DRAFT SCOPING DOCUMENT

FOR A

DRAFT ENVIRONMENTAL IMPACT STATEMENT

FOR THE

PROPOSED

DSNY EAST 25TH STREET MANHATTAN

DISTRICTS 6, 6A & 8 GARAGE

CEQR 13-DOS-007M

MAY 24, 2013

CITY OF NEW YORK DEPARTMENT OF SANITATION

MICHAEL R. BLOOMBERG, MAYOR

JOHN J. DOHERTY, COMMISSIONER

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Draft Scoping Document for an Environmental Impact Statement for DSNY East 25th Street Manhattan Districts 6/6A/8 Garage

Introduction

The New York City Department of Sanitation (DSNY) proposes to construct a garage on a City-owned site currently occupied by the Brookdale Campus of Hunter College of the City University of New York (the Brookdale site) on a portion of a superblock that is bounded by First Avenue, Franklin Delano Roosevelt (FDR) Drive, East 25th Street and the former East 26th Street (Block 962, part of Lot 100) in the Bellevue area of Manhattan Community District 6. The new garage complex would house the District 6 Garage, the District 8 Garage, and the mechanical broom depot that serves Districts 3, 6 and 8 (known as the District 6A Garage). The project, or Proposed Action, would support DSNY's refuse and recycling collection and winter weather emergency services for these districts.

As described in greater detail below, the actions necessary for the proposed project include site selection for a capital project, a rezoning of the project site from R8 to M1-6, a special permit pursuant to the designation of the site as a Large Scale General Development (LSGD) for various bulk waivers, and capital funding by DSNY. These actions are subject to the Uniform Land Use Review Procedure (ULURP) and to City Environmental Quality Review procedures (CEQR) and the State Environmental Quality Review Act (SEQRA) and its implementing regulations. The lead agency for the environmental review is DSNY, and the City Planning Commission (CPC) is an involved agency.

Acting as lead agency, DSNY has determined that the proposed project may result in one or more significant adverse impacts to the environment, and, therefore, a Draft Environmental Impact Statement (DEIS) will be prepared. This Draft Scoping Document describes the proposed actions, the proposed development plan and its purpose and need, and the environmental review process. It also identifies the analysis framework to be used in the DEIS and presents the analyses and work items to be undertaken for the DEIS.

DSNY requests public comments on this Draft Scoping Document. A public meeting to receive such comments has been scheduled **for June 25, 2013 at NYU Langone Medical Center, Faskar Auditorium, 550 First Avenue, Manhattan, from 7:00 PM to 9:00 PM.** The period for submitting written comments will remain open until July 10, 2013. Oral and written comments will be received on the Draft Scoping Document at that meeting. The period for submitting written comments will remain open until 5 pm on July 10, 2013. Such written comments may be sent to the **project contact person: Abas O. Braimah, City Planner, DSNY Bureau of Legal Affairs, 125 Worth Street, Room 708, New York, NY 10013. Fax 212-442-9090; tel 646-885-4993.** The Draft Scoping Document is available on DSNY's website: www.nyc.gov/sanitation and at the public repositories for the project's environmental review documents:

- Department of Sanitation, 125 Worth Street, Room 708, New York, NY;
- Mayor's Office of Environmental Coordination, 100 Gold Street, 2nd Floor, New York, NY, 10038;
- Manhattan Community Board 6, 866 UN Plaza, Suite 308, New York, NY 10017;

- New York Public Library, Epiphany Branch, 228 E. 23rd Street, New York, NY 10010; and
- New York Public Library, Kips Bay Branch, 446 Third Avenue, New York, NY 10016.

After considering comments received during the public comment period, a Final Scope of Work will be prepared to direct the content and preparation of the DEIS.

PROJECT DESCRIPTION

PROJECT PURPOSE AND NEED

The proposed garage would consolidate operations at the project site to provide better service to the local community districts, achieve an economy of scale, replace inadequate and outdated facilities, improve operational efficiencies and reduce an excessive concentration of DSNY facilities in other community districts in Manhattan and the Bronx. See **Figure 1 - Location of Proposed Action and DSNY Garages in Manhattan.**

The proposed garage, located in Manhattan Community District 6, would provide DSNY refuse collection, recycling and winter emergency services to Community Districts 6 and 8. Street cleaning service would be provided to Community Districts 3, 6 and 8.

DSNY vehicles and equipment – refuse and recycling collection trucks, salt spreaders, snow plows, etc. – would be parked, maintained and refueled at the proposed garage. The new facility (approximately 135 feet in height) would consolidate operations of three existing DSNY garages and the DSNY Manhattan Borough Office:

- Manhattan 6 (MN6) now at 606 W. 30th Street in CD 4 (with equipment parked on-street along W. 29th Street)
- Manhattan 8 (MN8) now at 423 W. 215th in CD 12 (with equipment parked on-street along W. 215th Street).
- Manhattan 8A (MN8A) mechanical broom garage now at 680 E. 132nd Street in Bronx CD 1.
- Manhattan Borough Office now at 427 E. 87th Street in CD 8.

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PROJECT SITE

The former East 26th Street, now a private drive, forms the northern border of the site, while East 25th Street forms the southern boundary of the project site. See **Fig 2**: Aerial View of Project Site. Access to the site is from the FDR Drive off-ramp south and west bound onto East 25th Street, and from a private drive from 1st Avenue at East 26th Street. The Brookdale Site currently houses Hunter College's Schools of Health Professions; the Brookdale Center on Aging; the Center for AIDS, Drugs and Community Health; and a dormitory. The project site is shown on the attached Tax Map **(Fig. 3).** Land uses in the vicinity of the project site are a mix of institutional, residential, commercial and recreational uses. See Land Use map (**Fig. 4)**. The site's current zoning is R8. See Zoning Map (**Fig. 5).**

SITE PLAN

The proposed site plan would provide for the 470,000 gross-square-foot DSNY Garage to be located through-block on the middle of the site. See Conceptual Site Plan **(Fig. 6)**. In addition to a pedestrian entrance, DSNY would have a garage entrance on the southern side of the parcel for small

vehicles such as sedans and SUV's, and a primary garage entrance and exit on the northern side of the parcel (the former East 26th Street) for all truck entrances and exits. A secondary garage entrance and exit on East 25th Street would only be used in emergency situations. The building would be used primarily for vehicle storage and maintenance, with accessory offices for support personnel, and the DSNY Manhattan Borough office. The DSNY equipment that would be stored at the facility appear in Table 1.

TABLE 1

PROPOSED EQUIPMENT ASSIGNMENT FOR MANHATTAN 6 / 6A / 8 GARAGE

425 EAST 25TH STREET

EQUIPMENT	M6	M8A	M8	TOTAL
COLLECTION TRUCK	27		39	66
E-Z PACKS	5		4	9
SALT SPREADERS	5		4	9
FLOW & DUMP	1			1
HAULSTER	1			1
CUT DOWNS	1		1	2
MECHANICAL BROOMS		35		35
FLUSHER	2			2
FRONT END LOADER	4			4
WRECKER	1		1	2
VANS				0
FORK LIFT	1	1	1	3
DELIVERY TRUCK				0
CAR CARRIER				0
UTILITY TRUCK	1	1	1	3
RACK TRUCK				0
PASSENGER CARS	6		8	14
TOTAL	55	37	59	151

The proposed buildings would be built to an approximate overall FAR of 5.0 which would be 408,600 square feet (sf) of zoning floor area (zfa), with full lot coverage over the project site. The DSNY Garage would stand approximately 135 feet tall on a footprint of 76,320 square feet. In a gross floor area of 470,000 square feet, it would contain approximately 170 parking spaces for DSNY vehicles as well as approximately 145 accessory parking spaces in the basement of the site for personnel.

Two parcels abutting the project site, known as Parcel A (on the western side of the proposed garage) and Parcel B (on the eastern side) are not part of the project. As discussed below, these are expected to be developed by the Project build year by means of a separate action or actions by the City, such as disposition to private developers.

The new multi-story garage (approximately 470,000 gross square feet of space) would be located on an approximately 81,900 square foot (sq ft) site that is currently owned by the New York State Dormitory Authority and used by Hunter College as its Brookdale Campus. In a separate action, Hunter College has developed plans to relocate this campus uptown. Once these plans are implemented, ownership of the site will revert to the City of New York. The advancement of the proposed action represents a continuation of DSNY's plan to house all equipment and personnel in a manner that enhances delivery of service to local community districts and minimizes impacts on those districts. Projects already completed in Manhattan include the construction of new garage for MN12 at 301 W. 215th Street in CD 12, a new garage for MN4, MN4A and MN7 at 786 12th Avenue in CD 4, and a new garage for MN1, MN2 and MN5, which is in construction at 353 West Street in CD 2.

The proposed garage site is part of a much larger parcel (Block 962, Lot 100) that includes the Bellevue Hospital Center, Office of the Chief Medical Examiner and the Brookdale Campus. The new DSNY garage would not displace any activity now occurring on the project site. Construction is anticipated to take approximately three years, plus approximately 12 months for demolition of the Brookdale Campus buildings. Most construction staging would occur on a portion of the Brookdale site that will not become part of the project site.

PROPOSED ACTIONS

The discretionary approvals that have been identified for the proposed project include Uniform Land Use Review Procedure (ULURP) approval for site selection for a capital project, a zoning map amendment and special permits, which are subject to City Planning Commission and City Council approval, and funding for the garage by DSNY. Public Design Commission approval of the garage design would also be required.

City Planning Commission Approvals

- Rezoning— The project site would be rezoned to M1-6 from the current R8. Vehicle storage and maintenance are a Use Group 16C use, permitted as a matter of right in a M1-6 district.
- LSGD—Certain bulk waivers would be sought by means of special permits issued for a Large Scale General Development (LSGD) pursuant to Zoning Resolution §74-74 *et seq*. for relief from yard, court, street wall height and setback regulations.
- Determination of the project's consistency with the City's Waterfront Revitalization Program.

ANALYSIS FRAMEWORK

SCOPE OF ENVIRONMENTAL ANALYSIS

The DEIS will be prepared in accordance with the guidelines presented in the *CEQR Technical Manual*. For each technical attachment to the EAS, the analysis will include a description of existing conditions, an assessment of conditions in the future without the proposed actions, and an assessment of future conditions with the proposed project.

BASELINE CONDITIONS

EXISTING CONDITIONS

The analysis framework will begin with an assessment of existing conditions on the project site and in the relevant study area because these can be most directly measured and observed. The assessment of existing conditions does not represent the condition against which the proposed project is measured, but serves as a starting point for the projection of future conditions with and without the proposed actions and the analysis of project impacts.

THE FUTURE WITHOUT THE PROPOSED ACTIONS

The future without the proposed actions (the "No Action" condition) will describe a future baseline condition to which the changes that are expected to result from the proposed actions are compared. For each technical analysis, approved or designated development projects within the appropriate study area that are likely to be completed by the 2018 analysis year are considered.

Whether or not the Garage is built, the City is separately pursuing economic development plans involving the two parcels A and B immediately adjacent to the proposed Garage footprint. Consequently, in the future without the proposed actions, it is anticipated that the City would sell the property to enable private redevelopment of the entire Brookdale campus site for institutional and/or residential purposes consistent with the site's R8 zoning.

PROJECT POPULATION

With the proposed project, it is anticipated that approximately 272 staff would be based at and/or work from the Garage. Most of the DSNY staff would spend the majority of their work day in the field, and therefore, would not be expected to use community facilities - such as local parks - before, during or after their work day.

PROBABLE IMPACTS OF THE PROPOSED ACTIONS

The identification of potential environmental impacts will be based upon the comparison of the No Action condition to the future with the proposed actions. In certain technical areas this comparison can be quantified and the severity of impact rated in accordance with the *CEQR Technical Manual*. In other technical areas, the analysis is qualitative in nature. The methodology for each analysis is presented at the start of each technical analysis.

ENVIRONMENTAL REVIEW PROCESS

DSNY, as lead agency, determined that the proposed project may include the potential for at least one significant adverse environmental impact according to applicable criteria and, therefore, pursuant to CEQR procedures, issued a positive declaration directing that a Draft EIS be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act

(SEQRA), the City's Executive Order No. 91, and CEQR regulations (August 24, 1977), as well as the relevant guidelines of the *CEQR Technical Manual*. This Draft Scoping Document was prepared in accordance with those laws and regulations and the City's 2012 *CEQR Technical Manual*.

After considering comments received during the public comment period, a Final Scoping Document will be prepared to direct the content and preparation of the DEIS. As the next step in the process, once the lead agency has determined that the DEIS is complete, it will be subject to additional public review. At a date to be announced later, a public hearing on the DEIS will be held in conjunction with the public hearing on the ULURP application for the project. A Final EIS (FEIS) will then be prepared to respond to those comments, as appropriate. The lead agency and involved agencies will make CEQR findings based on the FEIS, before making a decision on project approval.

As described in greater detail below, the DEIS will contain:

- A description of the proposed actions and the proposed project and their environmental setting;
- An analysis of the potential for adverse environmental impacts to result from the project;
- A description of mitigation measures proposed to eliminate or minimize any adverse environmental impacts disclosed in the DEIS;
- An identification of any adverse environmental effects that cannot be avoided if the proposed project is implemented;
- A discussion of alternatives to the proposed actions and project; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

DRAFT ENVIRONMENTAL IMPACT STATEMENT SCOPE OF WORK

The DEIS will generally follow guidelines in the *2012 CEQR Technical Manual*. Tasks that warrant discussion are discussed below. Based on the project's site characteristics, the nature of the proposed action, and the review previously done in the project's Environmental Assessment Statement, the DEIS will not discuss in detail impacts concerning natural resources, energy use, community facilities, shadows, open spaces, historical and cultural resources, water and sewer infrastructure, or solid waste generation.

TASK 1. PROJECT DESCRIPTION

The Project Description introduces the reader to the proposed project and provides the data from which impacts are assessed. The chapter will contain a brief history of the uses on the project site; the purpose and need for the project; the proposed development program; a description of the design of the proposed building; figures to depict the proposed development; and a discussion of the approvals required. Estimates of vehicular and pedestrian traffic to be generated by the project will be provided.

Appropriate data from the ULURP application will be used. The role of the lead agency for CEQR will also be described as well as the environmental review. The need for environmental requirements (e.g., E-designations or restrictive declarations) necessary to develop the proposed project will also be identified. The framework for the analysis will also be described, including procedures to be followed, the No Action condition (which in this case would be a continuation of the existing condition), and the single analysis year for all technical areas except construction.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY

This analysis will consider the proposed project's effects in terms of land use compatibility and trends in zoning and public policy. The context for the zoning map amendment and the need for the zoning text change will be described along with any other land use actions required. Because the project site is located within the Coastal Zone designated by New York State and City, a review of the project's compliance with the New York City Waterfront Revitalization Program (WRP) as well as the State Coastal Management Program will be included. As the Brookdale site is within the 100-year Flood Plane (Zone A) and experienced flooding in October 2012 during Tropical Storm Sandy, a discussion of the project in light of 2013 Advisory Base Flood Elevation maps and Department or Buildings emergency building regulations of January 2013 will be provided. In addition, the State Smart Growth Policy will be considered. In general, this chapter provides a context for other analyses in the EIS. It will:

- Describe predominant land use patterns in the study area, including recent development trends. The study area will include the portions of the blocks immediately surrounding the project site and land uses within approximately 400 feet.
- Provide a zoning map and discuss existing zoning and recent zoning actions on the project site and in the study area.
- Summarize other public policies that may apply to the project site and study area.
- Describe conditions on the project site absent the proposed actions. Prepare a list of other projects expected to be built in the study area that would be completed before or concurrently with the proposed project. Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the proposed actions and provide an assessment of the impacts of the proposed actions and project on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends and conditions in the area. Assess the project's compatibility with the WRP, the State Coastal Management Program, and the State Smart Growth Program.

TASK 3. OPEN SPACE

Open space is defined as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or is set aside for the protection and/or enhancement of the natural environment. An analysis of open space is required to determine whether or not a proposed project would have direct effects resulting from the elimination or alteration of open space, and/or indirect effects resulting from overtaxing available open space. In accordance with the *CEQR Technical Manual*, a detailed open space analysis would not be required because the proposed actions are not expected to result in an on-site worker population greater than 125, the CEQR threshold for areas of the city that are underserved in terms of open space. This section of the DEIS will note the open spaces in the immediate vicinity of the project site, including Asser Levy Recreational Center, Pool and Playground.

TASK 4. 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, important sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The proposed actions would result in a new building on the project site that would be approximately 135 feet in height, casting a maximum shadow of 581 feet the north, east and west at certain times of the year. Based on the developable FAR of the R8 zoning, development on the adjacent Parcels A and B is expected to be as least as tall as the proposed garage, with commensurate shadows. In the Future No Build, it is projected that the garage site would likewise be fully developed to a similar height with the current R8 zoning as is proposed with the Future Build garage condition. No publicly accessible open spaces, important sunlight-sensitive natural features, or historic resource that would be cast in shadow by the project have been identified. If further information warrants a detailed shadow assessment, one would be conducted in accordance with the CEQR Technical Manual.

TASK 5. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include archaeological (buried) resources and architectural (historic standing structure) resources. The project site (Block 962, part of Lot 100) does not contain any landmarked structures or structures eligible for inclusion in the National Register of Historic Places. It was previously disturbed by construction. The project site would be subject to demolition, including below-grade structures. Therefore, the potential for any remaining archaeological resources appears to be slight. In accordance with the *CEQR Technical Manual*, the New York City Landmarks Preservation Commission (LPC) will be consulted regarding the site's potential archaeological sensitivity. If the site is not determined to be archaeologically sensitive, no further work will be required with respect to archaeological resources. If required by LPC, a Phase 1A archaeological study will be performed. In addition, the New York State Office of Parks, Recreation, and Historic Preservation will also be consulted.

Following the guidelines in the *CEQR Technical Manual*, this historic and cultural resources analysis will identify and briefly describe known architectural resources, if any, within a 400-foot study area surrounding the project site. A field survey will be made to identify any structures in the study area that may be potential resources (properties that appear to meet S/NR or NYCL criteria but have not yet been reviewed). Any such potential architectural resources will be mapped and briefly described in the analysis. Impacts on any architectural resources that are expected in the future without the proposed actions as a result of other expected development projects will be qualitatively discussed. This analysis will also assess the project's potential impacts, including visual and contextual changes as well as any direct physical impacts, on any designated and potential architectural resources. If applicable, measures to avoid, minimize, or mitigate any adverse impacts on architectural resources will be developed.

TASK 6. URBAN DESIGN AND VISUAL RESOURCES

According to the guidance 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. Since the proposed project and related rezoning would require land use approvals relating to bulk and possibly setbacks that would result in physical differences to what would be allowed under existing zoning and those differences could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources will be prepared.

The preliminary assessment will determine whether the proposed project would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning and public policy. The preliminary assessment will include a concise narrative of the existing project area, the future with the proposed project, and the future without the proposed actions. The preliminary assessment will present photographs, zoning and floor area calculations, building heights, project drawings and site plans, and view corridor assessments.

A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the *CEQR Technical Manual*, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the project site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed project, in comparison to the future without the proposed actions, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 7. HAZARDOUS MATERIALS

The EIS will address the potential presence of hazardous materials on the project site. Asbestos is known to be present on the Brookdale Campus, and would be abated in accordance with applicable regulations prior to building demolition. The EIS will include a summary of the Phase I Environmental Site Assessment (ESA) and other available reports, and will include any necessary recommendations for additional testing or other activities that would be required either prior to or during construction and/or operation of the project, including a discussion of any necessary remedial or related measures. The EIS will include a general discussion of the health and safety measures that would be implemented during project construction. Any appropriate remediation measures specific to the proposed uses on the project site, including those recommended by NYCDEP, will be provided in the EIS.

This section of the EIS will also include an overview of hazardous materials (e.g., petroleum bulk storage, maintenance fluids, etc.) that would be associated with operation of the DSNY Garage, with a brief summary of the procedures/requirements for ensuring they are each managed safely.

TASK 8. WATER AND SEWER INFRASTRUCTURE

WATER SUPPLY

According to the *CEQR Technical Manual*, an analysis of an action's impact on the water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments (e.g., those that use more than 1

million gallons per day). In addition, actions located at the extremities of the water distribution system should be analyzed. The proposed project does not meet any of these criteria, and therefore an analysis of water supply is not warranted.

WASTEWATER AND STORMWATER CONVEYANCE AND TREATMENT

According to the guidelines of the *CEQR Technical Manual*, a preliminary analysis of wastewater and stormwater conveyance and treatment is warranted if a project is located in a combined sewer area and would have an incremental increase above the No Action condition of 1,000 residential units or 250,000 square feet of commercial, public facility and institution and/or community facility space in Manhattan. Since the proposed project will not exceed this threshold, no analysis of wastewater and stormwater conveyance and treatment is warranted. The garage building will be designed to achieve LEED Silver status, and will incorporate features to harvest rainwater.

TASK 9. TRANSPORTATION

Based on the *CEQR Technical Manual*, detailed transportation analyses may be warranted if a proposed action is anticipated to result in an incremental increase of 50 or more peak hour vehicles trips, 200 or more peak hour subway or bus trips, or 200 or more peak hour pedestrian trips. As currently contemplated, the proposed actions are expected to result in peak hour trip generation that would exceed these thresholds and therefore, detailed analyses of traffic, transit, and pedestrian operations, as well as assessments of vehicular and pedestrian safety and screening assessments of the area's parking supply and utilization, are warranted. The specific transportation analysis tasks to be undertaken as part of this environmental review are outlined below.

Travel Demand Projections and Screening Assessments

To determine the scale of the detailed transportation impact analyses, trip generation estimates will be developed for the proposed garage. These estimates will rely primarily on information from current garage operations and projected future operations for the analysis or build year. Travel characteristics of the different user groups (i.e., work shifts, temporal distribution and modal split, employee home zip codes) and the garage's operational characteristics (building hours, programming details, etc.) will also be identified via a combination of available information from DSNY, as well as travel data from approved studies of other similar uses.

Based on the results of the trip generation estimates, "Level 1" and "Level 2" screening assessments will be prepared in accordance with the *2012 CEQR Technical Manual*. The Level 1 screening assessment will compare the projected peak hour trips against the CEQR analysis thresholds described above. For analysis areas (traffic, transit and pedestrians) that are expected to generate more peak hour trips than these thresholds, a Level 2 screening assessment, involving the distribution and assignment of the projected peak hour trips onto the transportation network, would be undertaken. The trip assignment will need to account for the appropriate on- and off-site parking assumptions, as well as anticipated commuter and truck trips on the proposed garage driveway at the former East 26th Street. Based on the results of this Level 2 screening assessment, the appropriate study areas for detailed traffic, transit and pedestrian analyses will be identified. The trip estimates and results of the Level 1 and Level 2 screening assessments will be summarized in a Travel Demand Factors (TDF) memo for review and comment by the DSNY as the Lead Agency and the New York City Department of Transportation (NYCDOT) for concurrence on the travel demand assumptions and detailed analysis study areas. The specific detailed analyses that will then be prepared are described below.

Traffic and Parking Analyses

The proposed project site is bounded by the FDR Drive southbound roadway to the east, First Avenue to the west, the former East 26th Street to the north, and East 25th Street to the south. Given the project site's access to the FDR Drive and the local street network, as well as the anticipated program operation's schedule, it is expected that the trip estimates and assignments described above would result in the need for a weekday peak period (AM and midday peak hours) detailed traffic impact study for a study area comprising of 10 to 13 intersections. See **Fig. 7:** Proposed Traffic Count Locations. A PM peak period, detailed weekend assessment as well as additional intersections that may be identified as warranted for analysis will be added to the traffic study area and considered as contingency items at an additional cost. For intersection locations where recent traffic data are not available, new traffic counts will be collected for these locations via a combination of manual and machine counts in accordance with CEQR procedures. Operational characteristics at the study area intersections during the analysis peak hours will be documented with a field inventory of roadway configurations, lane widths and utilization, curbside regulations, traffic congestion/queuing, and signal phasing/timing (to be confirmed with NYCDOT official signal timing data). If a mobile source air quality analysis is determined to be warranted based on the results of the Level 2 screening assessment, additional data on travel time and delays will also be collected.

Using the collected baseline data, existing peak hour balanced traffic networks will be developed for the detailed analysis of intersection levels-of-service (LOS). This analysis will be prepared in accordance with the *2012 CEQR Technical Manual* and 2010 Highway Capacity Manual (HCM) procedures using the latest approved Highway Capacity Software (HCS) or Synchro. Appropriate analysis tools will be determined in coordination with NYCDOT. Building on the existing traffic volumes, background growth and traffic attributed to other approved or as-of-right projects, as well as any anticipated changes to the area's roadway network, will be compiled to project future baseline traffic volumes and establish the No Action condition. Project-generated peak hour trips will then be overlaid onto the future No Action condition traffic networks to create the future condition with the proposed project traffic networks. Operating conditions for the No Action and Proposed Project traffic volumes at the study area intersections will be analyzed in the same manner as described for existing conditions. The analysis results for the No Action condition and conditions with the Proposed Project will then be compared to the impact criteria outlined in the *2012 CEQR Technical Manual* to determine the potential for significant adverse traffic impacts. Where impacts are identified, practical mitigation measures (i.e., signal timing adjustments, parking restrictions, lane restriping, etc.) will be explored to alleviate these impacts.

It is expected that the proposed Garage's parking demand will be accommodated on-site. Therefore, a detailed parking demand study is not warranted.

Transit and Pedestrian Analyses

Currently, trips made by public transportation to and from the proposed project site are served by the Lexington Avenue No. 6 train, the M9, M23 and M34A bus routes at East 23rd Street, and the First/Second Avenue M15 bus route. In addition, several express bus routes have stops along East 23rd Street proximate to the project site. Based on the current development program for the garage, the trip estimates and distribution of transit trips to these area public transportation services are not expected to result in the need for detailed analysis of stairway and control area elements at the nearest subway station and line-haul conditions of the bus routes identified above. The detailed transit analysis will assess the

AM and PM commuter peak periods only. Where impacts are identified, practical mitigation measures will be discussed.

Project-related transit and pedestrian trips are projected to traverse area sidewalks, corner reservoirs and crosswalks. These modes are not inclusive of automobiles as they are anticipated to park internally on-site. Based on a preliminary examination of the Proposed Project's characteristics, the need for a detailed pedestrian analysis is unlikely as the majority of project generated trips would occur via truck or automobile. However, if it is determined that the analysis of additional pedestrian locations is warranted, up to four locations will be included for detailed pedestrian analysis. Where impacts are identified, practical mitigation measures such as street furniture removal, crosswalk widening, corner extension, etc. will be explored to alleviate these impacts. The pedestrian screening and/or analysis will employ a similar methodology to the traffic assessment discussed above.

Based on the Level 2 screening assessment described above, it is expected that an equivalent of up to four intersections (consisting of the intersection corners, crosswalks, and connecting sidewalks) would be included for a detailed pedestrian analysis. The same analysis procedure as described above for traffic will be followed for undertaking the detailed pedestrian analysis. Where impacts are identified, practical mitigation measures (i.e., street furniture removal, crosswalk widening, corner extension, etc.) will be explored to alleviate these impacts. Additional pedestrian analysis locations that may be identified as warranted for analysis will be added to the pedestrian study area.

Vehicular and Pedestrian Safety Assessment

Accident data for the study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from the New York State Department of Transportation (NYSDOT). These data will be analyzed to determine if any of the studied locations may be classified per CEQR criteria as high vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the Proposed Project would adversely affect vehicular and pedestrian safety in the area. If any high accident locations are identified, feasible improvement measures will be explored to address potential safety issues.

Construction Period Transportation Assessment

Construction of the Proposed Project is expected to exceed the short-term threshold of two years as defined in the *2012 CEQR Technical Manual*. As such, a construction period screening assessment will be conducted to determine if a detailed analysis is warranted. The analysis will identify changes to traffic circulation and potential increase in trips to/from the study area, as well as identify street closures resulting from the construction of the Proposed Project. If construction generated trip thresholds (similar to those identified in the TDF Memorandum) are exceeded, a detailed analysis will be conducted.

TASK 10. AIR QUALITY

The air quality studies for the proposed actions will include both mobile and stationary source analyses. The mobile source air quality impact analysis will assess the potential for Particulate Matter (PM) and carbon monoxide (CO) from traffic-generated emissions. The stationary source air quality impact analysis will address the effects of emissions from combustion sources of emissions on pollutant levels.

MOBILE SOURCE ANALYSIS

DSNY collection trucks all use advanced clean diesel technology with diesel particulate filters and ultra-low sulfur diesel fuel. All of DSNY's mechanical brooms also use clean diesel technology, in accordance with federal USEPA standards that took effect with the 2007 model year. DSNY light duty vehicles are subject to local law requirements that they be the cleanest in their class; most are hybrid-electric; an increasing number are plug-in electric vehicles, with zero emissions. DSNY collection trucks are heavy duty diesel Class 8 trucks. Diesel trucks are not a significant source of CO. The principal collection routes are on the 6AM to 2PM shift, with the trucks leaving before 6:30 AM and returning prior to 2PM. Trip generation estimates will be used to determine if the number of project-generated vehicles exceed the *CEQR Technical Manual* CO and/or $PM_{2.5}$ screening thresholds and related guidance of the NYC Department of Environmental Protection during a peak hour at one or more intersections in the study area. For the $PM_{2.5}$ 24-hour standard, project-generated trips at peak roadway segments will be averaged over at 24-hour period. If the average number exceeds the applicable screening value, a detailed analysis of mobile source air quality impacts would be conducted. Using computerized dispersion modeling techniques, the effects of project-generated traffic on CO and $PM_{2.5}$ levels at critical intersection locations will be determined. In addition, the impact of the proposed Garage on air quality will be analyzed, and the results from that analysis will be combined with the intersection analyses, where applicable.

The work program will consist of predicting (using computerized dispersion modeling techniques) the effects of traffic under both the No Action and Build conditions on $PM_{2.5}$ and CO levels at intersection locations within the study area, and, if significant impacts are predicted to occur due to the action, developing feasible traffic measures to alleviate those impacts. The analysis methodology is as follows: selection of appropriate sites for intersection analysis, calculation of vehicular emissions, calculation of pollutant concentration levels using dispersion models that have been approved by the applicable air quality review agencies (i.e., U.S. Environmental Protection Agency [EPA], NYSDEC, and DEP), and the determination of impacts. Specifically:

- Collect and summarize existing ambient air quality data for the study area. Ambient air quality monitoring data published by the NYSDEC will be compiled for the analysis of existing conditions.
- Calculate emission factors. Select emission calculation methodology and "worst-case" meteorological conditions. Compute vehicular cruise and idle emission factors for the intersection modeling using the EPA-developed MOBILE6.2.03 model (or the MOVES mode, as applicable) and applicable assumptions based on guidance by EPA, NYSDEC and DEP. Compute re-suspended road dust emission factors based on the EPA procedure defined in AP–42.
- Select appropriate background levels. Select appropriate CO background levels for the study area.
- Select appropriate analysis sites. Based on the background and project-increment traffic volumes and levels of service, select intersections for analysis, representing locations with the worst potential total and incremental pollution impacts.
- Use EPA's first-level CAL3QHC intersection model to predict the maximum change in CO concentrations, and the refined CAL3QHCR intersection model to predict the maximum change in $PM_{2.5}$. At each analysis site calculate for each peak period the maximum 1- and 8-hour average CO concentrations for: (i) existing conditions; (ii) No Action conditions; and (iii) the future with the proposed project. For selected intersections, the maximum 24-hour and annual average $PM_{2.5}$ concentrations will be determined for: (i) No Action conditions; and (ii) the future with the proposed project.
- Perform an analysis of CO for the proposed project's parking facility. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from

proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

- Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO pollutant levels with standards, the predicted CO increment with *de minimis* criteria, and the $PM_{2.5}$ increments with the City's interim guidance criteria. If significant adverse impacts due to CO concentrations are predicted, refine results by performing detailed dispersion analysis at affected locations using EPA's refined CAL3QHCR intersection model and compare refined results to benchmarks.
- For locations where significant adverse impacts are predicted, identify and analyze appropriate mitigation measures.
- Provide a qualitative discussion of the effects of project related traffic on NO_2 concentrations at affected roadways.

STATIONARY SOURCE ANALYSIS

HVAC Analysis

The Garage site is served by Con Edison steam lines for building HVAC purposes. Therefore, no building boiler emissions are expected. The building's ventilation system will exhaust transitory vehicle emissions to the roof. A screening analysis will be performed to determine whether emissions from any onsite fuel-fired heating, ventilation and air conditioning (HVAC) equipment would be significant. The screening analysis will use the procedures outlined in the *CEQR Technical Manual* that consider the distance of the HVAC exhaust to the nearest building of equal or greater height, the proposed building size, the height of the exhaust stack and the type(s) of fuel used. The screening analysis will also be performed to determine whether there are any potential significant adverse impacts with respect to the new 1-hour nitrogen dioxide (NO_2) and 1-hour sulfur dioxide (SO_2) ambient air quality standards.

If the screening analyses for the proposed project's HVAC systems indicate that there would be a potential for significant adverse air quality impacts, a more detailed stationary source analysis will be performed using EPA's AERMOD model. For this analysis, five years of meteorological data from La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide, sulfur dioxide, and particulate matter (PM_{10}) will be determined at sensitive receptor sites. Predicted values will be added to ambient background concentrations and compared with national ambient air quality standards. Predicted concentrations of $PM_{2.5}$ at sensitive receptor sites will be compared to the City's interim guidance criteria for $PM_{2.5}$. In the event that violations of standards are predicted, design measures to reduce pollutant levels to within standards will be proposed.

TASK 11. GREENHOUSE GASES

According to the *CEQR Technical Manual*, a greenhouse gas (GHG) consistency assessment is appropriate for projects in New York City being reviewed in an EIS that would result in development of 350,000 square feet or greater. However, as development currently on the site would be demolished, the net increase in development from the proposed action would not exceed this amount. Therefore, no analysis of GHG emissions from the garage building itself is warranted. The document will assess changes to DSNY vehicle miles traveled compared to the Future No Action, and assess whether the change would constitute a significant impediment to achieving the City's GHG reduction goal. The construction phase or the extraction or production of materials or fuels needed to construct the project is not likely to be a significant part of total project emissions. Therefore, emissions resulting from construction activity and construction materials will be assessed qualitatively. The project would not

fundamentally change the city's solid waste management system. Therefore a quantified assessment of emissions due to solid waste management is not warranted. Features of the project that demonstrate consistency with the City's GHG reduction goals will be described.

TASK 12. NOISE

The *CEQR Technical Manual* requires that the noise study address whether the proposed project would result in a significant increase in noise levels (particularly at sensitive land uses such as residences and institutions) and what level of building attenuation—if any—is necessary to provide acceptable interior noise levels within buildings that are expected to be developed by the Build Year on Parcels A and B, in view of the proposed Garage use.

The proposed project will generate vehicular trips, particularly trips by DSNY trucks serving their routes, which are a mobile source of noise. For CEQR purposes, it is assumed that outdoor mechanical equipment would be designed to meet applicable regulations and no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be required.

If a significant noise impact is predicted from the proposed action, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise levels requirements. Specifically, the analysis will include the following:

- Select appropriate noise descriptors. Appropriate noise descriptors to describe the existing noise environment will be selected. The L_{eq} and L_{10} levels will be the primary noise descriptors used for the EIS analysis. Other noise descriptors including the L_1, L_{10}, L_{50}, L_{90}, L_{min}, and L_{max} levels will be examined when appropriate.
- Based on the traffic studies (see Task 9, "Transportation"), perform a screening analysis to determine whether there are any locations where there is the potential for the proposed project to result in significant noise impacts (i.e., doubling of Noise passenger car equivalents, or PCEs) due to project generated traffic.
- Select receptor locations for building attenuation analysis purposes. A maximum of four (4) receptor locations will be selected. Receptor locations will include locations adjacent to the proposed project area.
- Perform 20-minute measurements at each receptor locations during typical weekday AM, midday, and PM peak periods. L_1, L_{10}, L_{50}, L_{90}, L_{min}, and L_{max} values will be recorded. Where site access and security permits, a 24-hour continuous measurement may be performed in lieu of a 20-minute measurement.
- Data analysis and reduction. The results of the noise measurement program will be analyzed and tabulated.
- Determine future noise levels without the proposed actions for the analysis year using existing noise levels, acoustical fundamentals and either proportional modeling or the Traffic Noise Model (TNM).
- Determine future noise levels with the proposed actions. At the East 74th Street mobile source noise analysis receptor location, noise levels with the proposed actions will be determined analysis year using existing noise levels, acoustical fundamentals and either proportional modeling or the TNM.
- Compare noise levels with *CEQR Technical Manual* impact evaluation criteria. Existing noise levels and future noise levels, both with and without the proposed actions, will be compared with the CEQR noise impact criteria to determine project impacts.

- Determine the level of attenuation necessary to satisfy *CEQR Technical Manual* criteria to mitigate any significant impact. The level of building attenuation necessary to satisfy such requirements is a function of exterior noise levels and will be determined. Measured values will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding general noise attenuation measures needed for the proposed project to achieve compliance with standards and guideline levels will be made.

TASK 13. SOCIOECONOMIC CONDITIONS

The Proposed Action is not one that generally would be expected to result in significant adverse socioeconomic impacts (e.g., population and housing, and economic activities). No population or uses would be displaced by the project. There would be no change in the level of DSNY employment. There would be a minor shift in the disbursement and spending of wages within the study area given the realignment of DSNY garages, but not in amounts to be considered significant in the context of the economy of Manhattan and the region. There will be a screening level discussion of indirect socioeconomic impacts from the proposed project, following guidance in the 2012 CEQR Technical Manual.

TASK 14. PUBLIC HEALTH

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

According to the guidelines of the *CEQR Technical Manual*, a public health analysis is not warranted if a project does not result in a significant unmitigated adverse impact in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. The project will result in ending on-street and unenclosed vehicle storage of DSNY collection trucks and other equipment, and will store the vehicles indoors instead. DSNY trucks use advanced clean diesel technology and ultra-low sulfur diesel fuel. DSNY light duty vehicles are subject to local law requirements that they have the lowest emissions in their class; most are hybrid-electric. Based on the environmental reviews of other DSNY garages projects, no impacts to public health from the relocation, construction and operation of a modern garage facility are expected. If unmitigated significant adverse impacts are identified in any one of these technical areas, and the lead agency determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

TASK 15. NEIGHBORHOOD CHARACTER

Neighborhood character is determined by a number of factors, such as land use, urban design, visual resources, historic resources, socioeconomic conditions, traffic, and noise. Given the relatively small scale of the proposed action, involving a proposed public facility with indoor vehicle storage on a site already occupied by institutional uses in a neighborhood with buildings of comparable scale, significant adverse impacts to neighborhood character would not be expected. Methodologies outlined in

the *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. This analysis will consist of the following:

- Based on other technical analyses, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the project site.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the proposed actions.
- Assess and summarize the proposed project's effects on neighborhood character using the analysis of impacts as presented in other pertinent analyses (particularly urban design and visual resources, historic resources, socioeconomic conditions, traffic, and noise).

TASK 16. CONSTRUCTION

Construction impacts, though temporary, can have an effect on the adjacent community, as well as people passing through the area. Construction activity could affect transportation conditions, community noise patterns, air quality conditions, and mitigation of hazardous materials. This task will describe the construction schedule and logistics, discuss anticipated on-site activities, and provide estimates of construction workers and truck deliveries.

Technical areas to be analyzed include:

- Transportation Systems. This assessment will consider losses in lanes, sidewalks, off-street parking on the project site, and effects on other transportation services, if any, during the construction periods, and identify the increase in vehicle trips from construction workers and equipment. Based on the trip projections of activities associated with peak construction and completed portions of the proposed project, an assessment of potential impacts during construction and how they are compared to the project's operational impacts will be provided. This scope assumes that this assessment can be made via a qualitative comparison using the impact findings from the operational analysis and would not require a separate detailed analysis. Where appropriate, the relevant mitigation measures will be discussed.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts and may include components such as: diesel equipment reduction; clean fuel; best available tailpipe reduction technologies; utilization of equipment that meets specified emission standards; and fugitive dust control measures, among others.
- Noise. The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity. Appropriate recommendations will be made to comply with DEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code.
- Hazardous Materials. In coordination with the hazardous materials summary, determine whether the construction of the project has the potential to expose construction workers to contaminants.
- Other Technical Areas. As appropriate, discuss other areas of environmental assessment for potential construction-related impacts.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 17. MITIGATION

Where significant impacts have been identified in the analyses discussed above, measures will be described to mitigate those impacts. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 18. ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed project. The specific alternatives to be analyzed are typically finalized as project impacts are clarified. CEQR/SEQRA requires an analysis of a No Action Alternative (without the proposed actions), which in this case assumes that redevelopment consistent with the existing R8 zoning of the site for institutional uses would occur. Other alternatives to be analyzed could possibly involve different design alternatives and/or a different zoning map change. The analyses will be primarily qualitative, except where specific project impacts have been identified (e.g., traffic intersections with significant adverse impacts). However, the qualitative analysis will be of sufficient detail to allow comparisons of associated environmental impacts and attainment of project goals and objectives.

TASK 19. SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the EIS, as set forth in the regulations and the *CEQR Technical Manual*. They are as follows:

1. *Executive Summary*. Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed actions, environmental impacts, measures to mitigate those impacts, and alternatives to the proposed actions.

2. *Unavoidable Adverse Impacts*. Those impacts, if any, that could not be avoided and could not be practicably mitigated will be described in this chapter.

3. *Growth-Inducing Aspects of the Proposed Actions*. This chapter will focus on whether the proposed actions would have the potential to induce new development within the surrounding area.

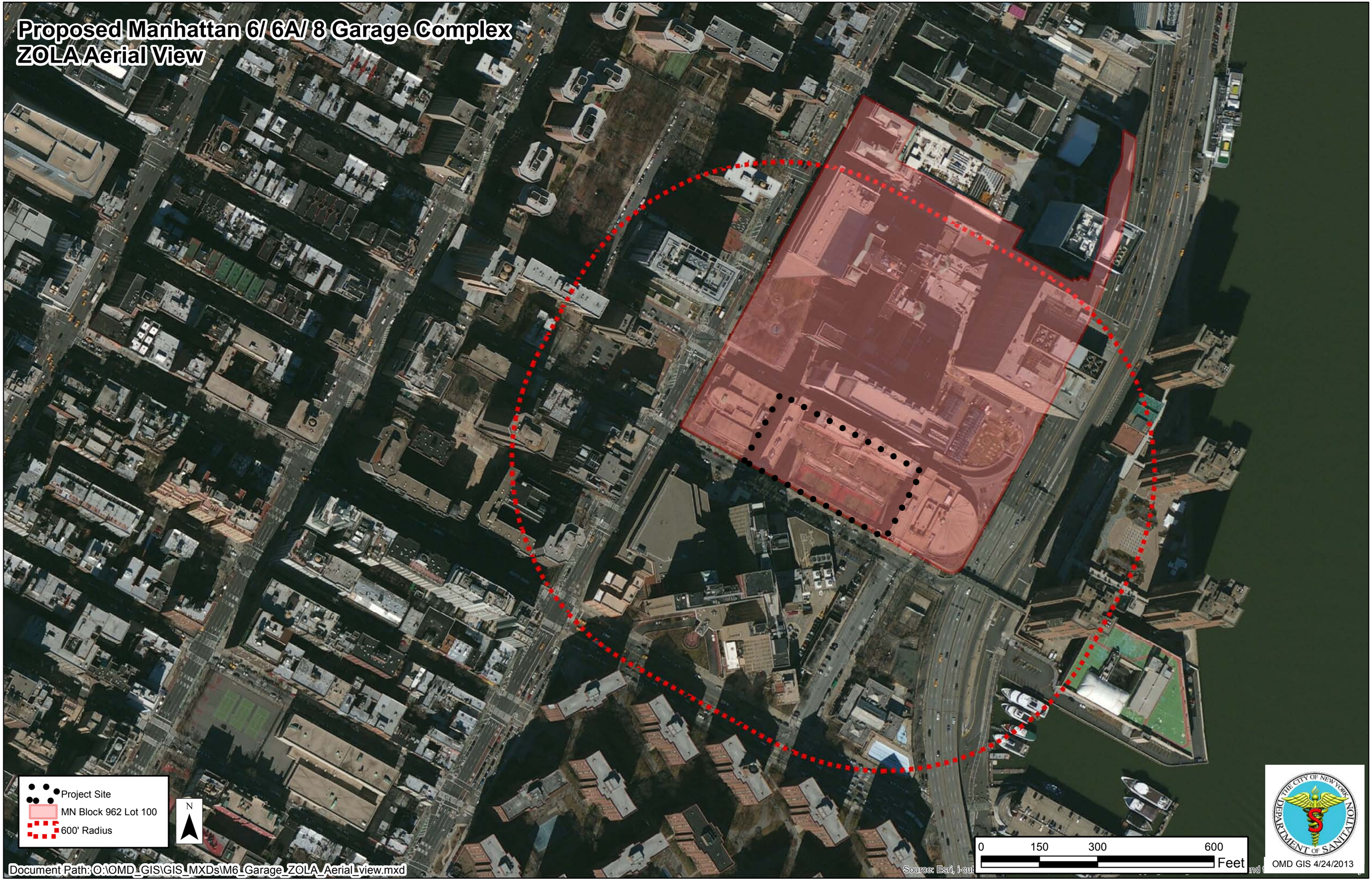
4. *Irreversible and Irretrievable Commitments of Resources.* This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the proposed project be built.

DSNY GARAGE/MTS MAP

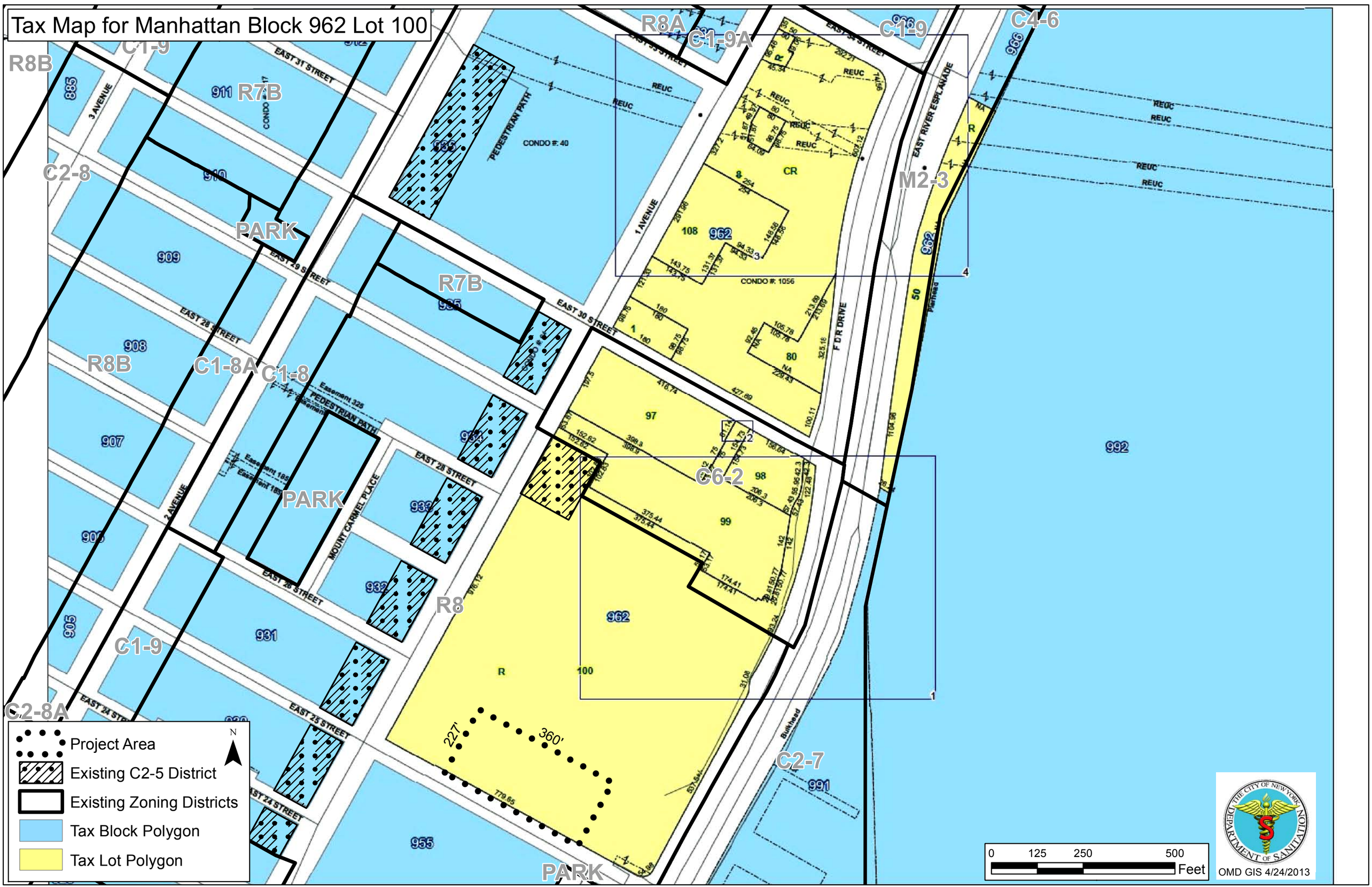
MANHATTAN and SOUTHERN BRONX

OMD GIS 5/1/2013

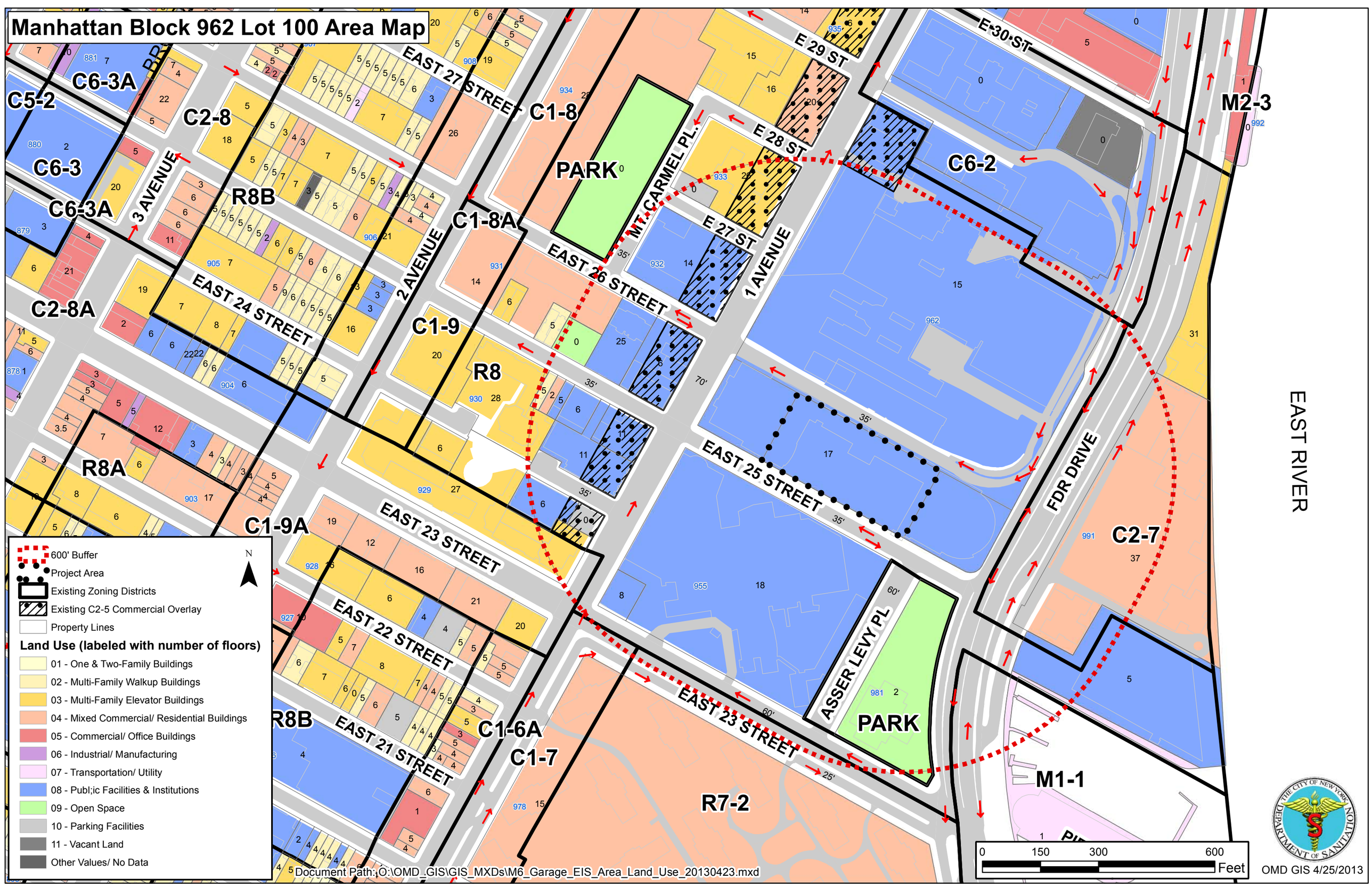
Proposed Manhattan 6/ 6A/ 8 Garage Complex
ZOLA Aerial View



Tax Map for Manhattan Block 962 Lot 100



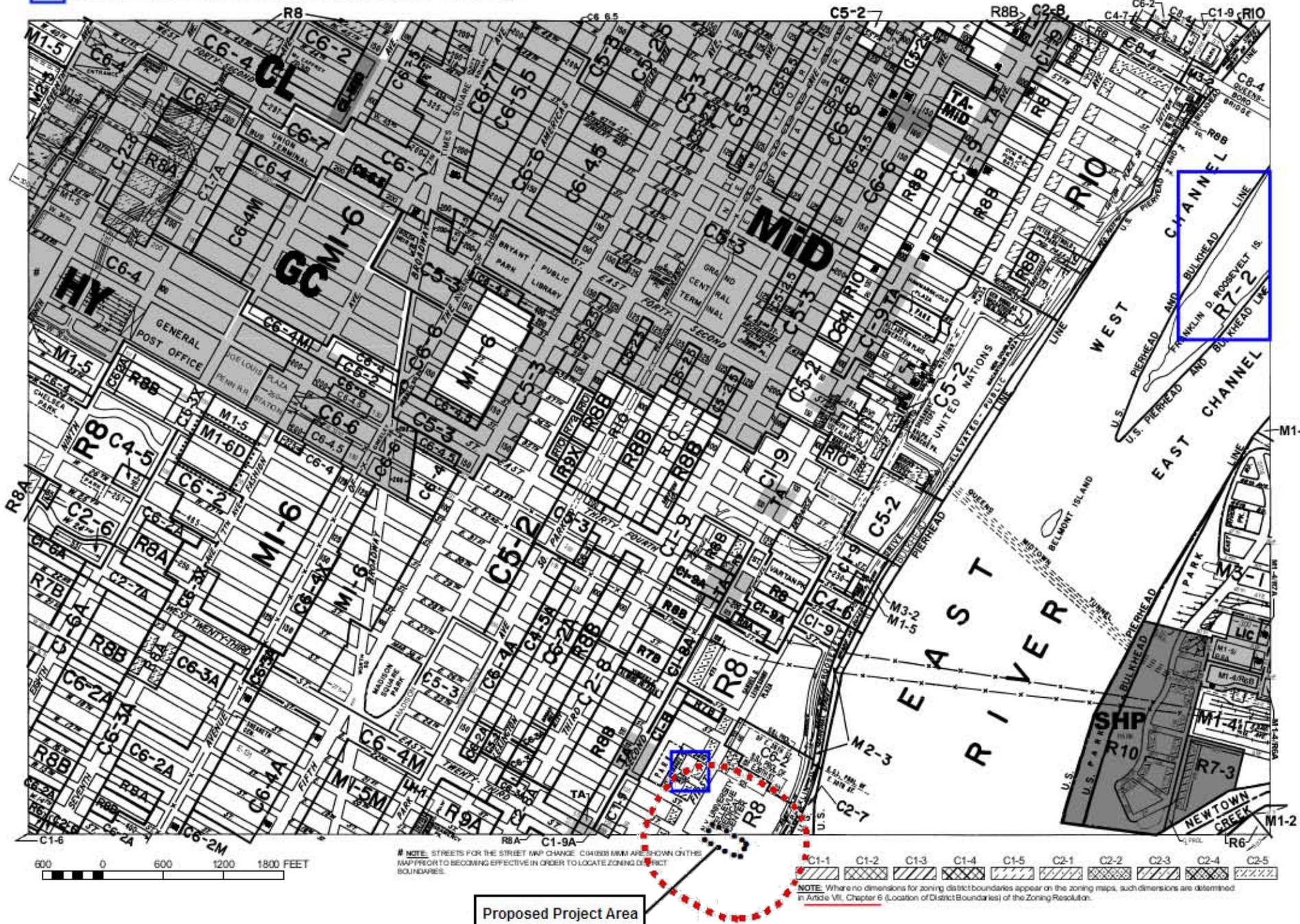
Manhattan Block 962 Lot 100 Area Map



Document Path: O:\OMD_GIS\GIS_MXDs\M6_Garage_EIS_Area_Land_Use_20130423.mxd

OMD GIS 4/25/2013

Click blue box on map to view sketch map of **proposed** map change



NOTE: STREETS FOR THE STREET MAP CHANGE C 141608 MMM ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.

Proposed Project Area

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

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

ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

09-21-2011 C 100063 ZMM

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

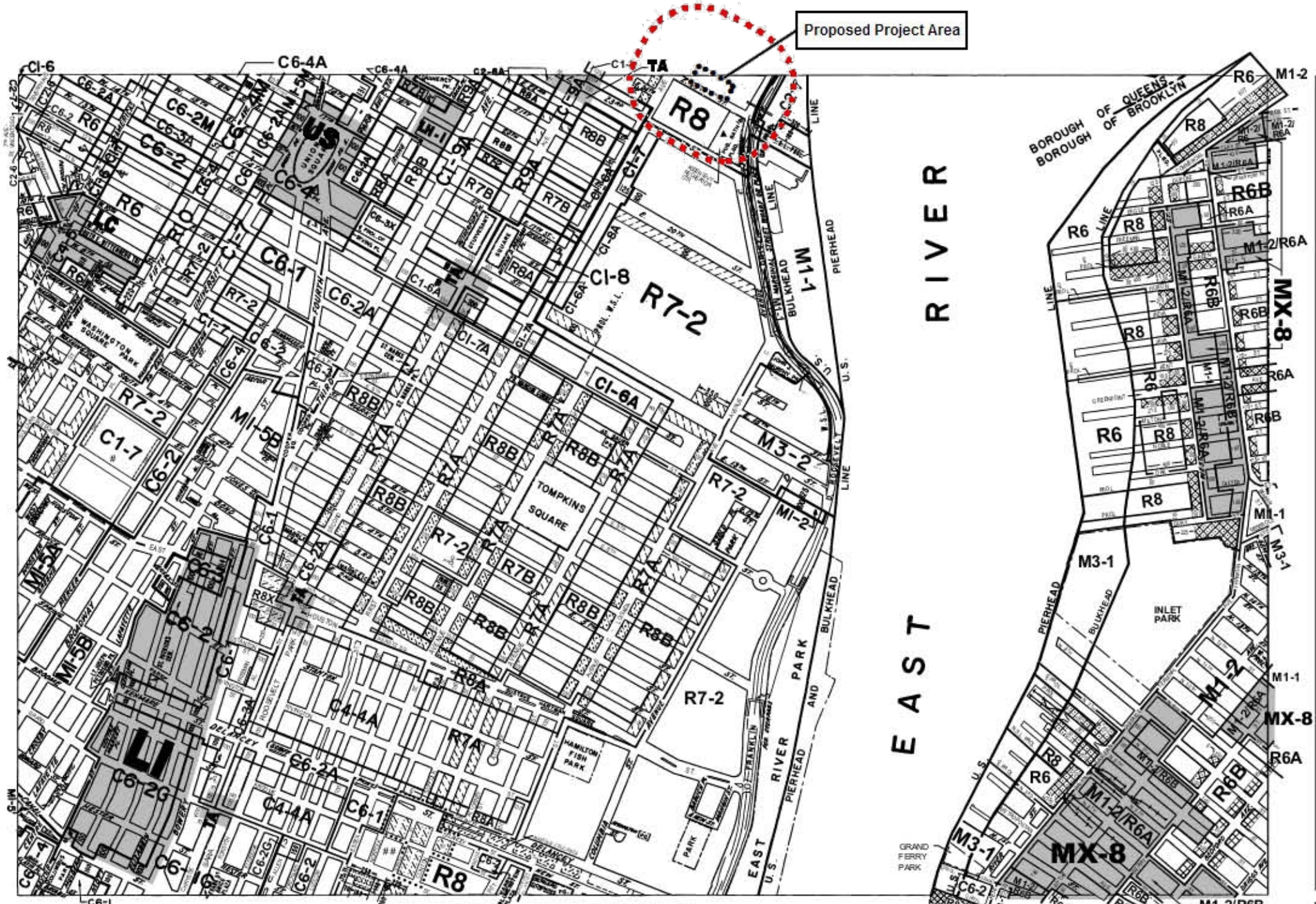
For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

8a	8c	9a
8b	**8d**	9b
12a	12c	13a

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

ZONING MAP 8d



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

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SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

10-11-2012 C 120226 ZMM

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas on this map, see APPENDIX F.

CITY MAP CHANGE(S):

▲ 1-26-2013 N 130017 MMM

MAP KEY

8b	8d	9b
12a	**12c**	13a
12b	12d	13b

N

ZONING MAP 12c

NOTE: STREETS FOR THE STREET MAP CHANGE C 120077 MMM ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.

NOTE: STREETS FOR THE STREET MAP CHANGE C 120158 MMM ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.

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

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

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

ONE WAY TRAFFIC

LANDSCAPED PLAZA

OCME DNA FORENSIC LABORATORY BUILDING

FDNY EMS KIPS BAY STATION BATTALION 8

PARKING

GARAGE

SERVICE RD.

EAST 26TH ST

℄ OF FORMER EAST 26TH ST

TWO WAY TRAFFIC

OUT

IN

FORMER EAST 26TH ST

ONE WAY TRAFFIC

15'-6"

PRIMARY ENTRANCE

360'

FIRST AVENUE

227'-6"

212'-0"

DEVELOPMENT LOT A

212'

DSNY 6/6A/8 GARAGE

212'

DEVELOPMENT LOT B

212'-0"

227'-6"

ONE WAY TRAFFIC

ONE WAY TRAFFIC

FRANKLIN D. ROOSEVELT DRIVE

SECONDARY ENTRANCE

OUT

OUT

360'

PEDESTRIAN BRIDGE TO WATERSIDE

13'-3"

14'-11"

225'-0"

360'-0"

218'-0"

EAST 25TH ST

TWO WAY TRAFFIC

IN

IN

EAST 25TH ST

TWO WAY TRAFFIC

ONE WAY TRAFFIC

VA NY HARBOR HEALTHCARE SYSTEM MANHATTAN CAMPUS

FORMER ASSER LEVY PL

ASSER LEVY PLAYGROUND

AVENUE C

N

0 16' 32' 64' 128'

SCALE: 1/64"=1'-0"

sanitation

DSNY-Manhattan 6-6A-8 Garage

URBAHN ARCHITECTS
49W 37th St 6th Fl., New York , NY 10018
t:212.239.0220
f:212.563.5621

CONCEPTUAL SITE PLAN

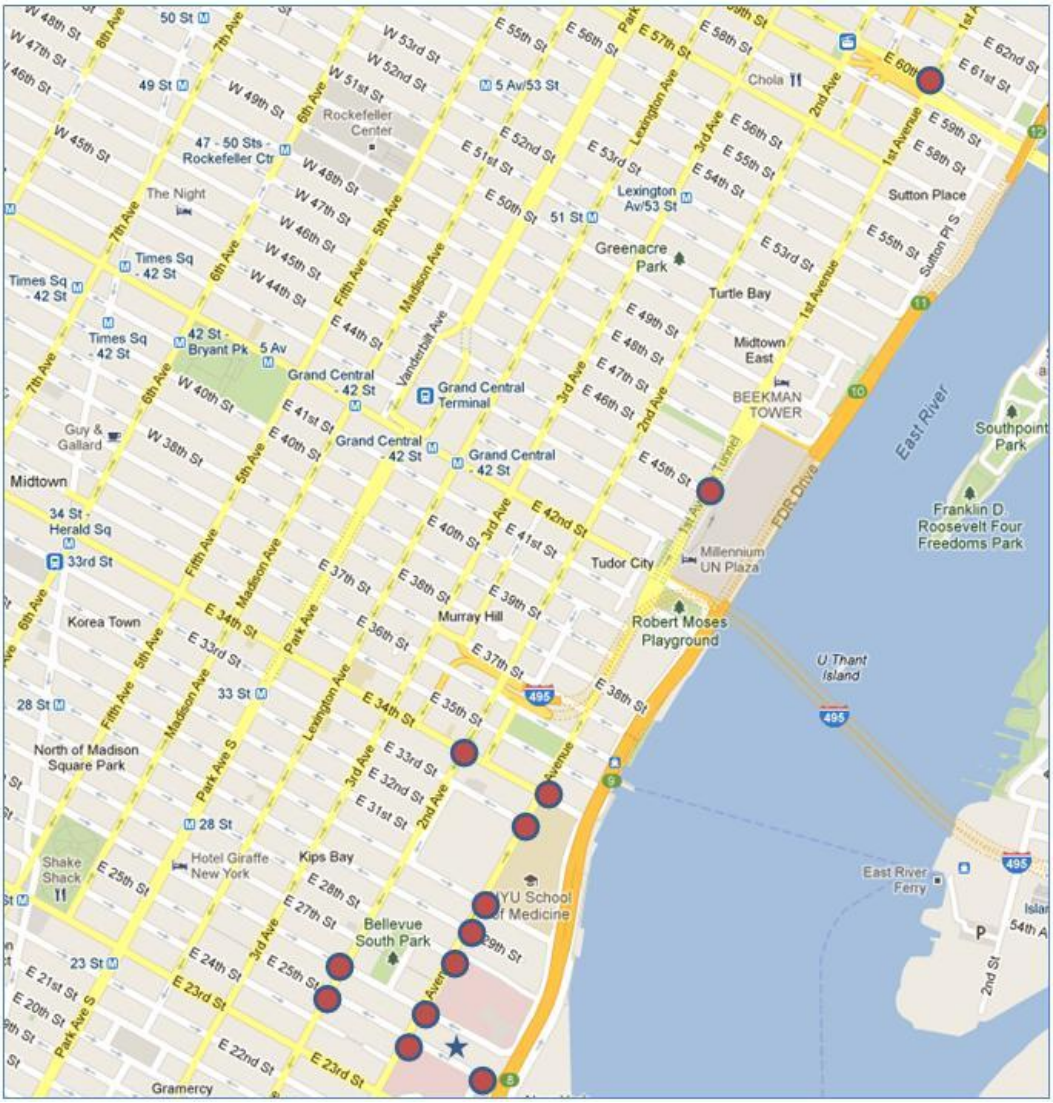
Sheet No: SK-101

Scale: AS NOTED

Date: 05/01/2013

Traffic Study Intersections

1. 60th Street and 1st Avenue
2. 45th Street and 1st Avenue
3. 34th Street and 1st Avenue
4. 33rd Street and 1st Avenue
5. 30th Street and 1st Avenue
6. 29th Street and 1st Avenue
7. 28th Street and 1st Avenue
8. 26th Street and 1st Avenue
9. 25th Street and 1st Avenue
10. 25th Street and 2nd Avenue
11. 26th Street and 2nd Avenue
12. 34th Street and 2nd Avenue
13. 25th Street and FDR Drive



Legend

- Detailed Traffic Study Location
- Project Site