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 Dewitt Clinton Park North (801 Eleventh Avenue & 629 West 54th Street)

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
25DCP049M	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
Pending	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			760 12th LLC and 801 11th Ave., LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Stephanie Shellooe, Director, Environmental Assessment and Review Division			Patrick Milner		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 770 Lexington Avenue		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10065
TELEPHONE 212-720-3228	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212-888-7400 ext. 7315	EMAIL pmilner@gmcparking.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) and 617.4(b)(9)

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 Applicants, 760 12th LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings (collectively, the Proposed Projects): a 42-story, mixed-use residential and commercial building at 629 W 54th Street (Manhattan Block 1102, Lot 11) and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36). The building at 629 W 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space. The building at 801 Eleventh Avenue would contain 477 DUs and 85,760 gsf of commercial auto dealership space. In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf) including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two development sites. The Proposed Actions include zoning changes and special permits to facilitate potential transfers of floor area from Piers 59, 60, 61, 81, 83, 98 and the Chelsea Piers headhouse, either individually or in combination within Hudson River Park (the "Granting Sites") to the Development Sites. These transfers each require a Signification Action process as required by the Hudson River Park Act. In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sales, including price and other terms, for the transfer of floor area from the Granting Sites.

Given the range of programs that could result from the Proposed Actions, two reasonable worst-case development scenarios will be assessed to ensure conservative analyses:

- Maximum Commercial Scenario. Although auto dealership uses are planned as the commercial uses within the Proposed Projects' three lowest stories, the Development Sites' commercial uses would not be restricted to auto dealership uses and could potentially be developed with other commercial uses that are permitted as-of-right in the proposed C4-7 (CL) (HRP) district. Therefore, to ensure conservative analyses in technical areas where commercial uses would have the potential to produce greater effects, a development scenario will be analyzed (the Maximum

Commercial Scenario) in which the Proposed Projects are developed with the three lowest stories of each building occupied by a mix of commercial retail and office space.

- Maximum Residential Scenario. In the future with the Proposed Actions, the Proposed Projects would each maximize the allowable total FAR of 14.40 on the respective Development Sites. However, given that the New York State Fiscal Year 2025 budget legislation (Senate Bill 2023-S8306C) amended the Multiple Dwelling Law to allow exceedances of the previous maximum residential FAR of 12.0, additional residential density may be developed on the Development Sites. Accordingly, a development scenario with increased residential density beyond 12.0 FAR (the Maximum Residential Scenario) will be analyzed in technical areas where increased residential density has the potential to produce more significant effects than the Proposed Projects.

Although the Maximum Commercial Scenario would require changes in building massing as compared to the Maximum Residential Scenario, a single maximum building envelope will encompass both development scenarios for each development site. These zoning envelopes will be analyzed as the RWCDS for each buildings' bulk, height, and massing.

Project Location

BOROUGH Manhattan	COMMUNITY DISTRICT(S) 4	STREET ADDRESS 801 Eleventh Avenue; 629 W 54th Street
TAX BLOCK(S) AND LOT(S) Block 1103, Lot 36; Block 1102, Lot 11		ZIP CODE 10019

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Development Site 1: the western portion of the block bounded by Twelfth Avenue, West 55th Street, Eleventh Avenue, and West 54th Street; and Development Site 2: the eastern portion of the block bounded by Twelfth Avenue, West 56th Street, Eleventh Avenue, and West 55th Street

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M2-3(CL) and M2-4(CL)	ZONING SECTIONAL MAP NUMBER 8c

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:	

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION ZR Section 89-21

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: HRPT Board Approval and Signification Action Process

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.): 61,975

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

Roads, buildings, and other paved surfaces (sq. ft.): 61,975

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

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): 1,179,321

NUMBER OF BUILDINGS: 2

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): Development Site 1: 664,245 gsf; Development Site 2: 515,076 gsf

HEIGHT OF EACH BUILDING (ft.): Development Site 1: 525’ (roof height); Development Site 2: 485’ (roof height)

NUMBER OF STORIES OF EACH BUILDING: Development Site 1: 42; Development Site 2: 38

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: 61,975

The total square feet not owned or controlled by the applicant: 3,300

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: 61,975 sq. ft. (width x length)

VOLUME OF DISTURBANCE: 867,650 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 61,975 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: 36

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Construction would occur simultaneously on both sites with a total duration of 36 months

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

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Transportation/Utility

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS (PROPOSED PROJECTS)

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.

PROPOSED PROJECTS	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	N/A	N/A	Two Multi-Family Elevator Buildings	Addition of two Multi-Family Elevator Buildings
No. of dwelling units	N/A	N/A	1,094	+1,094
No. of low- to moderate-income units	N/A	N/A	274 to 328	+274 to +328
Gross floor area (sq. ft.)	N/A	N/A	939,934	+939,934
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Auto dealership	Auto dealership	Auto dealership	
Gross floor area (sq. ft.)	210,180	210,180	199,750	-10,430
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any unenclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	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	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify number:	N/A	N/A	1,838	+1,838

PROPOSED PROJECTS	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	Based on the average household size of 1.68 persons/household for Manhattan CD 4, per the 2020 US Census (via NYC Population FactFinder)			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Auto dealerships	Auto dealerships	Auto dealerships	N/A
No. and type of workers by business	40	65	244	+179
No. and type of non-residents who are not workers	N/A	N/A	N/A	
Briefly explain how the number of businesses was calculated:	With-Action worker population assumes 1 worker per 1,000 sf of auto dealership space and 1 worker per 25 Residential DUs. Existing and No-Action worker population is based on information provided by the Applicants, and assumes the auto dealership on Development Site 2 would be re-tenanted in the No-Action condition.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:	N/A			
ZONING				
Zoning classification	M2-4 (CL) and M2-3 (CL)	M2-4 (CL) and M2-3 (CL)	C4-7 (CL) (HRP) (MIH)	M2-4 and M2-3 to C4-7, mapping of Special HRP District and MIH area
Maximum amount of floor area that can be developed	R: N/A CF: N/A C: 229,386.25 M: 229,386.25 TOTAL: 229,386.25	R: N/A CF: N/A C: 229,386.25 M: 229,386.25 TOTAL: 229,386.25	R: 892,442 CF: 619,752.5 C: 619,752.5 M: N/A TOTAL: 892,442	R: +892,442 CF: +619,752.5 C: +390,393.5 M: -229,386.5 TOTAL: +663,055.25
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	More predominant Mixed Residential and Commercial use compared to the No-Action condition. No change in predominant zoning.
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.				

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS (MAXIMUM RESIDENTIAL SCENARIO)

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.

MAXIMUM RESIDENTIAL SCENARIO	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	N/A	N/A	Two Multi-Family Elevator Buildings	Addition of two Multi-Family Elevator Buildings
No. of dwelling units	N/A	N/A	1,242	+1,242
No. of low- to moderate-income units	N/A	N/A	311 to 373	+311 to +373
Gross floor area (sq. ft.)	N/A	N/A	1,066,176	+1,066,176
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Auto dealership	Auto dealership	Auto dealership	
Gross floor area (sq. ft.)	210,180	210,180	88,559	-121,621
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any unenclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	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	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify number:	N/A	N/A	2,087	+2,087

MAXIMUM RESIDENTIAL SCENARIO	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	Based on the average household size of 1.68 persons/household for Manhattan CD 4, per the 2020 US Census (via NYC Population FactFinder)			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Auto dealerships	Auto dealerships	Auto dealerships	N/A
No. and type of workers by business	40	65	138	+73
No. and type of non-residents who are not workers	N/A	N/A	N/A	
Briefly explain how the number of businesses was calculated:	With-Action worker population assumes 1 worker per 1,000 sf of auto dealership space and 1 worker per 25 Residential DUs. Existing and No-Action worker population is based on information provided by the Applicants, and assumes the auto dealership on Development Site 2 would be re-tenanted in the No-Action condition.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:	N/A			
ZONING				
Zoning classification	M2-4 (CL) and M2-3 (CL)	M2-4 (CL) and M2-3 (CL)	C4-7 (CL) (HRP) (MIH)	M2-4 and M2-3 to C4-7, mapping of Special HRP District and MIH area
Maximum amount of floor area that can be developed	R: N/A CF: N/A C: 229,386.25 M: 229,386.25 TOTAL: 229,386.25	R: N/A CF: N/A C: 229,386.25 M: 229,386.25 TOTAL: 229,386.25	R: 892,442 CF: 619,752.5 C: 619,752.5 M: N/A TOTAL: 892,442	R: +892,442 CF: +619,752.5 C: +390,393.5 M: -229,386.25 TOTAL: +663,055.75
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	More predominant Mixed Residential and Commercial use compared to the No-Action condition. No change in predominant zoning.
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.				

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS (MAXIMUM COMMERCIAL SCENARIO)

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.

MAXIMUM COMMERCIAL SCENARIO	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	N/A	N/A	Two Multi-Family Elevator Buildings	Addition of two Multi-Family Elevator Buildings
No. of dwelling units	N/A	N/A	1,094	+1,094
No. of low- to moderate-income units	N/A	N/A	274 to 328	+274 to +328
Gross floor area (sq. ft.)	N/A	N/A	939,934	+939,934
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Auto dealership	Auto dealership	Office and Ground-Floor Retail	
Gross floor area (sq. ft.)	210,180	210,180	199,750	-10,430
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any unenclosed activities, specify:	N/A	N/A	N/A	
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type	N/A	N/A	N/A	
Gross floor area (sq. ft.)	N/A	N/A	N/A	
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	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	
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Attended or non-attended	N/A	N/A	N/A	
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	N/A	N/A	N/A	
Operating hours	N/A	N/A	N/A	
Other (includes street parking)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:	N/A	N/A	N/A	
POPULATION				
Residents	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify number:	N/A	N/A	1,838	+1,838

MAXIMUM COMMERCIAL SCENARIO	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Briefly explain how the number of residents was calculated:	Based on the average household size of 1.68 persons/household for Manhattan CD 4, per the 2020 US Census (via NYC Population FactFinder)			
Businesses	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. and type	Auto dealerships	Auto dealerships	Retail and Office	Retail and Office
No. and type of workers by business	40	65	756	+691
No. and type of non-residents who are not workers	N/A	N/A	N/A	
Briefly explain how the number of businesses was calculated:	With-Action worker population assumes 1 worker per 1,000 sf of auto dealership space, 3 workers per 1,000 gsf of retail space, 1 worker per 250 gsf of office space, and 1 worker per 25 Residential DUs. Existing and No-Action worker population is based on information provided by the Applicants, and assumes the auto dealership on Development Site 2 would be re-tenanted in the No-Action condition.			
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If any, specify type and number:	N/A	N/A	N/A	
Briefly explain how the number was calculated:	N/A			
ZONING				
Zoning classification	M2-4 (CL) and M2-3 (CL)	M2-4 (CL) and M2-3 (CL)	C4-7 (CL) (HRP) (MIH)	M2-4 and M2-3 to C4-7, mapping of Special HRP District and MIH area
Maximum amount of floor area that can be developed	R: N/A CF: N/A C: 229,386.25 M: 229,386.25 TOTAL: 229,386.25	R: N/A CF: N/A C: 229,386.25 M: 229,386.25 TOTAL: 229,386.25	R: 892,442 CF: 619,752.5 C: 619,752.5 M: N/A TOTAL: 892,442	R: +892,442 CF: +619,752.5 C: +390,393.5 M: -229,386.25 TOTAL: +663,055.75
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	Land use: Commercial and Office, Transportation and Utility, Mixed Residential and commercial, Open Space Zoning: M1-5, M2-3, M2-4, C4-7, C6-3X, R8, R9, PARK	More predominant Mixed Residential and Commercial use compared to the No-Action condition. No change in predominant zoning.
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. *Please refer to the Draft Scope of Work*		
(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. *Please refer to the Draft Scope of Work*		
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? **To be determined in EIS**	☒	☐
○ 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?	☐	☒

	YES	NO
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, 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? **To be determined in EIS**	☒	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario? **To be determined in EIS**	☒	☐
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) The Maximum Residential Scenario exceeds the 50 student threshold for elementary/intermediate school students	☒	☐
○ 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? **To be determined in the EIS**	☒	☐
○ 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? **To be determined in the EIS**	☒	☐
○ 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? **To be determined in the EIS**	☒	☐
○ If "yes," would the additional population impair the delivery of library services in the study area? **To be determined in the EIS**	☒	☐
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?	☒	☐

	YES	NO
(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. ***Please refer to the Draft Scope of Work***		
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. ***Please refer to Part II: Technical Screenings***		
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. ***Please refer to the Draft Scope of Work***		
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: **To be included in the EIS**	☒	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed? **To be included in the EIS**	☒	☐
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? The Maximum Residential Scenario exceeds the 1,000 unit threshold in Manhattan.	☒	☐
(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?	☐	☐

	YES	NO
(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?	☐	☒
(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. **To be included in the EIS**		
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): **71,363 lb/wk (Maximum Commercial Scenario)**		
○ 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): **162,295,562.5 Mbtu**		
(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)	☒	☐
(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. **To be included in EIS**		
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?	☒	☐

	YES	NO
(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. **To be determined in EIS**	☒	☐
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 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. **To be included in the EIS**		
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. **To be included in the EIS**		
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. **To be included in the EIS**		
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. **To be included in the EIS**		

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
Jason Diaz, VHB	Jason Diaz	12/20/2024

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
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	December 30, 2024

SIGNATURE



Dewitt Clinton Park North (801 Eleventh Avenue & 629 West 54th Street)

Environmental Assessment Statement

PREPARED FOR

760 12th LLC and 801 11th Ave., LLC
770 Lexington Avenue
New York, NY, 10065
212.888.7400 ext. 7315

PREPARED BY

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CEQR #25DCP049M

December 30, 2024

Table of Contents

Section Page

EAS Figures

Part I: Project Description I-1

Introduction I-1
Project Area and Development Sites I-2
Neighborhood Context I-8
Proposed Actions I-9
Proposed Project I-10
Project Purpose and Need I-13
Analysis Framework I-14
Identification of Development Sites I-14
Analysis (Build) Year I-14
Reasonable Worst-Case Development Scenario I-14
Public Review Process I-18
Environmental Review Process I-18
CEQR and SEQRA I-18

Part II: Supplemental Analyses II-1

Land Use, Zoning, and Public Policy II-1
Socioeconomic Conditions II-1
Community Facilities and Services II-3
Open Space II-4
Introduction II-4
Direct Effects II-4
Indirect Effects II-4
Shadows II-5
Historic and Cultural Resources II-5
Urban Design and Visual Resources II-6
Hazardous Materials II-6
Water and Sewer Infrastructure II-6
Water Supply II-6
Wastewater and Stormwater II-7
Transportation II-7
Air Quality II-7
Greenhouse Gas Emissions and Climate Change II-8
Noise II-8
Public Health II-9
Neighborhood Character II-9
Construction II-9

List of Tables

Table No.	Title	Page
Table I-2	Future No-Action and With-Action Comparison	I-17

List of Figures

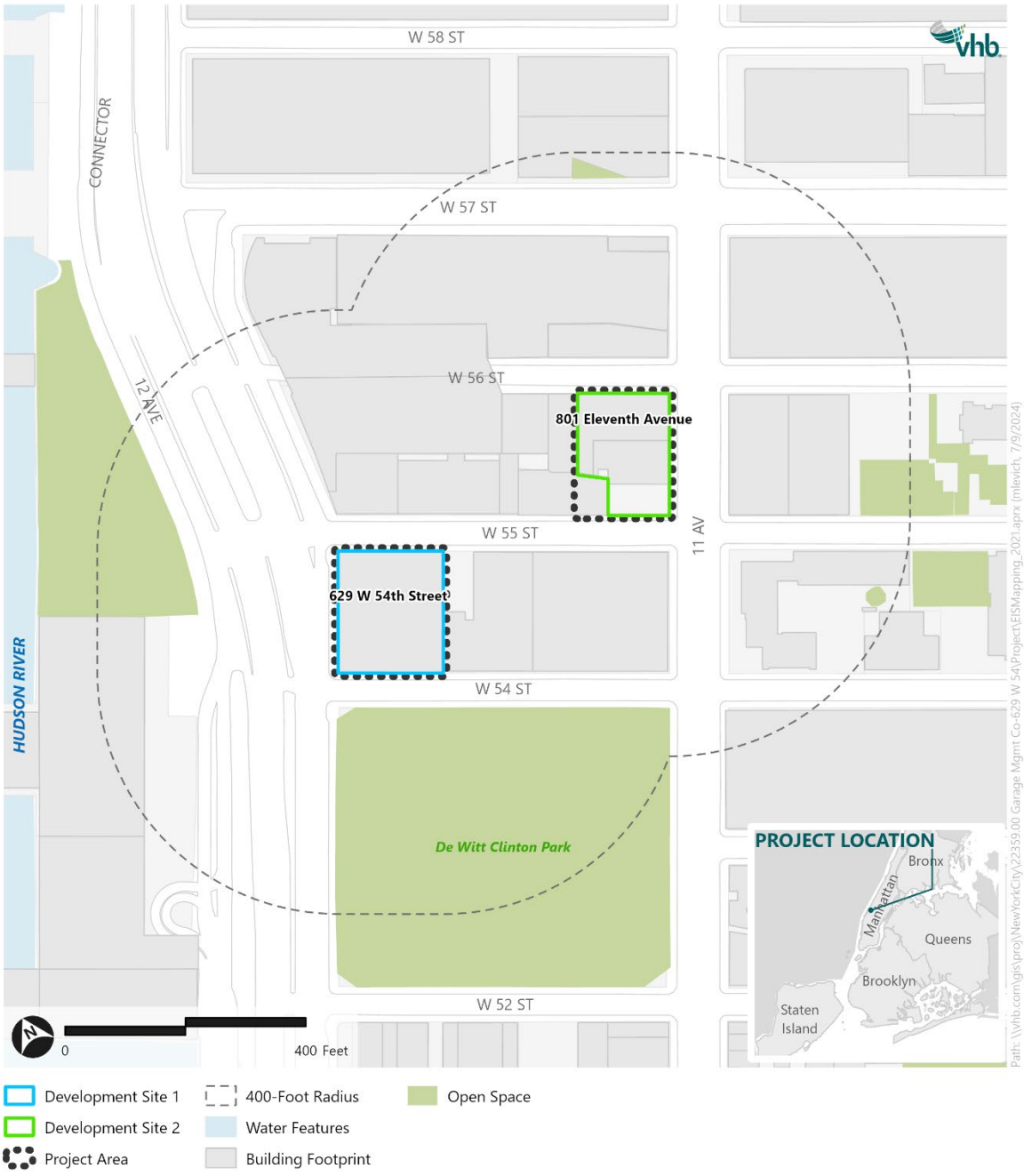
Figure No.	Title	Page
Figure I-1	Site Location Map	I-3
Figure I-2	Granting Sites	I-4
Figure I-3	Development/Receiving Sites	I-5
Figure I-4	Site Plan (Development Site 1)	I-11
Figure I-5	Site Plan (Development Site 2)	I-12

List of Photos

Figure No.	Title	Page
Photo I-1	View of Development Site 1 looking east across Twelfth Avenue	I-6
Photo I-2	View of Development Site 1 looking north across West 54th Street	I-6
Photo I-3	Looking west along West 54th Street, Development Site 1 at right	I-6
Photo I-4	looking west along West 55th Street, Development Site 1 at left	I-6
Photo I-5	View of Development Site 2, looking west across Eleventh Avenue	I-7
Photo I-6	Looking south along Eleventh Avenue, Development Site 2 at right	I-7
Photo I-7	View of Development Site 2 looking north along Eleventh Avenue	I-7
Photo I-8	Looking northeast along Eleventh Avenue, Development Site 2 at left	I-7

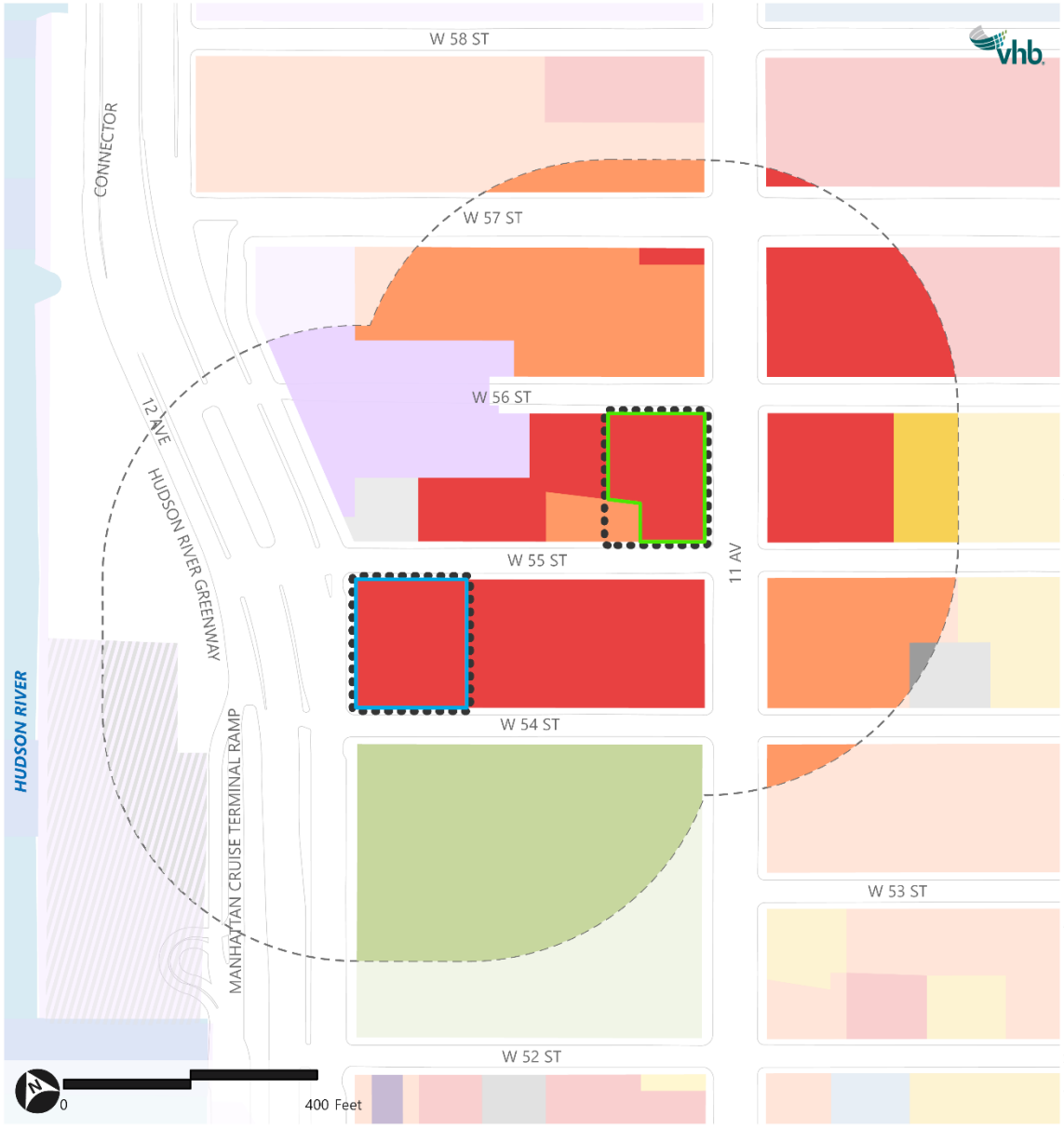
EAS Figures

Figure 1 Site Location Map



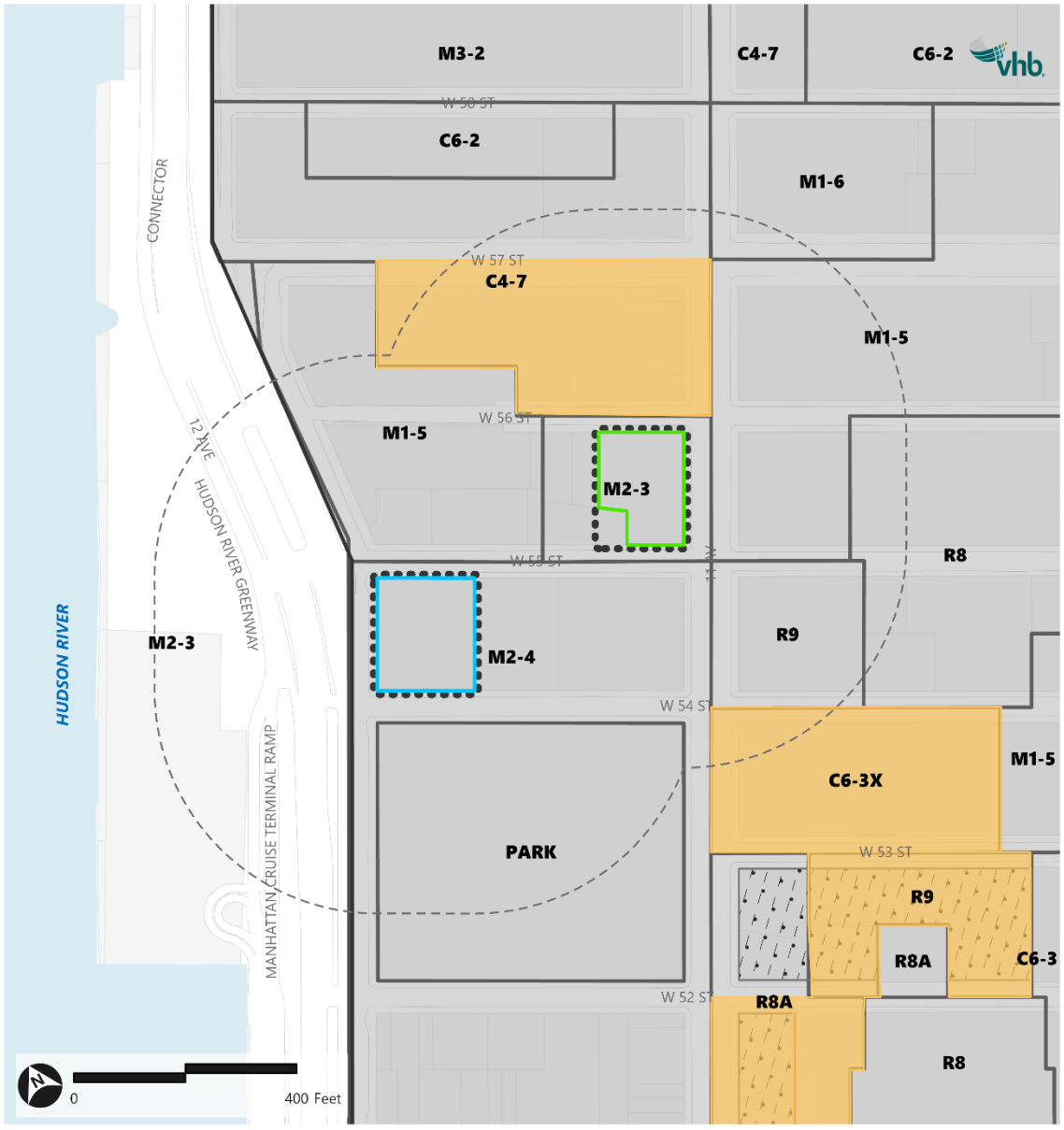
Source: NYC DCP, MapPLUTO

Figure 2 Land Use Map



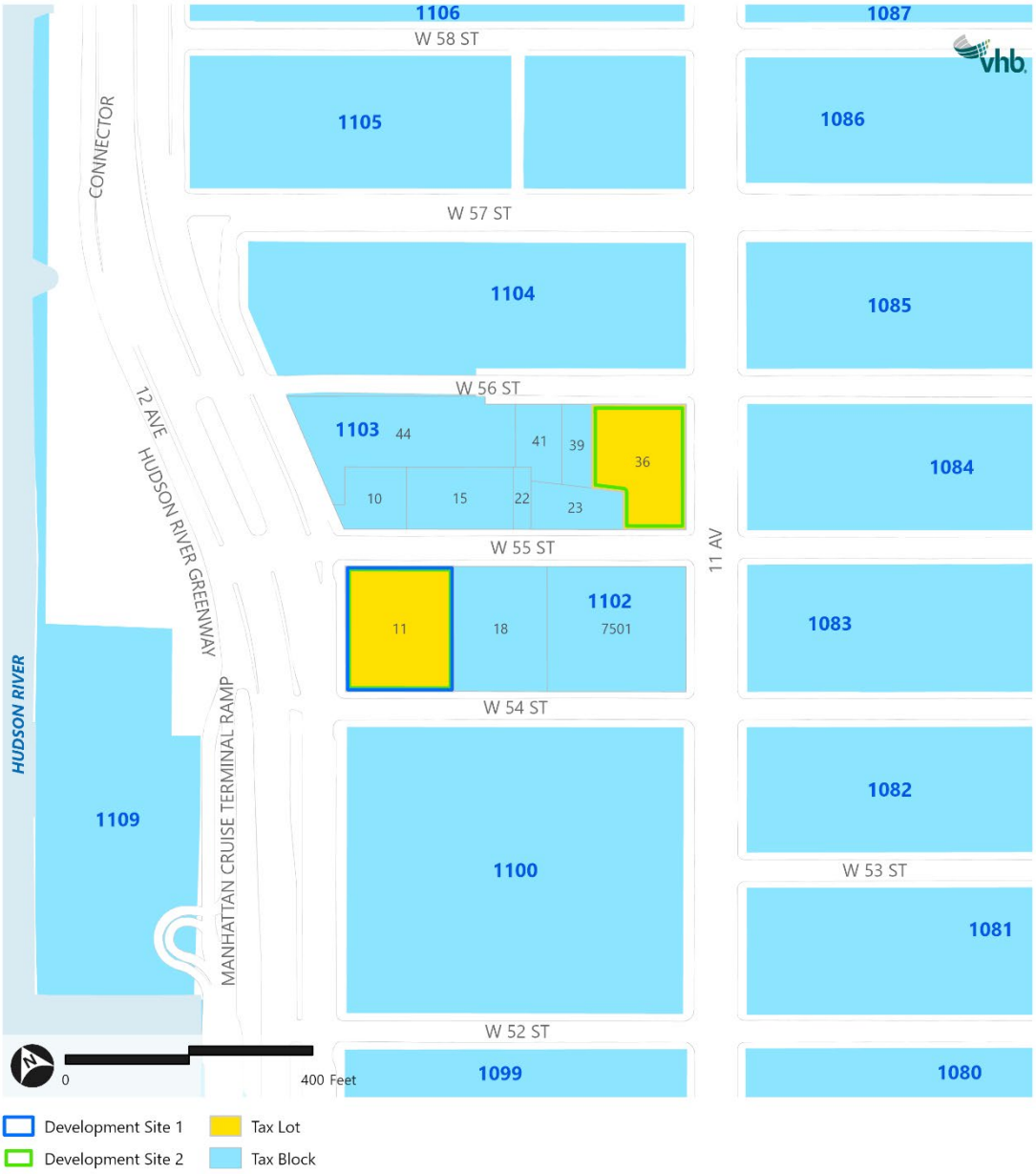
Source: NYC DCP MAPPLUTO

Figure 3 Existing Zoning Map



Source: NYC DCP MAPPLUTO

Figure 4 Tax Map



Source: NYC DCP, MapPLUTO

Figure 5 Photo Key Map



Photo 1 View of Development Site 1 looking east across Twelfth Avenue



Photo captured December 12, 2023

Photo 2 View of Development Site 1 looking north across West 54th Street



Photo captured December 12, 2023

Photo 3 Looking west along West 54th Street, Development Site 1 at right



Photo captured December 12, 2023

Photo 4 looking west along West 55th Street, Development Site 1 at left

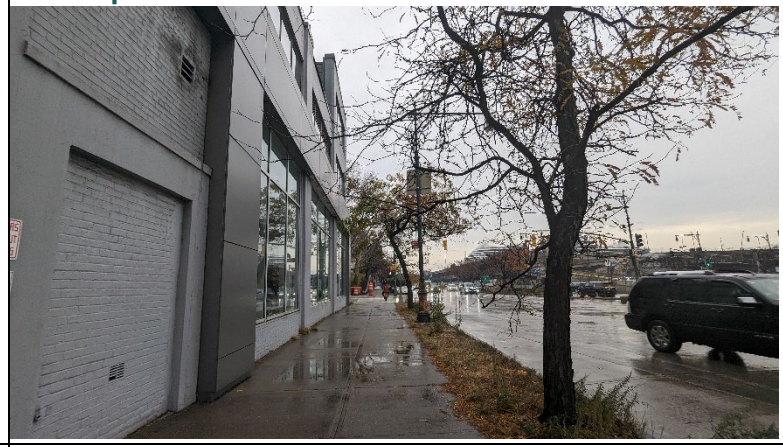


Photo captured December 12, 2023

Photo 5 View of Development Site 2, looking east along West 56th Street



Photo captured December 12, 2023

Photo 6 Looking south along Eleventh Avenue, Development Site 2 at right



Photo captured December 12, 2023

Photo 7 View of Development Site 2 looking north along Eleventh Avenue



Photo captured December 12, 2023

Photo 8 Looking northeast along Eleventh Avenue, Development Site 2 at left



Photo captured December 12, 2023

Part I: Project Description

This chapter provides descriptive information about the requested discretionary land use action and the development project that could be facilitated by the requested actions. The purpose of this chapter is to convey project information relevant to environmental review.

Introduction

The Applicants, 760 12th LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings (collectively, the Proposed Projects): a 42-story, mixed-use residential and commercial building at 629 W 54th Street (Manhattan Block 1102, Lot 11) and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36). The building at 629 W 54th Street would contain up to approximately 617 dwelling units (DUs) and 113,990 gsf of commercial auto dealership space. The building at 801 Eleventh Avenue would contain 477 DUs and 85,760 gsf of commercial auto dealership space. In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf) including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two development sites. The Proposed Actions include zoning changes and special permits to facilitate potential transfers of floor area from Piers 59, 60, 61, 81, 83, 98 and the Chelsea Piers headhouse, either individually or in combination, within Hudson River Park (the "Granting Sites") to the Development Sites. These transfers each require a Signification Action process, as required by the Hudson River Park Act. In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sales, including price and other terms, for the transfer of floor area from the Granting Sites.

Project Area and Development Sites

The Proposed Actions would affect the Project Area, which comprises (i) the portion of Manhattan Block 1102 bounded by Twelfth Avenue (also known as Henry Hudson Parkway or New York State Route 9A [U.S. 9A]) to the west, West 55th Street to the north, West 54th Street to the south, and a line parallel to and 175 feet east of Twelfth Avenue to the east (the "Project Area Southern Portion"), and (ii) the portion of Manhattan Block 1103 bounded by Eleventh Avenue to the east, West 56th Street to the north, West 55th Street to the south, and a line parallel to and 150 feet west of Eleventh Avenue to the west (the "Project Area Northern Portion"). The Project Area is in the Hell's Kitchen neighborhood of Manhattan Community District 4 and is entirely within the New York City Coastal Zone (see **Figure I-1**).

Within the Project Area, there are two development sites—(1) the property at 629 W 54th Street (Manhattan Block 1102, Lot 11, a.k.a. 629 W 54th Street) owned by 760 12th LLC ("Development Site 1") and (2) the property at 801 Eleventh Avenue (Manhattan Block 1103, Lot 36) owned by 801 11th Ave., LLC ("Development Site 2").

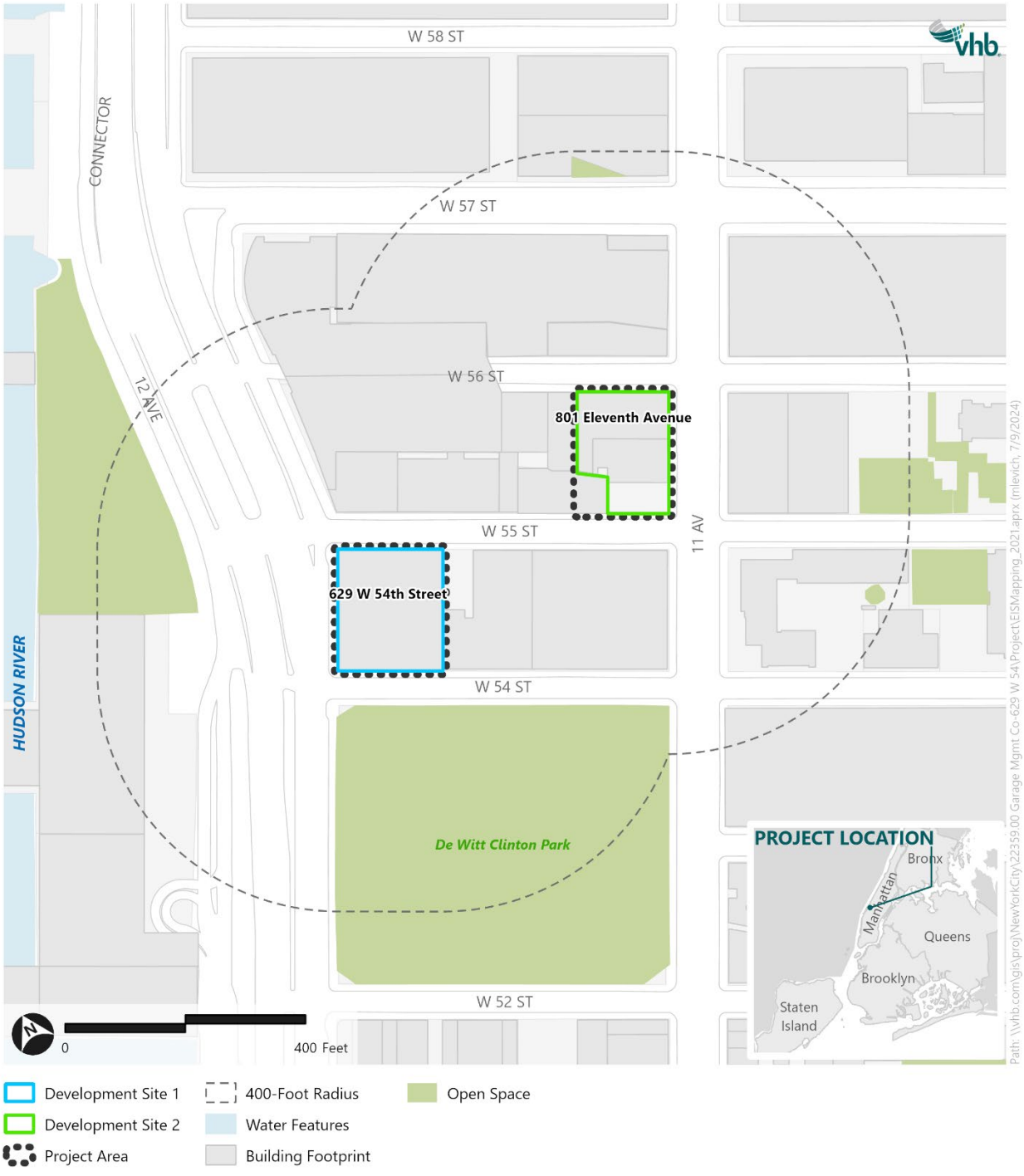
Development Site 1 occupies the western portion of Block 1102 and has approximately 201 feet of frontage along Twelfth Avenue and 175 feet of frontage along West 54th and West 55th Streets. Development Site 1 has a total lot area of 35,145.25 square feet (sf). It is improved with a six-story, 82-foot-tall commercial auto dealership building with a total built area of approximately 152,375 gross square feet (gsf). The building was constructed in 1930. Development Site 1 is mapped within a M2-4 district within the C2 Subdistrict of the Special Clinton District (CL).

Development Site 2 occupies the eastern portion of Block 1103 and has approximately 201 feet of frontage along Eleventh Avenue, 100 feet of frontage along West 55th Street, and 150 feet of frontage along West 56th Street. Development Site 2 has a total lot area of approximately 26,830 sf, and is occupied by two buildings that have been operated as a single commercial auto dealership, including a two-story, roughly 50-foot-tall building and a three-story, roughly 35-foot-tall building, with a total built area of approximately 57,805 gsf. The buildings were constructed in 1920, and the northern building was enlarged in 2011. Development Site 2 is mapped in a M2-3 district within the C1 Subdistrict of the Special Clinton District (CL).

Portions of Hudson River Park would be mapped in the Special Hudson River Park (HRP) District. As discussed below, zoning text amendments would define these areas as the "Granting Sites" and the development sites as the "Receiving Sites" (see **Figure I-2** and **Figure I-3**, respectively).

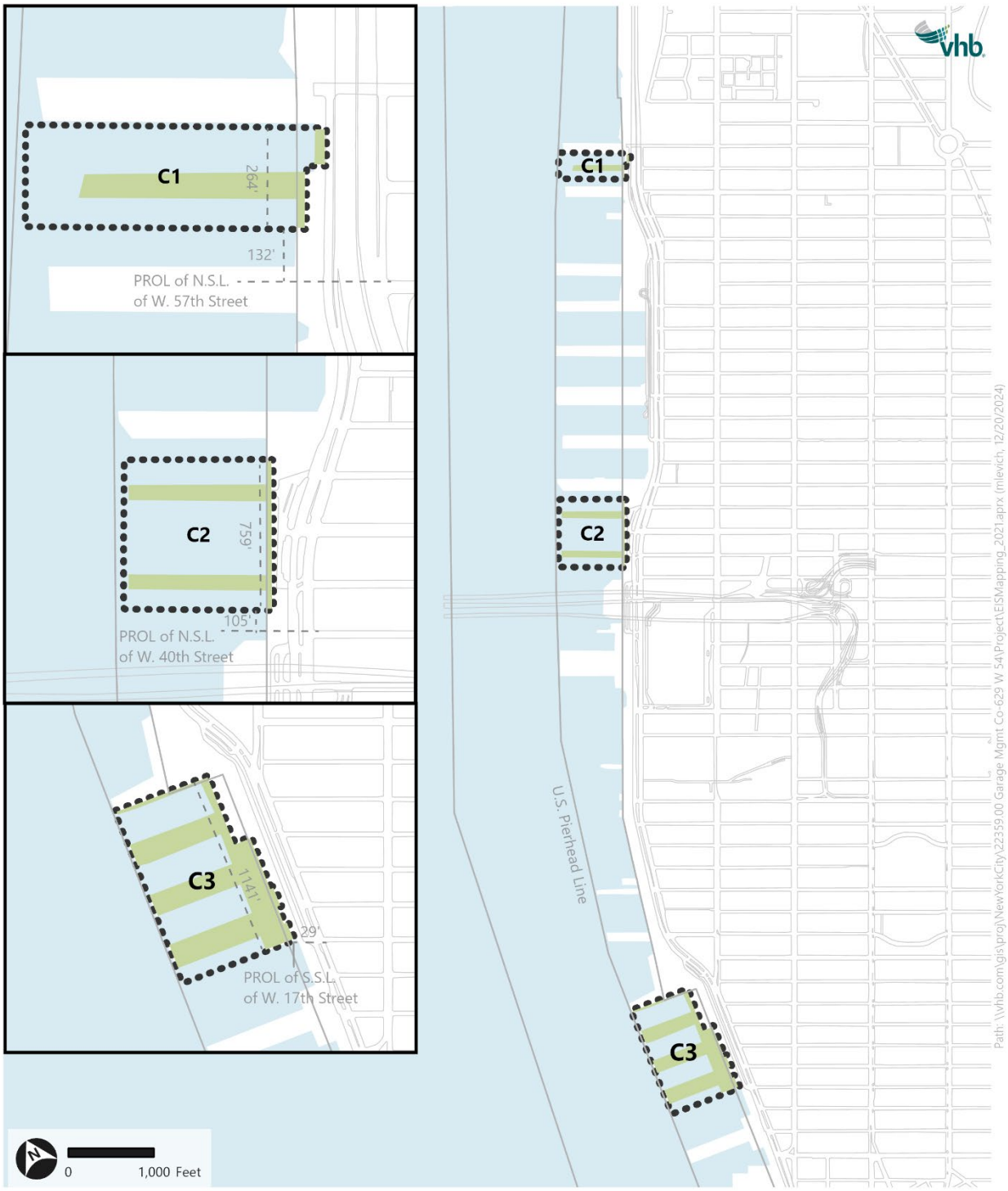
Photo I-2 through **Photo 1-8** show existing conditions at the Development Sites.

Figure I-1 Site Location Map



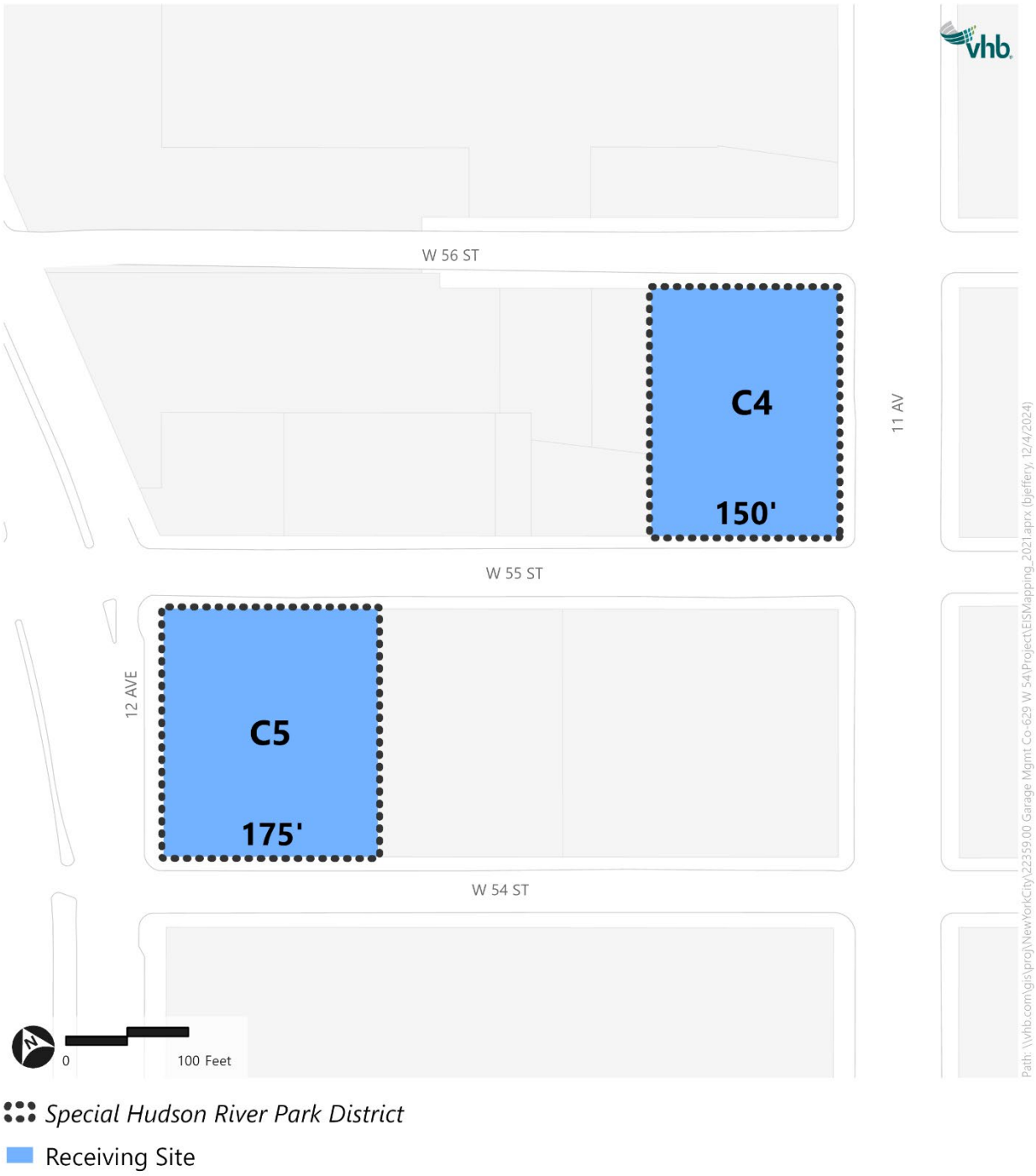
Source: NYC DCP, MapPLUTO

Figure I-2 Potential Granting Sites



Source: NYC DCP, MapPLUTO

Figure I-3 Development/Receiving Sites



Source: NYC DCP, MapPLUTO

Photo I-1 View of Development Site 1 looking east across Twelfth Avenue



Photo captured December 12, 2023

Photo I-2 View of Development Site 1 looking north across West 54th Street



Photo captured December 12, 2023

Photo I-3 Looking west along West 54th Street, Development Site 1 at right



Photo captured December 12, 2023

Photo I-4 looking west along West 55th Street, Development Site 1 at left

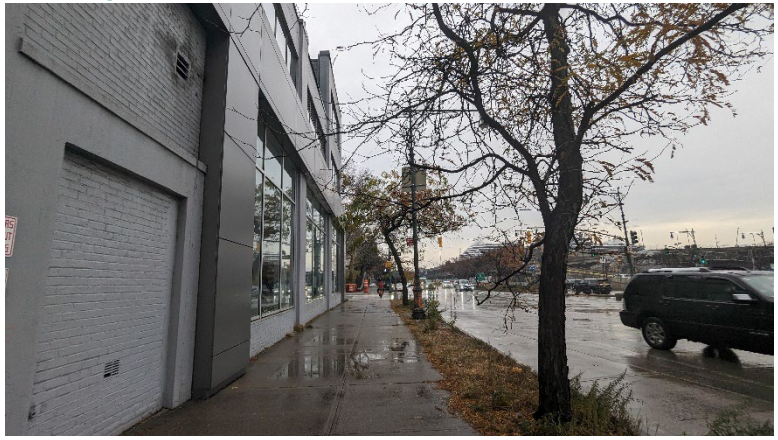


Photo captured December 12, 2023

Photo I-5 View of Development Site 2, looking west across Eleventh Avenue



Photo captured December 12, 2023

Photo I-6 Looking south along Eleventh Avenue, Development Site 2 at right



Photo captured December 12, 2023

Photo I-7 View of Development Site 2 looking north along Eleventh Avenue



Photo captured December 12, 2023

Photo I-8 Looking northeast along Eleventh Avenue, Development Site 2 at left



Photo captured December 12, 2023

Neighborhood Context

The area surrounding the Project Area (within a radius of roughly 400 feet) is characterized by mid-rise, high-lot-coverage commercial and utilities buildings, high-rise residential and mixed-use development, and open space. This area is undergoing a transition from an industrial and commercial neighborhood to a residential neighborhood. Recent development in the area has consisted of high-rise residential developments such as the 42-story building at 827 Eleventh Avenue (constructed in 2015), the 38-story residential building at 601 W 57th Street (constructed in 2003), and the 43-story building at 625 W 57th Street (constructed in 2013). Nearby commercial uses include several large luxury auto dealership buildings that feature integrated service centers, such as the Jaguar dealership at 787 Eleventh Avenue on the eastern portion of Block 1102 and the Audi dealership at 802 Eleventh Avenue directly east of Development Site 2. Apart from several office and warehouse buildings scattered throughout the area, other notable commercial uses include the CBS Broadcasting Studio at 530 W 57th Street and the concert venue known as Terminal 5 (located directly west of Development Site 2 on Block 1103, partially within the Project Area). The New York City Department of Sanitation (DSNY) operates a garage and salt storage facility located north of the Project Area; the building spans Blocks 1103 and 1104, and extends over the roadbed of W 56th Street. Located directly south of Development Site 1 along W 54th Street, DeWitt Clinton Park is a 5.83-acre public park with sports fields, seating areas, a playground, and a dog park. A portion of the Hudson River Greenway, a linear open space along the Hudson River waterfront, is located to the west of the Project Area across Twelfth Avenue. This includes the portion of the park known as Clinton Cove.

Surrounding zoning districts include M1-5 light manufacturing and M2-3 and M2-4 intermediate manufacturing districts containing and directly surrounding the Project Area and a mix of residential and commercial districts along Eleventh Avenue and to the east, including R8, R8A, and R9 residence districts, and C2-5, C4-7, and C6-3X commercial districts. Dewitt Clinton Park is mapped as a Park, while the waterfront west of Twelfth Avenue is zoned M2-3. The Project Area and its surroundings are located within the Special Clinton District, which was created to preserve and strengthen the residential character of a community bordering Midtown, maintain a broad mix of incomes and ensure that the community is not adversely affected by new development.

Twelfth Avenue, located directly west of the Project Area, is an eight-lane, 150-foot wide (Wide Street) arterial road that runs along the Hudson River waterfront. Eleventh Avenue, east of the Project Area, is a 100-foot-wide (Wide Street), one-way southbound street with four vehicle lanes, a separated bike lane, and on-street parking. West 54th Street is a 60-foot-wide (Narrow Street) one-way eastbound street with two vehicle lanes, a bike lane, and on-street parking on the north side. West 55th Street is a 60-foot-wide (Narrow Street) one-way westbound street with two vehicle lanes, a bike lane, and on-street parking. West 56th Street is a 60-foot-wide (Narrow Street) one-way eastbound street with two vehicle lanes and on-street parking. The Project Area is served by the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) M12 bus, which runs receiving north along Twelfth Avenue and south along Eleventh Avenue. The nearest subway station is 59th Street – Columbus Circle, which is located half a mile east of the Project Area and is served by the A, C, B, D, and 1 lines.

Proposed Actions

To facilitate the Proposed Projects, the Applicants are seeking the following actions with respect to the Project Area and Hudson River Park:

- Zoning map amendments to: (i) change the existing M2-4 (CL) district mapped over the Project Area Southern Portion to a C4-7 (CL) (HRP) district, (ii) change the existing M2-3 (CL) district mapped over the Project Area Northern Portion to a C4-7 (CL) (HRP) district, and (iii) map the Special HRP District on the portions of the areas to be designated as the Granting Sites within Hudson River Park that are not already mapped within the Special HRP District. Specifically, the proposed C4-7 (CL) (HRP) to be mapped over the Project Area Southern Portion would be bounded by Twelfth Avenue, West 55th Street, West 54th Street, and a line parallel to and 175 feet east of Twelfth Avenue. The proposed C4-7 (CL) (HRP) to be mapped over the Project Area Northern Portion would be bounded by Eleventh Avenue, West 56th Street, West 55th Street, and a line parallel to and 150 feet west of Eleventh Avenue.
- Zoning text amendments to the Zoning Resolution (ZR) of the City of New York, as amended:
  - To modify the Appendix of the Special Hudson River Park District in Article VIII, Chapter 9 to map the Project Area Southern Portion as "Area C5" and as a receiving site, to map the Project Area Northern Portion as "Area C4" and as a receiving site, and to correspondingly map granting sites within Hudson River Park as "Area C1," "Area C2," and "Area C3." The text amendment would amend ZR Section 89-02 to define Areas C1, C2 and C3 as granting sites and Areas C4 and C5 as receiving sites, and ZR Section 89-11 to include a paragraph to regulate development in the new Area C2 and Area C3.
  - To create a new ZR Section 89-13 to (a) establish special floor area regulations within the Project Area, and clarify that the overall maximum FAR is a 20 percent increase of the maximum FAR under the City's Mandatory Inclusionary Housing (MIH) program, and (b) allow the maximum residential FAR to exceed 12.0,
  - To modify ZR Section 89-11 to allow auto repair and the preparation of vehicles for delivery in connection with Use Group VI auto dealership uses.
  - To amend Appendix F of the Zoning Resolution to map a MIH area coterminous with the proposed C4-7 (CL) (HRP) districts.
- Zoning special permits pursuant to the City of New York's Zoning Resolution (ZR) Section 89-21 (Transfer of Floor Area from Hudson River Park) to transfer floor area from the Granting Sites in Hudson River Park to the Development Sites and modify certain bulk regulations, including modification of maximum front wall height restrictions, tower regulations, and residential lot coverage. The proposed special permit would transfer approximately 84,349 zsf of unused development rights from the Granting Sites to Development Site 1, and approximately 64,392 zsf of unused development rights from the Granting Sites to Development Site 2 (equivalent to approximately 2.40 FAR on each Development Site).

The zoning map amendments, zoning text amendments, and special permits are referred to collectively as the "Proposed Actions".

In addition to the Proposed Actions, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Site. This approval requires a Signification Action process, as required by the Hudson River Park Act. In addition, the Applicants will seek separate Chairperson's

Certifications pursuant to ZR Section 89-21(d) to allow building permits and certificates of occupancy to be issued for the Proposed Projects.

Proposed Project

The Applicants intend to construct two buildings: a 42-story, mixed-use residential and commercial building on Development Site 1 and a 38-story, mixed-use residential and commercial building on Development Site 2 (collectively, the "Proposed Projects").

The building on Development Site 1 would contain a total of approximately 664,245 gsf (506,092 zsf), including up to approximately 529,581 gsf of residential space (617 DUs, of which 154-185 units would be designated as permanently affordable pursuant to MIH) and 113,990 gsf of commercial auto dealership space. The building on Development Site 2 would contain a total of approximately 515,076 gsf (386,350 zsf), including up to approximately 410,353 gsf of residential space (477 DUs, of which 119-143 units would be designated as permanently affordable pursuant to MIH) and 85,760 gsf of commercial auto dealership space.

The proposed building on the Development Site 1 would rise to a roof height of 525 feet with a maximum height of up to 565 feet including a 40-foot mechanical bulkhead. The maximum base height would be 182 feet along West 54th Street and West 55th Street, after which a 10-foot setback from West 54th Street and a 15-foot setback from West 55th Street would be provided before reaching the maximum building height. The maximum base height along Twelfth Avenue would be 68 feet. The commercial use would occupy the first through third floors, and the residential use would occupy the fourth through 42nd floors.

The proposed building on Development Site 2 would rise to a roof height of 485 feet with a maximum height of up to 525 feet including a 40-foot mechanical bulkhead. The maximum base height would be 120 feet, after which a 10-foot setback from Eleventh Avenue and 15-foot setbacks from West 55th Street and West 56th Street would be provided before reaching the maximum building height. The commercial use would occupy the first through third floors and the residential use would occupy the fourth through 38th floors.

In total, the Proposed Projects would contain approximately 1,179,321 gsf (892,442 zsf), including approximately 939,934 gsf (744,400 zsf) of residential floor area and 199,750 gsf (148,042 zsf) of commercial floor area across the two development sites (including 2,728 gsf of loading berth area for the proposed building on Development Site 1, and 1,471 gsf of loading berth area for the proposed building on Development Site 2). The proposed building on Development Site 1 would also contain approximately 20,674 gsf of mechanical floors and bulkhead, and the proposed building on Development Site 2 would contain 18,964 gsf of mechanical floors and bulkhead. The Proposed Projects would provide up to approximately 1,094 DUs, including a total of approximately 274 to 328 permanently affordable housing units pursuant to applicable requirements of the City's MIH program. The Proposed Projects would not include any accessory parking.

Figure I-4 Site Plan (Development Site 1)

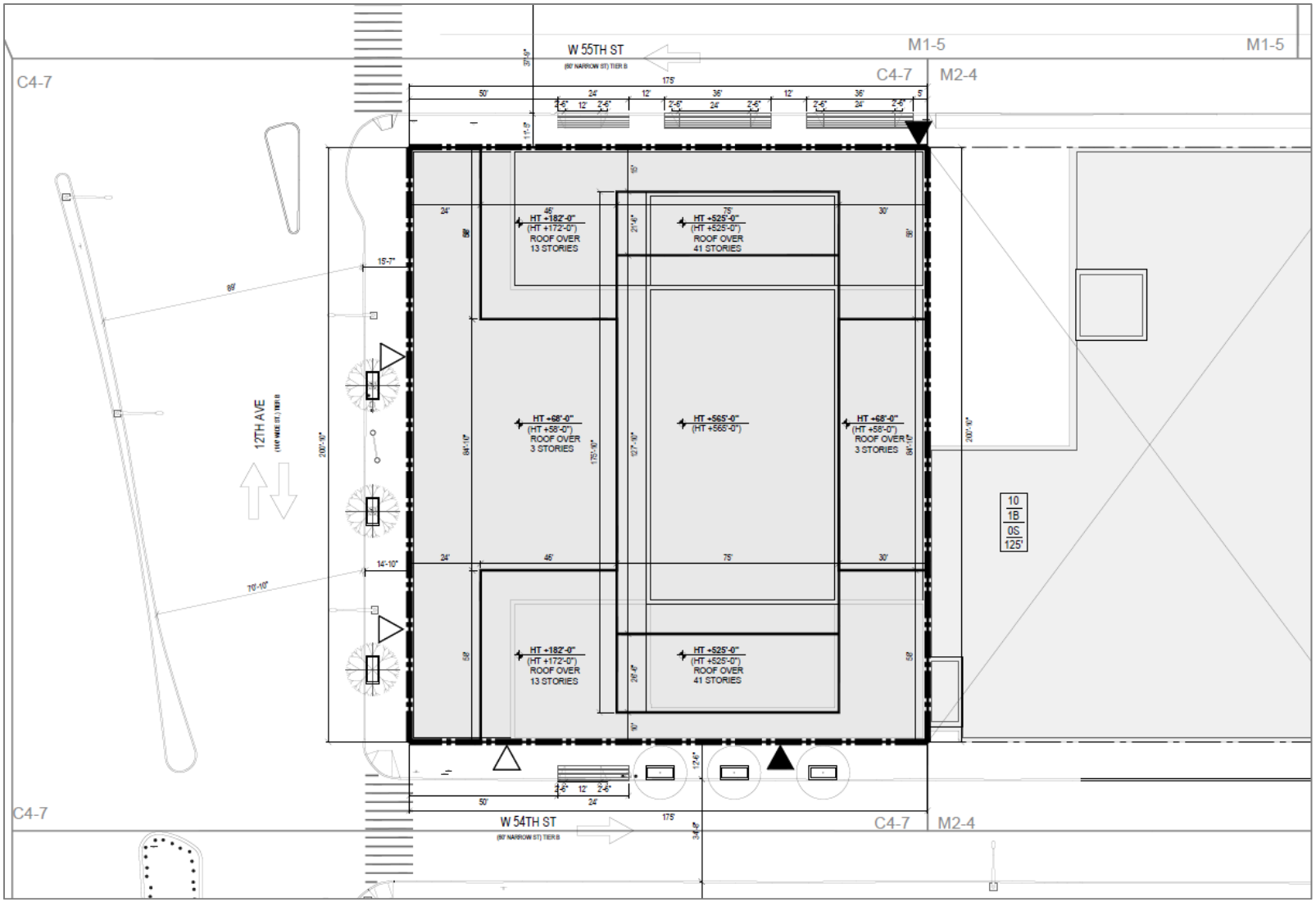
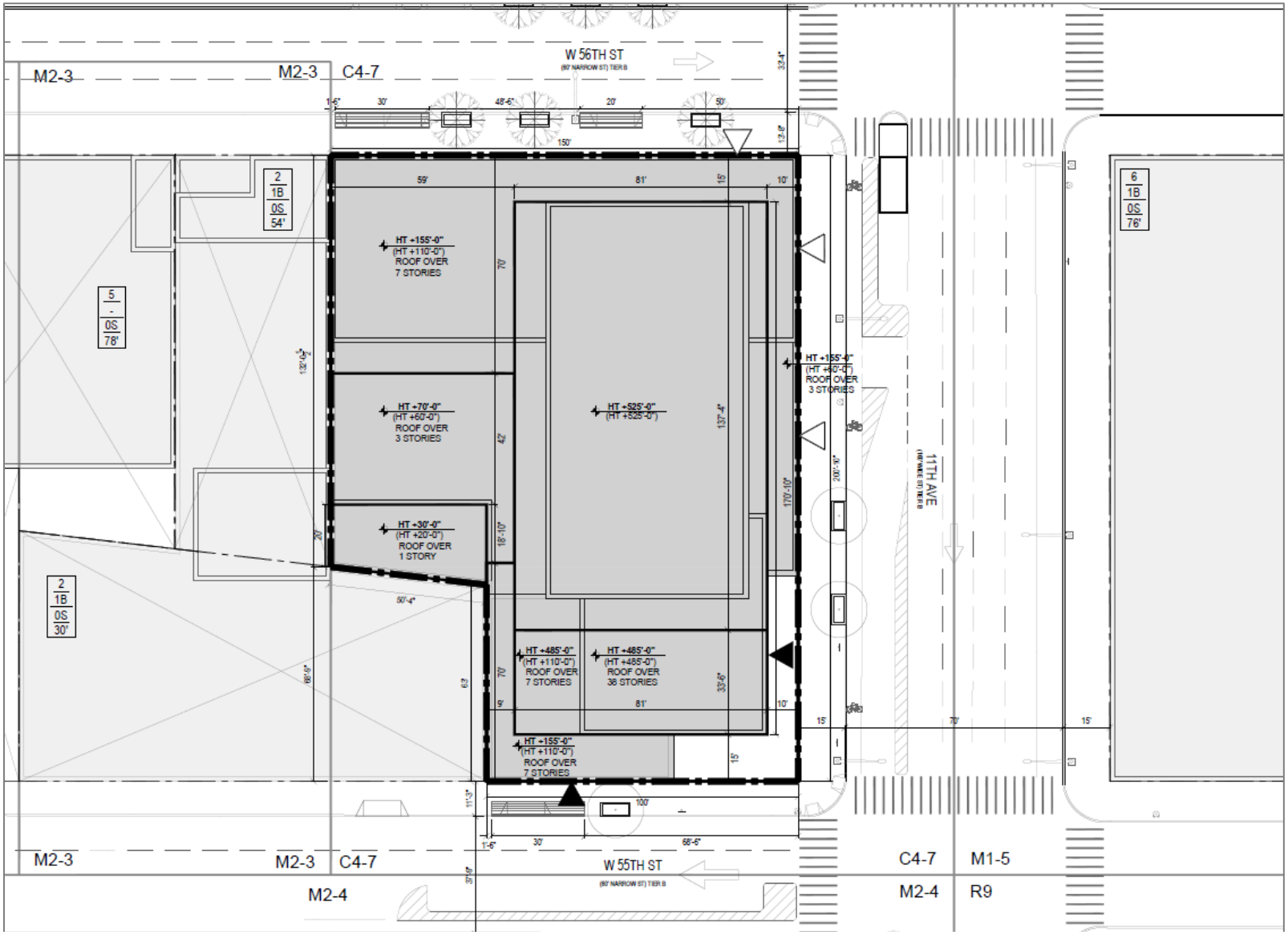


Figure I-5 Site Plan (Development Site 2)



Project Purpose and Need

As the Project Area is currently in M2-3 (CL) and M2-4 (CL) zoning districts, no residential uses are permitted as-of-right. The Proposed Actions would allow the Applicants to pursue mixed-use residential and commercial development by mapping a commercial C4-7 district, which has an R10 residential district equivalent. The replacement of the existing manufacturing districts with a high-density commercial district permitting residential uses would allow for the development of new housing (including affordable housing, as discussed below) in an area of Hell's Kitchen with a dense, mixed-use character at a location in close proximity to public open space including DeWitt Clinton Park and Hudson River Park. Given the existing housing crisis in New York City and the capacity of the Project Area and its surroundings to support new residential uses, the Proposed Actions would result in more appropriate land uses on both Development Sites, compared to the No-Action scenario. It is the opinion of the Applicant that development of the Proposed Projects would enliven the pedestrian experience within the Project Area by introducing new residential uses and would be compatible with the surrounding neighborhood by preserving the ability to operate auto dealership uses.

The Proposed Actions include zoning map amendments to map the Special Hudson River Park district on the Project Area and the portion of the Granting Sites not already mapped within the Special Hudson River Park District, zoning text amendments to identifying granting and receiving sites within the Special HRP District, and zoning special permits under ZR Section 89-21 to transfer floor area from the designated Granting Sites to the Development Sites. Hudson River Park is a waterfront park on the Hudson River extending from Battery Park to 59th Street. The City Planning Commission established the Special Hudson River Park District in 2016. As listed in ZR Section 89-00, the general purposes of the district include, among others, the following purposes: (a) "to facilitate the repair and rehabilitation of piers, bulkheads, and infrastructure within Hudson River Park, and to facilitate their maintenance and development, through the transfer of development rights," (b) "to promote an appropriate range of uses that complements Hudson River Park and, to the extent housing is included, to serve residents of varied income levels," and (c) "to promote the most desirable use of land and development in this area and thus to conserve the value of land and buildings and thereby protect the City's tax revenues." The Proposed Actions would be consistent with the general purposes of the district. They would facilitate new development of a locally desirable mix of land uses—new housing and auto dealership space—both of which are prominent uses in the surrounding neighborhood. The new housing would include affordable housing serving a variety of income levels. The Proposed Actions would also facilitate the transfer of floor area from Hudson River Park to the Development Sites, thereby generating funding for the repair and rehabilitation of Pier 76 and/or other capital projects within the Manhattan Community District 4 section of Hudson River Park.

The Proposed Actions also include mapping an MIH area coterminous with the proposed C4-7 (CL) (HRP) district. The proposed MIH area would ensure permanent affordability is included in the Proposed Projects. The most recent Statement of Needs for Manhattan Community Board 4 (Fiscal Year 2025) identified a lack of affordable housing as the most pressing issue facing the Community District. The creation of affordable housing is also a goal of the Special HRP District. The proposed zoning text amendment to map an MIH area would be consistent with the affordable housing goals of the Community District, the Special HRP District, and the City of New York.

The Proposed Actions include a use-related zoning text amendment to allow auto showroom uses with repair and the preparation of motor vehicles for the delivery as permitted uses in the Project Area. The text amendment is necessary to continue allowing auto showroom uses within the Project Area to include, as under the existing zoning, repair and preparation of motor vehicles for delivery.

Analysis Framework

Identification of Development Sites

Proposed Development Sites

Each of the Applicant-owned sites, Development Site 1 (Block 1102, Lot 11) and Development Site 2 (Block 1103, Lot 36), are Development Sites. In the future with the Proposed Actions, the Applicants intend to redevelop the sites with new high-rise residential buildings with commercial uses on the base three floors, as detailed above.

Remainder of Project Area

The Project Area would also include an approximately 3,300-sf portion of the 10,800-sf, non-Applicant-owned Block 1103, Lot 23, which is adjacent to and directly southwest of Development Site 2. Lot 23 is occupied by a single two-story, 25,519-gsf commercial building occupied by a portion of the music venue known as "Terminal 5." However, pursuant to the proposed text amendment, the existing M2-3 district regulations would continue to apply to the rezoned portion of Lot 23. Accordingly, no development would occur on Lot 23 as a result of the Proposed Actions.

Analysis (Build) Year

The analysis year for the Proposed Actions is 2029. It is anticipated that the Proposed Projects would be completed and occupied in 2029 following completion of the land use review process in 2025, the Hudson River Park board approvals and transactions in 2026, and approximately 36 months of construction. Construction on both Development Sites would be completed concurrently in a single phase.

Reasonable Worst-Case Development Scenario

For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Actions and serves as the baseline by which approval of the Proposed Actions (or With-Action condition) are compared to determine the potential for significant environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

Given the range of programs that could result from the Proposed Actions, two reasonable worst-case development scenarios will be assessed to ensure conservative analyses:

› Maximum Commercial Scenario. Although auto dealership uses are planned as the commercial uses within the Proposed Projects' three lowest stories, the Development Sites' commercial uses would not be restricted to auto dealership uses and could potentially be developed with other commercial uses that are permitted as-of-right in the proposed C4-7 (CL) (HRP) district.

Therefore, to ensure conservative analyses in technical areas where commercial uses would have the potential to produce greater effects, a development scenario will be analyzed (the Maximum Commercial Scenario) in which the Proposed Projects are developed with the three lowest stories of each building occupied by a mix of commercial retail and office space.

- Maximum Residential Scenario. In the future with the Proposed Actions, the Proposed Projects would each maximize the allowable total FAR of 14.4 on the respective Development Sites. However, given that the New York State Fiscal Year 2025 budget legislation (Senate Bill 2023-S8306C) amended the Multiple Dwelling Law to allow exceedances of the previous maximum residential FAR of 12.0, additional residential density may be developed on the Development Sites. Accordingly, a development scenario with increased residential density beyond 12.0 FAR (the Maximum Residential Scenario) will be analyzed in technical areas where increased residential density has the potential to produce more significant effects than the Proposed Projects.

Although the Maximum Commercial Scenario would require changes in building massing as compared to the Maximum Residential Scenario, a single maximum building envelope will encompass both development scenarios for each development site. These zoning envelopes will be analyzed as the RWCDS for each buildings' bulk, height, and massing.

Future No-Action Condition

In the future without the Proposed Actions, it is anticipated that Development Site 1 would continue to be occupied by the existing auto dealership use, and the existing auto dealership space on Development Site 2 would be leased to new tenants. No changes would occur on the portion of non-Applicant-owned Block 1103, Lot 23 comprising the balance of the Project Area. In the No-Action scenario, no floor area would be transferred from Hudson River Park.

Future With-Action Condition

In the 2029 future with the Proposed Actions, the proposed zoning map amendments, text amendments, and special permits would be approved and it is anticipated that the Development Sites would be redeveloped as outlined under **Proposed Projects**, above. Given the range of programs that could result from the Proposed Actions, however, the Maximum Residential Scenario and the Maximum Commercial Scenario will be analyzed, where appropriate, to ensure conservative analyses.

Maximum Commercial Scenario

As with the Proposed Projects, under the Maximum Commercial Scenario, the Applicants would construct new mixed-use buildings with residential towers each on a three-story commercial base. Rather than three stories of auto dealership, however, the commercial uses in each building would include retail on the ground floor and office on the second and third floors. Under this scenario, Development Site 1 would be redeveloped with a new 42-story, 664,245-gsf building with approximately 617 DUs, 65,364 gsf of commercial office space, and 48,626 gsf of ground-floor and cellar retail space, and Development Site 2 would be redeveloped with a new 38-story, 515,076-gsf building with approximately 477 DUs, 47,350 gsf of office space, and 38,410 gsf of ground-floor and cellar retail space. The total number of DUs (1,094 DUs, of which 274 to 328 units would be permanently affordable under MIH) would be the same as in the Proposed Projects.

Maximum Residential Scenario

Under the Maximum Residential Scenario, the residential programs would be increased and the commercial programs would be reduced. Specifically, in lieu of auto dealership space on floors 2 and 3 of both buildings, the Applicants would develop residential space on these floors. Under the Maximum Residential Scenario, the Applicants would construct new mixed-use buildings containing residential and ground-floor and cellar level auto dealership space on both Development Sites. As such, Development Site 1 would be redeveloped with a new 43-story, 671,815-gsf building with approximately 701 DUs and 50,118 gsf of auto dealership space, and Development Site 2 would be redeveloped with a new 39-story, 522,558-gsf building with 541 DUs and 38,441 gsf of auto dealership space. The residential program under the Maximum Residential Scenario assumes a rate of 850 residential gsf per DU (above-grade), yielding 1,242 DUs, of which approximately 311 to 373 DUs would be permanently affordable under MIH, depending on the MIH options selected during the public review process.

Increment for Analysis

The program details and increments over the No-Action condition for the Proposed Project, Maximum Residential Scenario, and Maximum Commercial Scenario are presented in **Table I-1**.

Table I-1 Future No-Action and With-Action Comparison

				Maximum Commercial Scenario[1]		Maximum Residential Scenario	
		Existing Condition	No-Action Condition	With-Action Condition	Increment	With-Action Condition	Increment
Auto Dealership (GSF)		210,180	210,180	0	-210,180	88,559[2]	-121,621
Commercial Retail (GSF)		0	0	87,036[2]	+87,036	0	0
Commercial Office (GSF)		0	0	112,714	+112,714	0	0
Residential	GSF	0	0	939,934	+939,934	1,066,176	+1,066,176
	GSF (Above-Grade)	*0*	*0*	*929,465*	*+929,465*	*1,055,707*	*+1,055,707*
	DUs	0	0	1,094	+1,094	1,242	+1,242
	Affordable DUs	*0*	*0*	*272 to 328*	*+272 to +328*	*311 to 373*	*+311 to +373*
Mechanical GSF		0	0	39,638	+39,638	39,638	+39,638
TOTAL GSF		210,180	210,180	1,179,321	+969,141	1,194,373	+1,194,373
Population		0	0	1,838	+1,838	2,087	+2,087
Workers		40	65	756	+691	138	+73

Notes:

1. The Proposed Projects are similar to the Maximum Commercial Scenario, except that in lieu of commercial retail and office uses, the Proposed Projects would have 199,750 GSF of auto dealership use (an increment of -10,430 GSF).

2. Includes commercial loading area

Public Review Process

The Proposed Projects described above are subject to public review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, as well as City Environmental Quality Review (CEQR) procedures. Additionally, the Board of Directors of Hudson River Park Trust must approve the sale of the floor area from the Granting Site. This approval requires a Signification Action process, as required by the Hudson River Park Act.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the City Planning Commission (CPC), and the City Council. The process begins with certification by the NYC Department of City Planning (DCP) that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case, Manhattan Community Board 6). The Community Board has up to 60 days to review (or 90 days if certification takes place in the month of June) and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days.

Environmental Review Process

CEQR and SEQRA

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with SEQRA. In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual*. The SEQRA and CEQR rules guide environmental review through the following steps:

- *Establish a Lead Agency*. Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. In accordance with CEQR rules, DCP is serving as the led agency for environmental review.
- *Environmental Review and Determination of Significance*. The lead agency determines whether the proposed actions may have a significant impact on the environment. To do so, an Environmental Assessment Statement (EAS) must be prepared. This EAS is reviewed by the lead agency, which determines if the Proposed Actions and development have the potential to result in any significant adverse impacts on the environment. As the Proposed Actions are classified as a "Type I Action" and the EAS identified the potential for significant adverse impacts on the environment in certain impact categories, an EIS is required and must be prepared and a determination of significance must be issued. A Positive Declaration will be issued by DCP as lead agency.
- *Draft Scope of Work*. A Draft Scope of Work (DSOW) is required for the preparation of an EIS and will contain a description of the Proposed Actions and the tasks that will be undertaken to

analyze the potential environmental impact of the Proposed Project. The issuance of the DSOW marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the public comment period, those interested in reviewing the DSOW may do so and give their comments to the lead agency. The public, interested agencies, and elected officials are invited to comment on the DSOW, either in writing or orally, at a public scoping meeting.

- *Final Scope of Work*. Comments received during the scoping meeting and written comments received up to 10 days after the meeting will be considered and incorporated, as appropriate, into the Final Scope of Work (FSOW). The FSOW will incorporate all relevant comments made on the DSOW and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process.
- *Draft EIS*. The Draft EIS (DEIS) will be prepared in accordance with the FSOW. Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments.
- *Final EIS*. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. Once the lead agency certifies that the FEIS is complete, it issues a Notice of Completion (NOC) describing the FEIS, the project, and how to obtain copies of the FEIS. The lead and any involved agencies must allow at least ten (10) calendar days after the publication of the NOC to consider the findings in the FEIS before a decision is made. To demonstrate that the responsible City decision-maker has taken a hard look at the impacts, alternatives, and mitigation measures, the lead and each involved agency must adopt a formal set of written findings, known as a "Statement of Findings," setting forth its decision regarding the action it will take and drawing its conclusions about any significant adverse environmental impacts and how to avoid or mitigate them. Each lead or involved agency is responsible for its own Statement of Findings; once each adopts its findings, the CEQR process is concluded, and the agencies may then take their actions.

Part II: Supplemental Analyses

Additional Technical Information for EAS Full Form

An analysis framework has been established to assess the potential for the proposed actions to result in significant adverse environmental impacts. The EAS examines the potential for significant adverse impacts to result from the Proposed Actions. As detailed in **Part I: Project Description**, the Applicants, 760 12th LLC and 801 11th Ave., LLC, are seeking zoning map amendments, zoning text amendments, and zoning special permits (collectively, the Proposed Actions) to facilitate the development of two buildings: a 42-story, mixed-use residential and commercial building at 629 W 54th Street (Manhattan Block 1103, Lot 36, a.k.a. Development Site 1) and a 38-story, mixed-use residential and commercial building at 801 Eleventh Avenue (Manhattan Block 1102, Lot 11, a.k.a. Development Site 2) (collectively, the Proposed Projects).

As described in **Part I: Project Description,** alongside the Proposed Projects, two RWCDSs (i.e., the Maximum Commercial Scenario and the Maximum Residential Scenario) will be assessed to ensure conservative analyses. Although the Maximum Commercial Scenario would require changes in building massing as compared to the Maximum Residential Scenario, a single maximum building envelope will encompass both development scenarios for each development site. These zoning envelopes will be analyzed as the RWCDS for each building's bulk, height, and massing.

Provided below are preliminary screening analyses, conducted based on guidelines presented in the *2021 CEQR Technical Manual* in order to determine whether further analysis of a given technical area is necessary to determine the potential for significant adverse impacts to the environment in that area. The **Draft Scope of Work** (DSOW) provides information about how the Environmental Impact Statement (EIS) will evaluate areas for which further analysis is warranted.

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual,* a land use analysis is warranted for projects that would affect land use or change zoning on a site. Because the Proposed Actions would rezone the Rezoning Area, an analysis of land use, zoning, and public policy is warranted (see the **Draft Scope of Work**).

Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they 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 the area.

The following screening assessment considers threshold circumstances identified in the *2021 CEQR Technical Manual* and enumerated below that can lead to socioeconomic changes warranting further assessment.

- **Direct Residential Displacement:** *Would the project directly displace residential population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.*

  The Proposed Actions would not result in the direct displacement of any residents. Therefore, analysis of direct residential displacement is not warranted.

- **Direct Business Displacement:** *Would the project directly displace more than 100 employees, or would the project directly displace a business whose products or services are uniquely dependent on its location, are the subject of policies or plans aimed at its preservation or serve a population uniquely dependent on its services in its present location? If so, assessments of direct business displacement and indirect business displacement are appropriate.*

  Compared to the future No-Action scenario (in which the Development Sites would continue to be occupied by auto dealership uses), the Proposed Actions could lead to the displacement of up to approximately 65 employees, which would occur under the Maximum Commercial Scenario due to the elimination of auto dealership uses at the Development Sites. The Proposed Actions would not directly displace more than 100 employees, and further assessment of direct business displacement is not warranted.

- **Indirect Displacement due to Increased Rents:** *Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet (sf) or less would typically not result in significant socioeconomic impacts. For projects exceeding these thresholds, assessments of indirect residential displacement and indirect business displacement are appropriate.*

  The Proposed Actions would result in the introduction of more than 200 residential units; therefore, an assessment of potential indirect residential displacement is warranted.

  The Proposed Actions would not introduce trends that would make it difficult for businesses to remain in the area. The Applicant intends to develop auto dealership space as part of the Proposed Projects, a use which is consistent with previous uses on the Development Sites and in the surrounding area. Conversely, under the Maximum Commercial Scenario or Maximum Residential Scenario, while there would be a net reduction of auto dealership space at the Development Sites ranging between -121,621 gsf (Maximum Residential Scenario) and -210,180 gsf (Maximum Commercial Scenario), this would not have an impact on nearby auto dealership uses. The surrounding Hell's Kitchen neighborhood is experiencing a trend towards mixed-use residential redevelopment of former industrial or low-rise commercial sites. The Proposed Actions would facilitate development in line with these trends, while the surrounding area would still support auto dealership uses. Similarly, the addition of up to 112,714 gsf of incremental commercial office and 87,036 gsf of incremental retail space at the Development Sites would each be well below 200,000 gsf and therefore would not result in a trend that would make it markedly difficult for nearby auto dealership uses to remain in the area.

  Therefore, there is no potential for indirect business displacement due to increased rents, and further assessment is not warranted.

- **Indirect Business Displacement due to Retail Market Saturation:** *Would the project result in a total of 200,000 sf or more of retail on a single development site or 200,000 sf or more of region-serving retail across multiple sites?*

The Proposed Actions would not result in the addition of more than 200,000 sf of retail and therefore an assessment of potential indirect business displacement due to retail market saturation is not warranted.

› **Adverse Effects on Specific Industries:** *Is the project expected to affect conditions within a specific industry? For example, a citywide regulatory change that would adversely affect the economic and operational conditions of certain types of businesses or processes may affect socioeconomic conditions in a neighborhood: (1) if a substantial number of residents or workers depend on the goods or services provided by the affected businesses; or (2) if it would result in the loss or substantial diminishment of a particularly important product or service within the city.*

The Proposed Actions would not be expected to affect conditions within a specific industry, affect a substantial number of workers or residents who depend on the goods or services provided by affected businesses, or result in the loss or substantial diminishment of a particularly important product or service within the City; therefore, an assessment of adverse effects on specific industries is not warranted.

Based on the screening assessment presented above, the Proposed Actions warrant further analysis of indirect residential displacement (see the **Draft Scope of Work**) but do not warrant additional analysis for the potential for direct residential displacement, direct business displacement, indirect business displacement due to retail market saturation, or adverse effects on specific industries.

Community Facilities and Services

The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility (e.g., schools, childcare facilities, libraries, health care facilities, police and fire protection services) or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The manual further states that for public schools, libraries, and childcare centers, potential impacts depend on the size, income characteristics, and age distribution of the new population.

The Proposed Actions would not directly eliminate, displace, or alter public or publicly funded community facilities such as health care facilities, police stations, or fire stations. Therefore, the Proposed Actions do not warrant an analysis of direct effects on these community facilities.

The *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on police, fire, and healthcare services in cases where the proposed project would either introduce a sizeable new neighborhood where one has not previously existed or displace or alter an existing facility. The Project Area is located in a developed area that is served by existing police, fire, and healthcare services, and would not introduce a sizeable new neighborhood. Therefore, the Proposed Actions do not have the potential to result in significant adverse environmental impacts related to police, fire, and healthcare services, and no further analysis is warranted.

Under the Maximum Residential Scenario, the Proposed Actions would facilitate the development of up to 1,242 additional DUs over the future No-Action condition. This would exceed the minimum number of units that would trigger a detailed analysis of libraries under the *CEQR Technical Manual;* in Manhattan, this number is 1,033. Therefore, further analysis of libraries will be included in the EIS (see the **Draft Scope of Work**).

In Manhattan, the threshold for an analysis of early childhood programs is 170 affordable units. Under the Maximum Residential Scenario, the Proposed Actions would result in the development of

311 to 373 affordable units pursuant to MIH. Therefore, an analysis of publicly funded early childhood programs will be undertaken in the EIS (see the **Draft Scope of Work**).

The threshold for detailed analysis of public school impacts is the number of units that would generate a total of at least 50 elementary/intermediate school students or at least 150 high school students. The Proposed Actions under the Maximum Residential Scenario would exceed the thresholds for elementary/intermediate schools. Using NYC School Construction Authority (SCA) 2019 multipliers, the Proposed Actions would generate an estimated 46 elementary school students, 13 intermediate school students (a total of 59 elementary/intermediate school students), and 25 high school students. Accordingly, an analysis of the Proposed Actions' effects on public elementary and intermediate schools will be undertaken in the EIS (see the **Draft Scope of Work**). No further analysis of high schools is warranted, and no high school impacts would occur as a result of the Proposed Actions.

Open Space

Introduction

The *CEQR Technical Manual* recommends performing an open space assessment if a project would result in either a direct or indirect effect on open space.

A proposed action would have a direct effect on an open space if it causes the physical loss of public open space because of encroachment onto the space or displacement of the space; changes the use of an open space so that it no longer serves the same user population; limits public access to an open space; or results in increased noise or air pollutant emissions, odor, or shadows that would affect the usefulness of a public open space, whether on a permanent or temporary basis. A proposed project can also directly affect an open space by enhancing its design or increasing its accessibility to the public.

Indirect effects may occur when the population generated by the proposed project overtaxes the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished. The *CEQR Technical Manual* for an analysis of potential indirect effects is whether the project would introduce more than 200 residents or 500 employees.

Direct Effects

The Proposed Actions would not result in a physical loss of public open space, affect the use of an open space so that it no longer serves the same user population, limit public access to an open space, cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, or involves the alienation or conversion of public parkland. Therefore, no analysis of direct effects to open space is warranted.

Indirect Effects

The Proposed Actions could introduce up to 2,087 incremental residents (under the Maximum Residential Scenario) and up to 691 incremental workers (under the Maximum Commercial Scenario). As these increments are above the respective 200-resident and 500-non-resident CEQR thresholds,

an analysis of potential indirect effects on residential and non-residential open space is warranted (see the **Draft Scope of Work**).

Shadows

The *CEQR Technical Manual* requires a shadows assessment for proposed actions that would result in new structures (or additions to existing 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.

The Proposed Actions would result in new structures greater than 50 feet in height and located across the street from DeWitt Clinton Park, Clinton Cove at Hudson River Park, and the Hudson River, all sunlight-sensitive resources as defined by CEQR. The proposed building on Development Site 1 would reach up to 525 feet tall (roof height), and the proposed building on Development Site 2 would reach up to 485 feet (roof height). For conservative analysis of shadows, it is assumed that the building would have an additional bulkhead of up to 40 feet, resulting in a bulkhead height of 565 feet on Development Site 1, and 525 feet on Development site 2. Therefore, a shadows assessment is warranted (see the **Draft Scope of Work**).

Historic and Cultural Resources

According to the *CEQR Technical Manual,* a historic and cultural resources assessment is warranted if there is the potential to affect either archaeological or architectural resources; the manual further recommends that a historic resources assessment be prepared if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby.

Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Archaeological resources are considered only in those areas where new in-ground disturbance is likely to occur. Though the Project Area includes existing buildings, development resulting from the Proposed Actions would involve excavation of undisturbed areas. According to correspondence with the New York City Landmarks Preservation Commission (LPC) dated August 28, 2024, there are no significant or sensitive archaeological resources located at the Development Site (see Appendix A). Therefore, no further analysis of archaeological resources is warranted.

Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Historic and cultural resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by LPC or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements). Based on a review of the New York State Historic Preservation Office (SHPO) Cultural Resources Information System (CRIS) and LPC Online Maps, there are no historic resources on or

adjacent to the Development Sites. This was confirmed by LPC in correspondence dated August 30, 2024. Therefore, no further analysis is warranted.

Urban Design and Visual Resources

According to the methodologies of the *CEQR Technical Manual,* if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared.

Because the Proposed Actions would result in physical changes to the Development Sites beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources is warranted (see the **Draft Scope of Work**).

Hazardous Materials

According to the *CEQR Technical Manual,* a hazardous materials assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposure, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. Because the Proposed Actions would result in new in-ground disturbance in an area that was historically zoned for manufacturing, an assessment of hazardous materials is warranted (see the **Draft Scope of Work**).

Water and Sewer Infrastructure

According to the CEQR Technical Manual, a water and sewer infrastructure assessment analyzes whether a proposed action may adversely affect New York City's water distribution or sewer system and, if so, assesses the effects of the action to determine whether the impact is significant.

Water Supply

According to the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is necessary if the project would result in an exceptionally large demand for water (i.e., over 1 million gallons per day [gpd]) or is located in an area that experiences low water pressure (i.e., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island). The Project Area is not located in an area that experiences low water pressure. In comparison to the No-Action condition, the Proposed Actions would result in a water demand at the Development Sites of up to approximately 249,910 gpd (under the Maximum Commercial Scenario), which is less than one million gpd. Therefore, no further analysis of water supply is warranted. The EIS will include calculations of existing and future water demand at the Development Sites provided in support of the preliminary assessment of wastewater and stormwater.

Wastewater and Stormwater

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Manhattan would result in incremental development over the No-Action scenario of more than 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space. In total, under the Maximum Residential Scenario, the Proposed Actions could lead to the development of 1,242 DUs. Therefore, a preliminary assessment of wastewater and stormwater conveyance is warranted (see the **Draft Scope of Work**).

Transportation

According to the *CEQR Technical Manual,* detailed transportation analyses may be warranted if a proposed project results in 50 or more vehicle trips and/or 200 or more transit/pedestrian trips during a given peak hour.

Based on a preliminary assessment, it is expected the Proposed Actions would generate a magnitude of trips that exceeds CEQR analysis thresholds for vehicle, bus, subway, and pedestrian trips and further assessment would be needed to assess the potential impacts to these travel modes as a result of the Proposed Actions. Once distributed through their respective transportation systems, the concentration of project-generated trips would be expected to exceed the screening thresholds for further analyses during one or more peak hour: for vehicle trips, 50 or more vehicle trips at an intersection; for bus trips, 50 or more riders on a bus route in one direction; for subway trips, 200 or more riders at a subway station; and for pedestrians, 200 or more trips at a pedestrian elements (i.e., crosswalks, sidewalks and corner reservoir areas).

Therefore, detailed analyses of traffic, bus, subway station elements, and pedestrian elements is warranted. As detailed traffic and pedestrian analyses are needed, assessment of the Proposed Actions' effects on parking and to vehicle and pedestrian safety are also warranted (See the **Draft Scope of Work**).

Air Quality

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under CEQR, an air quality assessment determines both a proposed project's effects on ambient air quality as well as the effects of ambient air quality on the project. As discussed in the *CEQR Technical Manual*, a proposed project may potentially result in the following types of air quality impacts:

- Potential impacts from mobile sources introduced by a project
- Potential impacts from potential air pollutant sources introduced by a project, such as:
  - Emissions from a project's heating, ventilation, and air conditioning (HVAC) system
  - Emissions from a project's enclosed parking garage
  - Potential impacts on a proposed project from either manufacturing/processing facilities or large/major sources that are located near the Project Area

Potential air quality impacts associated with the Proposed Actions include:

- Emissions impact from the project-generated vehicular travel on air quality near affected intersections;
- Emissions impact from the HVAC and hot water systems of the proposed buildings on existing and proposed sensitive uses;
- Emissions impact from industrial and manufacturing facilities on the proposed buildings
- Emissions impact from large and/or major sources on the proposed buildings

As such, further assessment of both mobile and stationary (i.e., HVAC, industrial, large, and major) sources is warranted (see the **Draft Scope of Work**).

Greenhouse Gas Emissions and Climate Change

According to the *CEQR Technical Manual,* greenhouse gas (GHG) assessments are appropriate for projects in New York City requiring an EIS that would result in the development of 350,000 square feet or greater. Given that the Proposed Actions would facilitate the development of up to 1,194,373 gsf, an assessment of GHG is warranted (see the **Draft Scope of Work**).

Depending on the sensitivity, location, and useful life of development resulting from a proposed action, it may be appropriate to include discussion of the potential effects of climate change in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for sites located within the current 100- or 500-year flood zone, as delineated in the FEMA PFIRMs, or within future 100-year flood zones as projected by the New York City Panel on Climate Change, as appropriate. Development Site 1 is partially located in the current 500-year flood zone. Therefore, a preliminary assessment of climate change is warranted (see the **Draft Scope of Work**).

Noise

As discussed in the *2021 CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would introduce noise-sensitive receptors in an area with high ambient noise levels. Mobile sources include vehicular traffic; stationary sources include rooftop equipment such as emergency generators, cooling towers, and other mechanical equipment.

The Proposed Project is not anticipated to include any substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of uses. The design and specifications for mechanical equipment—such as heating, ventilation, and air conditioning (HVAC) systems—would incorporate sufficient noise reduction to comply with applicable noise regulations and standards, including the standards contained in the revised New York City Noise Control Code. This will ensure that mechanical equipment does not result in any significant increases in noise levels, either by itself or cumulatively with other project noise sources.

However, as the Proposed Actions would introduce new noise-sensitive land uses and generate vehicular traffic, a noise analysis is warranted (see the **Draft Scope of Work**).

Public Health

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, an assessment of public health will be provided in the EIS, as described in the **Draft Scope of Work**.

Neighborhood Character

As discussed in the *CEQR Technical Manual*, an analysis of neighborhood character is warranted when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise. In addition, an assessment may be warranted when there is a combination of moderate effects in these technical areas that, when considered together, may affect the defining elements of neighborhood character. Because the Proposed Actions have the potential to result in moderate effects in some of these technical areas and because there is the potential for significant adverse effects, a neighborhood character analysis is warranted. See the **Draft Scope of Work**.

Construction

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

A construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area.

Construction resulting from the Proposed Actions is expected to last longer than two years; and may involve (i) the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (ii) construction activities taking place along an arterial highway (i.e., New York State Route 9A); (iii) the construction of multiple buildings/sites, such that there is the potential for several construction timelines to overlap; and (iv) the operation of several pieces of diesel equipment at the development sites. Therefore, the Proposed Actions have the potential to result in significant adverse construction impacts, and additional analysis will be included in the EIS, as described in the **Draft Scope of Work**.

Appendix A: LPC Correspondence

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 / LA-CEQR-M
Project: 11 AVE REZONING
Date Received: 8/21/2024

Properties with no Architectural or Archaeological significance:

1) 760 JOE DIMAGGIO HIGHWAY, BBL: 1011020011
2) 801 11 AVENUE, BBL: 1011030036

Comments: The following sun-sensitive properties are within the shadow radius and appear to require a Tier III shadow analysis:

LPC designated and S/NR listed Church of St. Paul the Apostle, 8 Columbus Avenue and LPC designated and S/NR eligible Catholic Apostolic Church, 417-419 West 57 Street within shadow radius.

Gina Santucci

8/28/2024

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 37438_FSO_DNP_08262024.docx