29/27
156	Install Windows	20d	05/15/28	06/09/28
157	Clean facade	12d	05/29/28	06/13/28
158	Remove scaffolding	10d	06/05/28	06/16/28
159	Remove Shed	10d	06/19/28	06/30/28
160	BPP and sidwalk	10d	07/12/28	07/25/28
161	TCO	8d	11/18/28	11/28/28

