



**PART I: GENERAL INFORMATION**

PROJECT NAME **Jewish Home Lifecare, Manhattan Replacement Nursing Facility Project**

**1. Reference Numbers**

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency) <b>13SHD001M</b>	BSA REFERENCE NUMBER (If Applicable)
ULURP REFERENCE NUMBER (If Applicable)	OTHER REFERENCE NUMBER(S) (If Applicable) (e.g., Legislative Intro, CAPA, etc.) <b>NYSDOH Certificate of Need Project #121075 C</b>

**2a. Lead Agency Information**

NAME OF LEAD AGENCY  
**New York State Department of Health (NYSDOH)**

NAME OF LEAD AGENCY CONTACT PERSON  
**Charles P. Abel, Acting Director  
Division of Health Facility Planning**

ADDRESS  
**Corning Tower, Empire State Plaza**

CITY <b>Albany</b>	STATE <b>NY</b>	ZIP <b>12237</b>
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TELEPHONE  
**518-402-0967**

FAX

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**dhfpdivoffice@health.state.ny.us**

**2b. Applicant Information**

NAME OF APPLICANT  
**Jewish Home Lifecare, Manhattan**

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON  
**Steven C. Russo, Esq.  
Chair, New York Environmental Practice  
Greenberg Traurig, LLP**

ADDRESS  
**MetLife Building 200 Park Avenue**

CITY <b>New York</b>	STATE <b>NY</b>	ZIP <b>10166</b>
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TELEPHONE  
**212-801-2155**

FAX  
**212-801-9455**

EMAIL ADDRESS  
**russos@gtlaw.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): **6 NYCRR 617.4(b)(6)(v)—in a city, town or village having a population of more than 150,000 persons, a facility with more than 240,000 square feet of gross floor area**

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

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

**4. Project Description:**

See page 1a.

**Project Location**

BOROUGH <b>Manhattan</b>	COMMUNITY DISTRICT(S) <b>7</b>	STREET ADDRESS <b>125 West 97<sup>th</sup> Street</b>
TAX BLOCK(S) AND LOT(S) <b>Block 1852, Lot 5</b>	ZIP CODE <b>10025</b>	
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS <b>North side of West 97<sup>th</sup> Street midblock between Columbus Avenue and Amsterdam Avenue</b>		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY <b>R7-2</b>		ZONING SECTIONAL MAP NO: <b>5d</b>

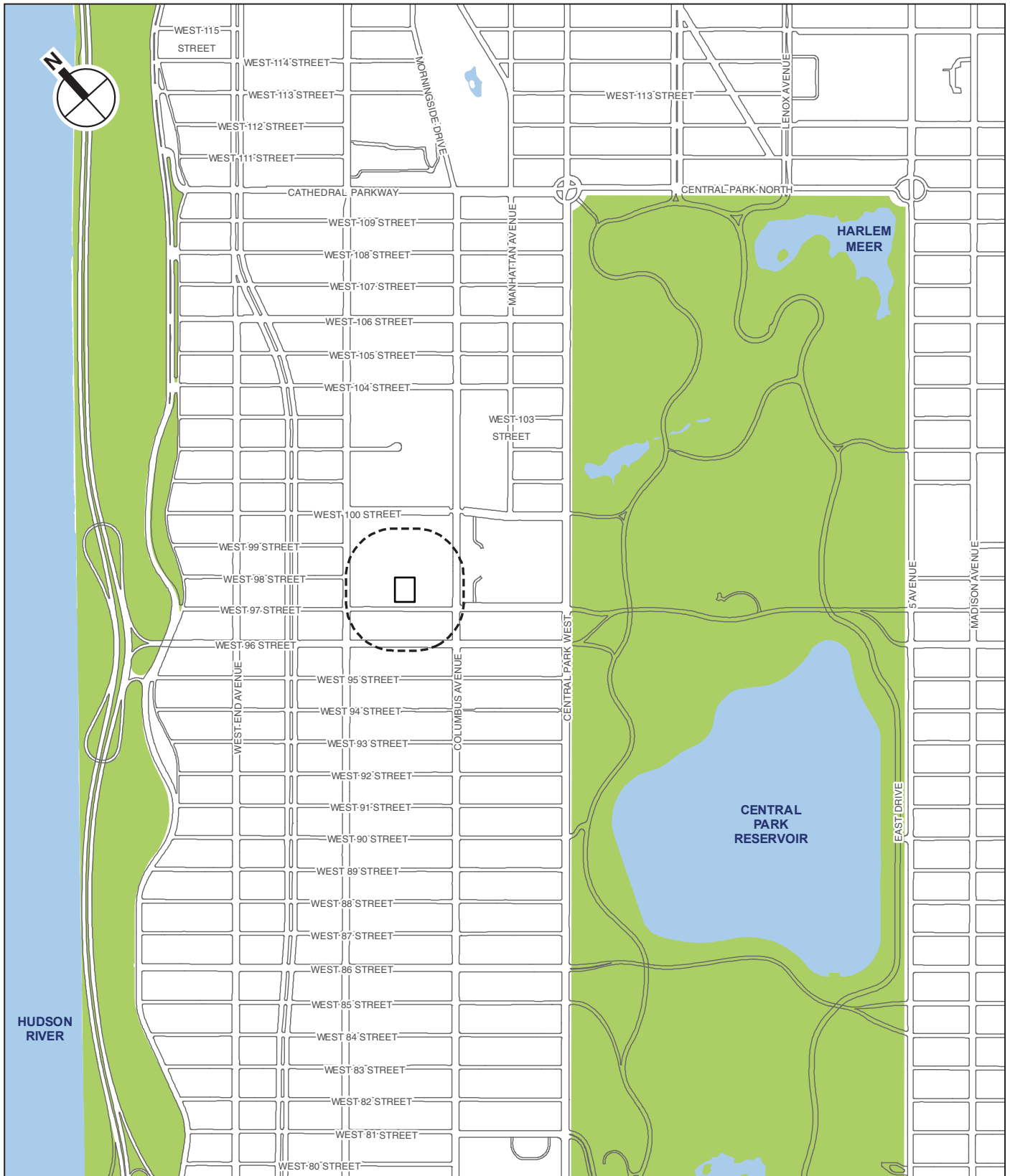
**5. REQUIRED ACTIONS OR APPROVALS** (check all that apply)

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

<input type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input type="checkbox"/> ZONING MAP AMENDMENT	<input type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAPP
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input type="checkbox"/> OTHER, explain:	
<input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> MODIFICATION; <input type="checkbox"/> RENEWAL; <input type="checkbox"/> OTHER);	EXPIRATION DATE:	

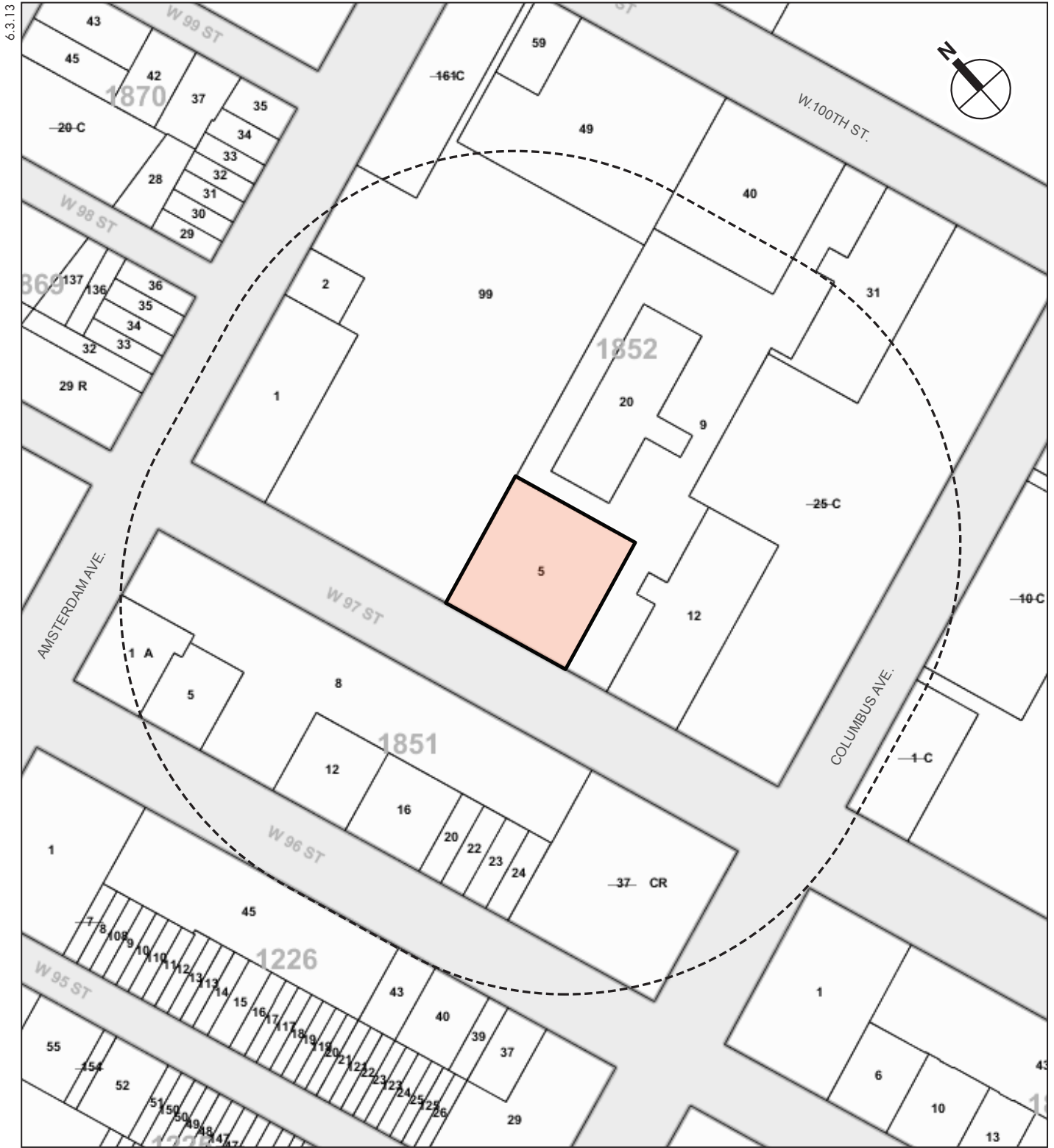
SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION



<b>Board of Standards and Appeals:</b>		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
<input type="checkbox"/> VARIANCE (USE)			
<input type="checkbox"/> VARIANCE (BULK)			
<input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> MODIFICATION; <input type="checkbox"/> RENEWAL; <input type="checkbox"/> OTHER);		EXPIRATION DATE:	
SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION			
<b>Department of Environmental Protection:</b>		YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/> If "yes," specify:
<b>Other City Approvals Subject to CEQR</b> (check all that apply)			
<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION; specify		
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN; specify		
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OR PROGRAMS; specify		
<input type="checkbox"/> 384(B)(4) APPROVAL	<input type="checkbox"/> PERMITS; specify		
<input type="checkbox"/> OTHER; EXPLAIN			
<b>Other City Approvals Not Subject to CEQR</b> (check all that apply)			
<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMD)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL		
	<input checked="" type="checkbox"/> OTHER; explain: <b>Foundation Permit from the New York City Department of Buildings ("DOB")</b>		
<b>State or Federal Actions/Approvals/Funding:</b>		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/> If "yes," specify
		<b>New York State Department of Health ("NYSDOH") Approval of Construction Application pursuant to Section 2802 of the Public Health Law (Certificate of Need Project #121075 C)</b>	
<b>6. Site Description:</b> 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.			
<b>GRAPHICS</b> 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 11x17 inches in size and, for paper filings, must be folded to 8.5x11 inches.			
<b>See Figures 1 through 10.</b>			
<input checked="" type="checkbox"/> SITE LOCATION MAP <b>See Figure 1, "Project Location"</b>	<input checked="" type="checkbox"/> ZONING MAP <b>See Figure 3, "Zoning"</b>	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP <b>See Figure 4, "Land Use" and Figure 5, "Sanborn Map and Photo Locations"</b>	
<input checked="" type="checkbox"/> TAX MAP <b>See Figure 2, "Tax Map"</b>	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)		
<input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP <b>See Figure 5, "Sanborn Map and Photo Locations" and Figures 6 and 7, "Project Site Views"</b>			
<b>Physical Setting</b> (both developed and undeveloped areas)			
Total directly affected area (sq. ft.):	<b>±31,804</b>	Waterbody area (sq. ft.) and type:	<b>N/A</b>
Roads, building and other paved surfaces (sq. ft.):	<b>±31,804</b>	Other, describe (sq. ft.):	<b>N/A</b>
<b>7. Physical Dimensions and Scale of Project</b> (if the project affects multiple sites, provide the total development below facilitated by the action)			
SIZE OF PROJECT TO BE DEVELOPED (gross square feet):	<b>±376,000</b>		
NUMBER OF BUILDINGS:	<b>One</b>	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.):	<b>±376,000</b>
HEIGHT OF EACH BUILDING (ft):	<b>±280</b>	NUMBER OF STORIES OF EACH BUILDING:	<b>20</b>
Does the proposed project involve changes in zoning on one or more sites? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
If 'Yes,' specify: The total square feet owned or controlled by the applicant: The total square feet non-applicant owned area:			
Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>			
If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):			
AREA OF TEMPORARY DISTURBANCE:	<b>[TO COME]</b> sq. ft. (width x length)	VOLUME OF DISTURBANCE:	<b>±400,000</b> cubic feet (width x length x depth)
AREA OF PERMANENT DISTURBANCE:	<b>[TO COME]</b> sq. ft. (width x length)		
<b>8. Analysis Year</b> <i>CEQR Technical Manual, Chapter 2</i>			
ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):		<b>2018</b>	
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:		<b>Approximately 31</b>	
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE?	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	IF MULTIPLE PHASES, HOW MANY?	
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:			
<b>9. Predominant Land Use in the Vicinity of Project?</b> (Check all that apply)			
<input checked="" type="checkbox"/> RESIDENTIAL	<input type="checkbox"/> MANUFACTURING	<input checked="" type="checkbox"/> COMMERCIAL	<input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE
			<input checked="" type="checkbox"/> OTHER, specify: <b>Institutional</b>

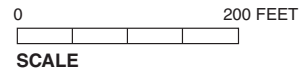


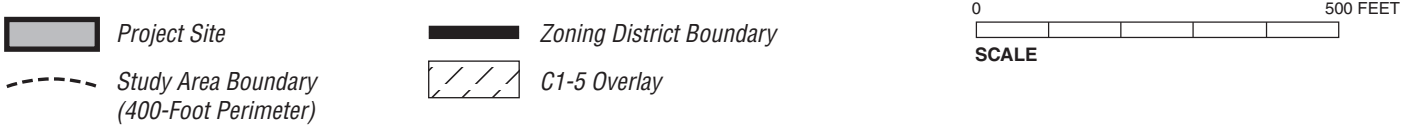
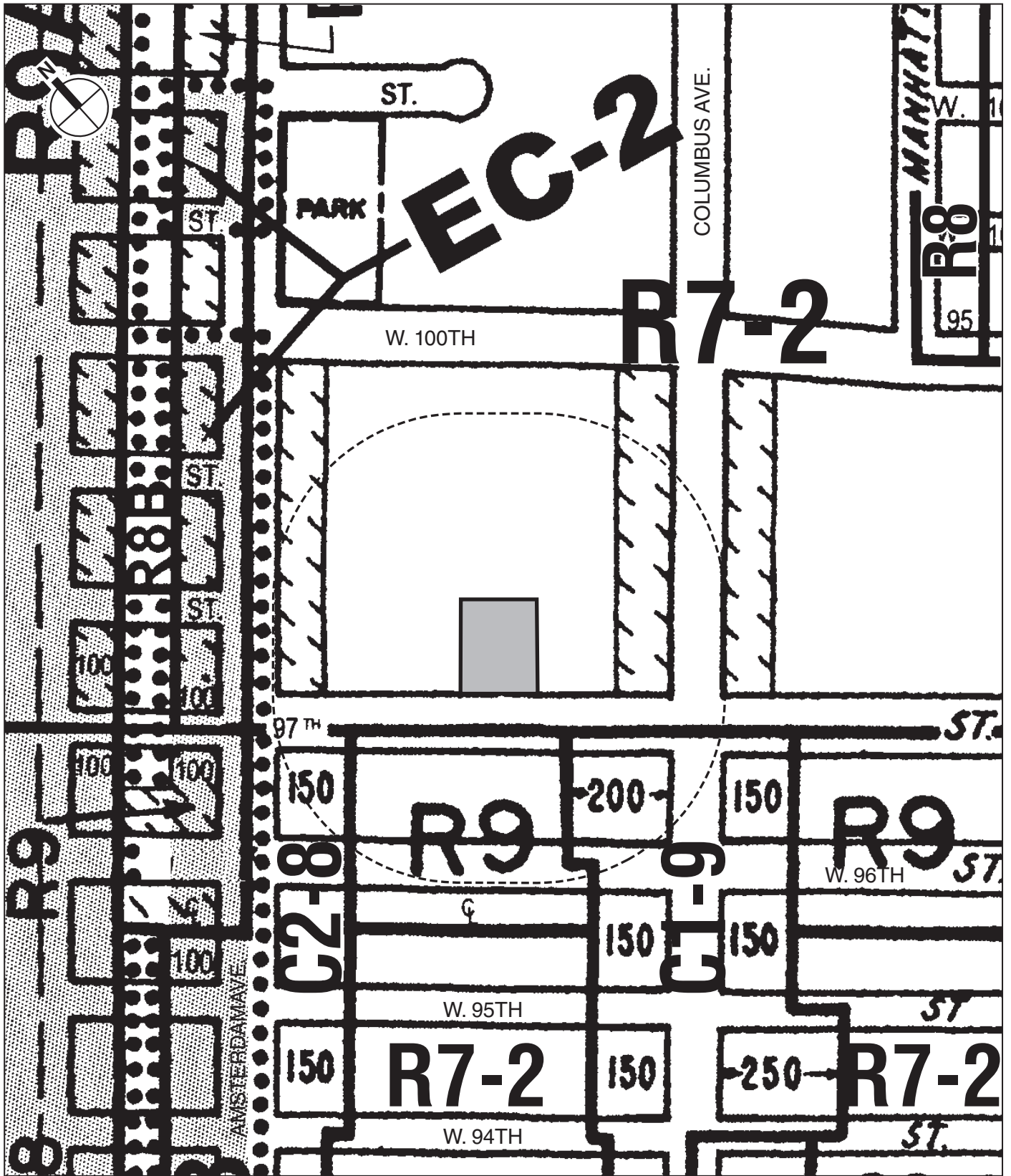
- Project Site
- Study Area Boundary (400-Foot Perimeter)

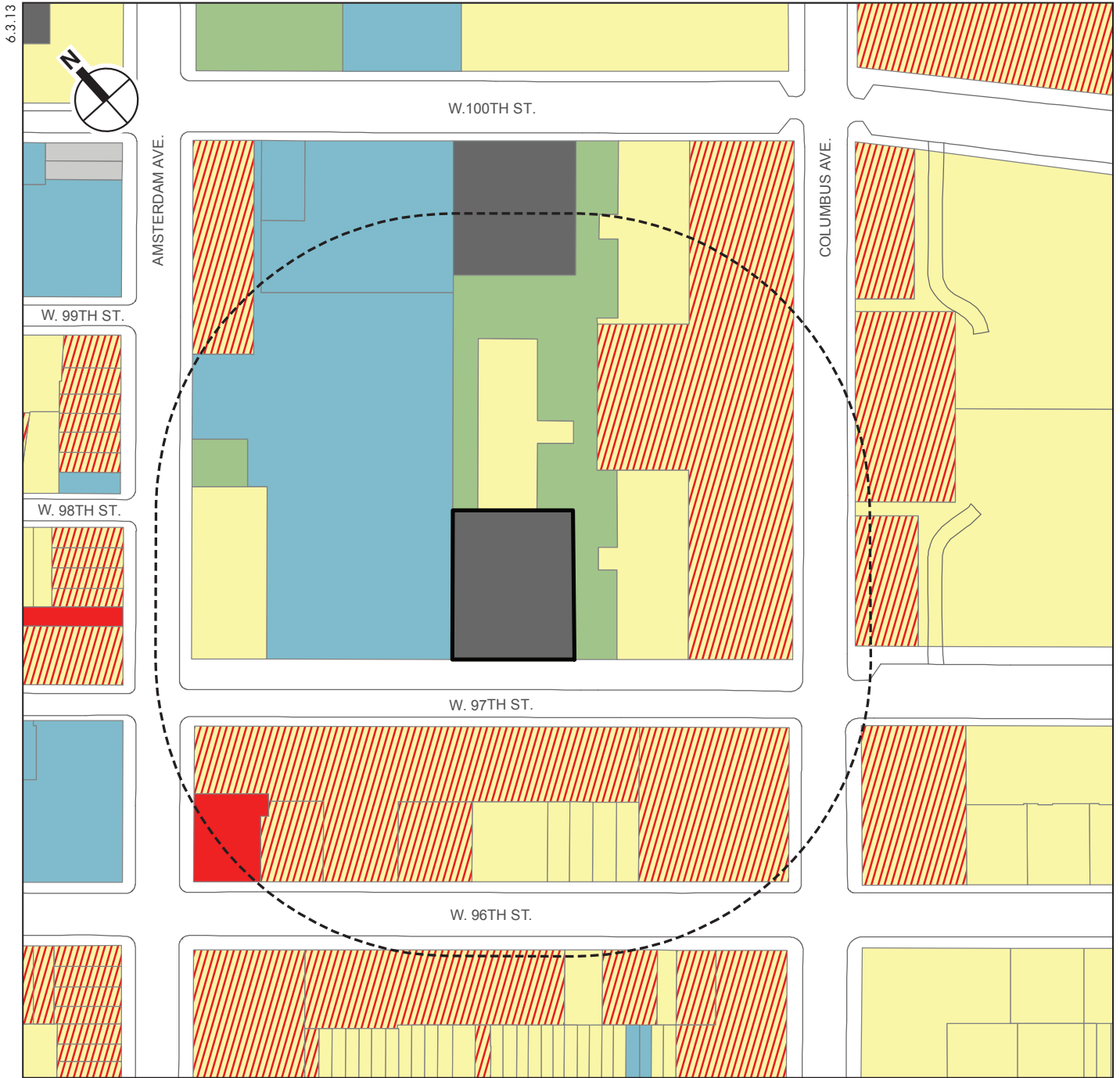




-  Project Site
-  Study Area Boundary (400-Foot Perimeter)
- 1851** Block Number
- 55 Lot Number

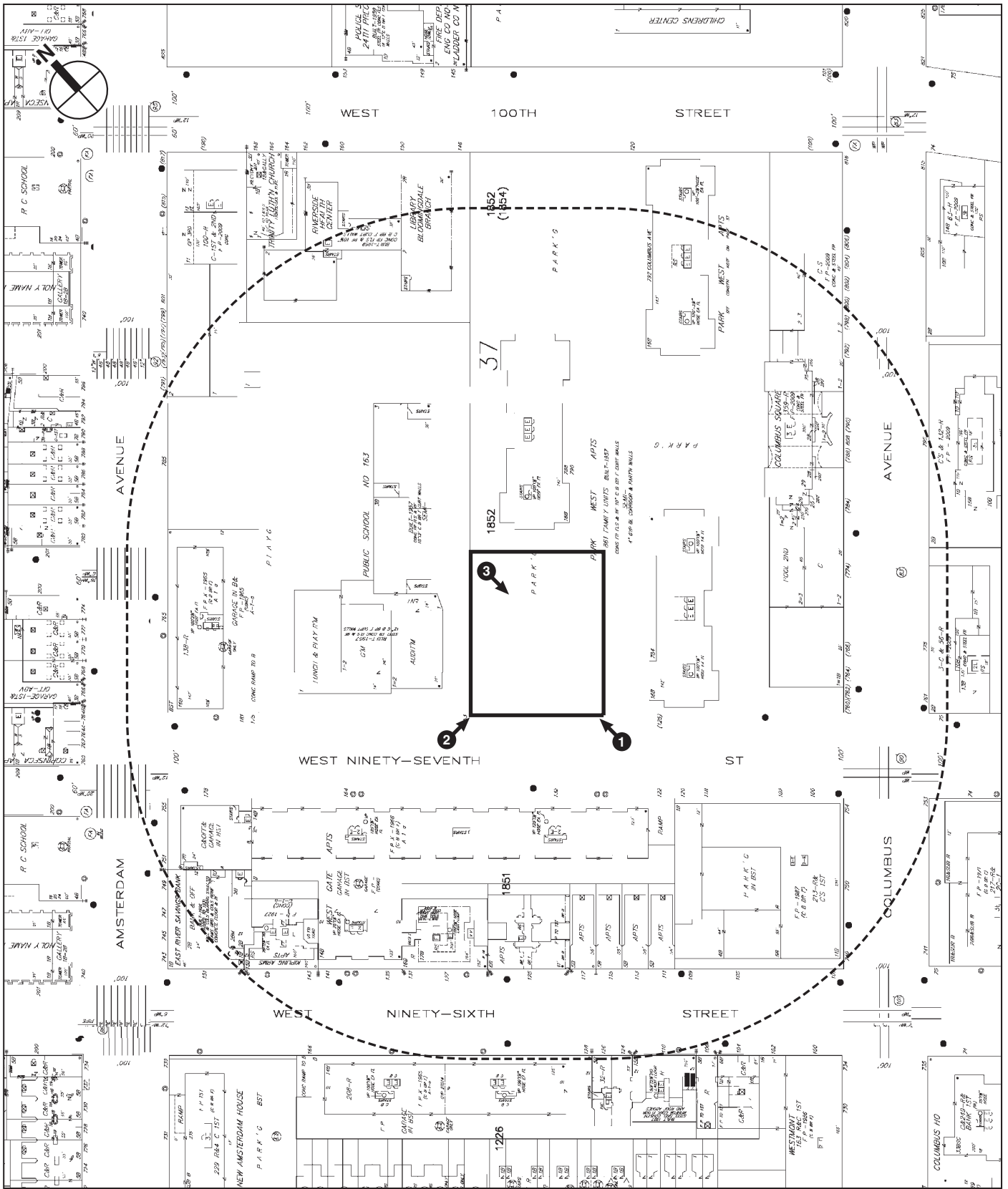









- Project Site*
- Study Area Boundary (400-Foot Perimeter)*
- Residential*
- Residential with Commercial Below*
- Hotels*
- Commercial and Office Buildings*
- Public Facilities and Institutions*
- Open Space and Outdoor Recreation*
- Parking Facilities*
- Vacant Land*

0 200 FEET  
SCALE



-  Project Site
-  Study Area Boundary (400-Foot Perimeter)
-  Photograph View Direction and Reference Number



Sanborn Map and Photo Locations  
**Figure 5**



View looking northwest from West 97th Street 1

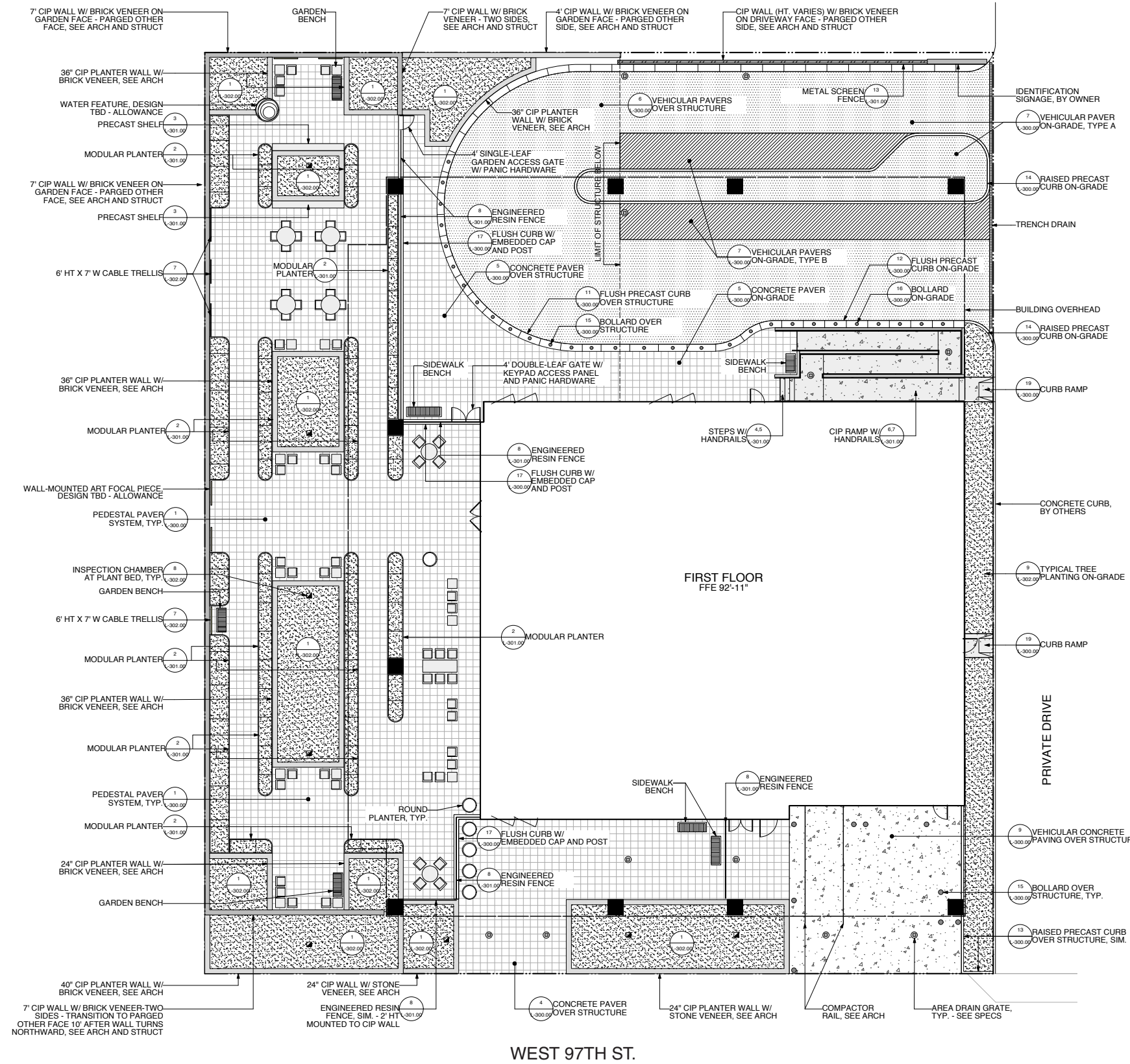


View looking northeast from West 97th Street 2



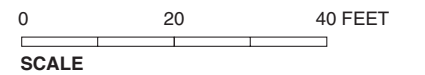


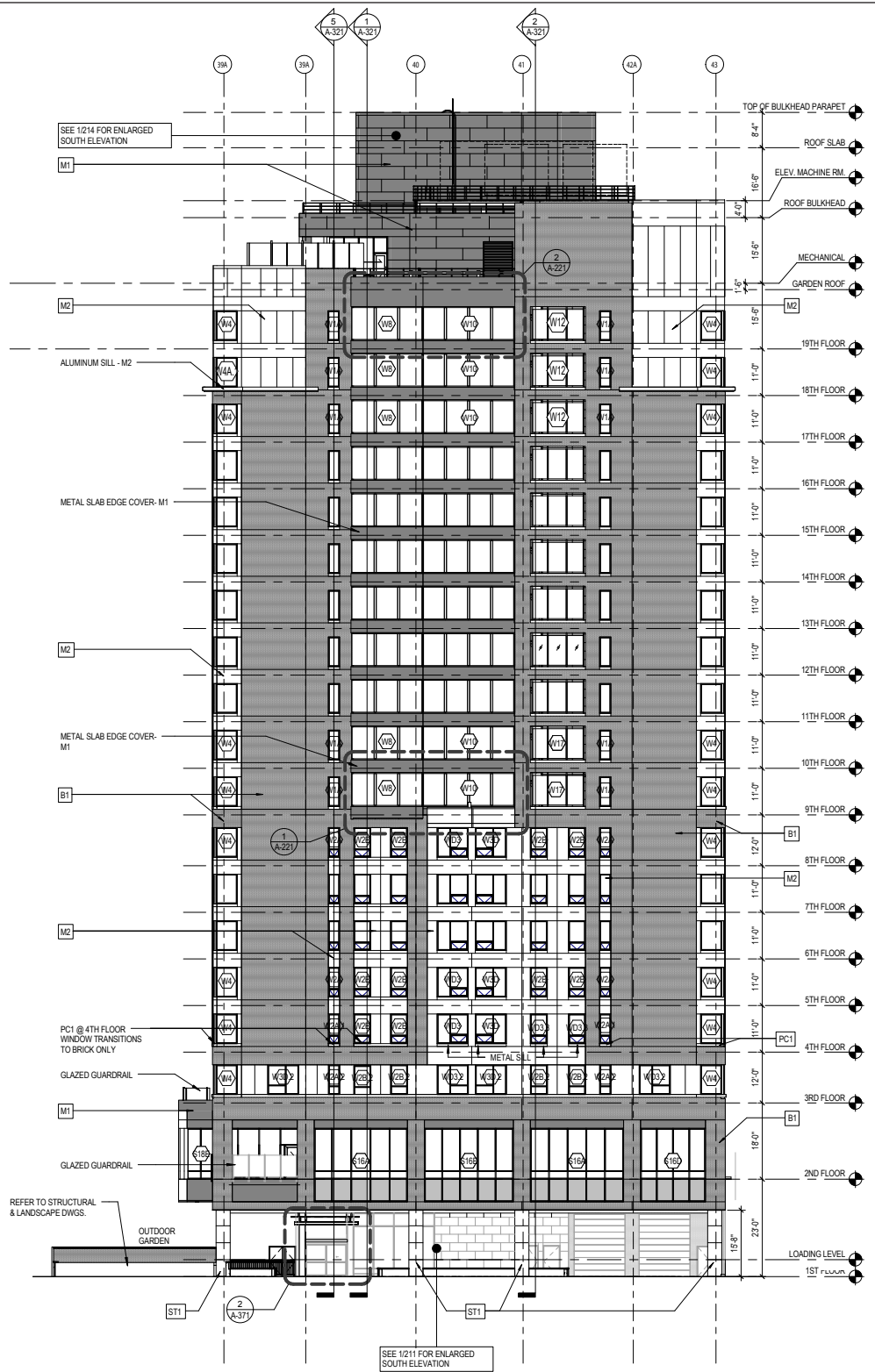
View looking southeast from the northwest corner of the project site 3



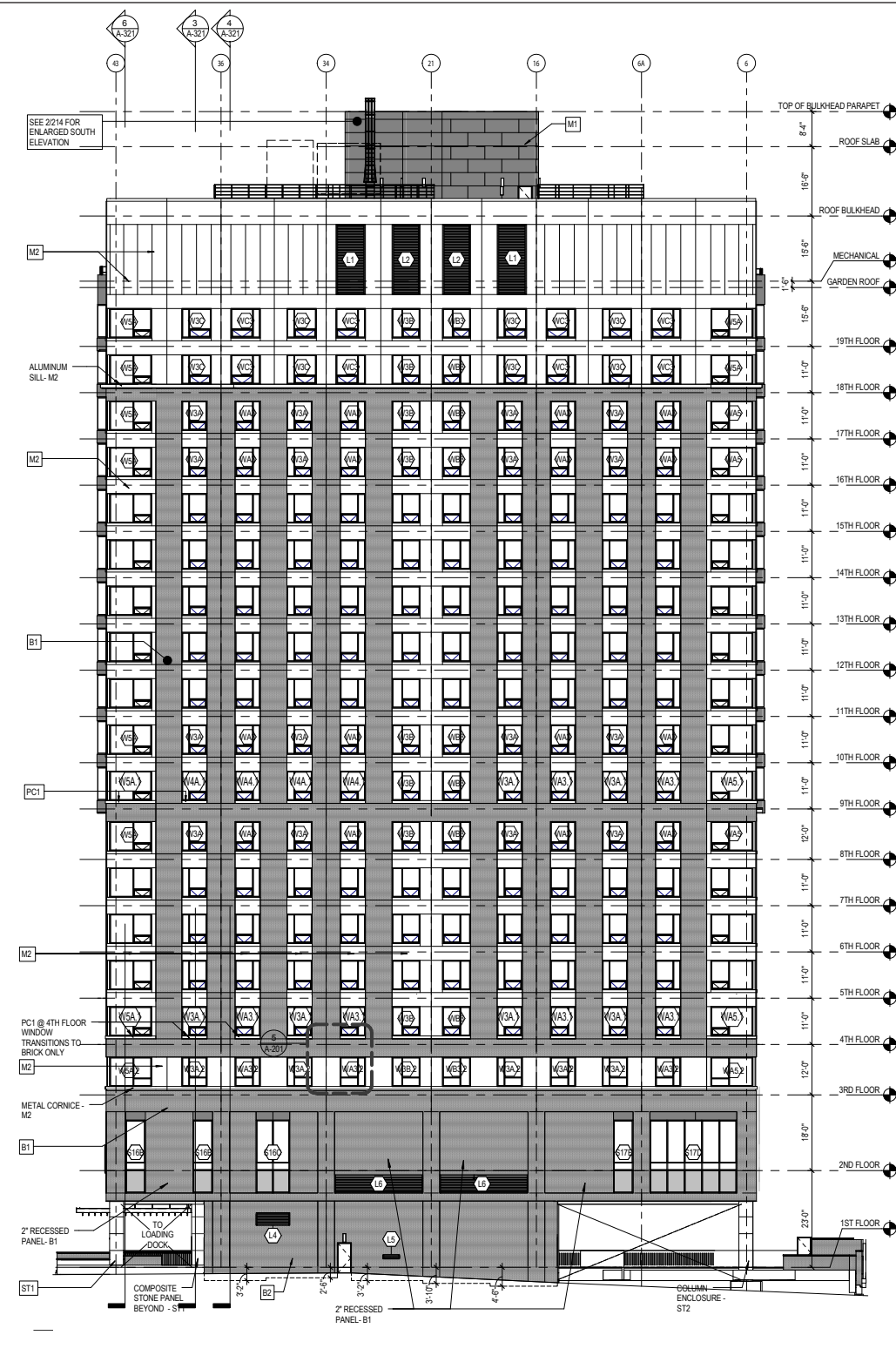
SOURCE: Perkins Eastman

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY





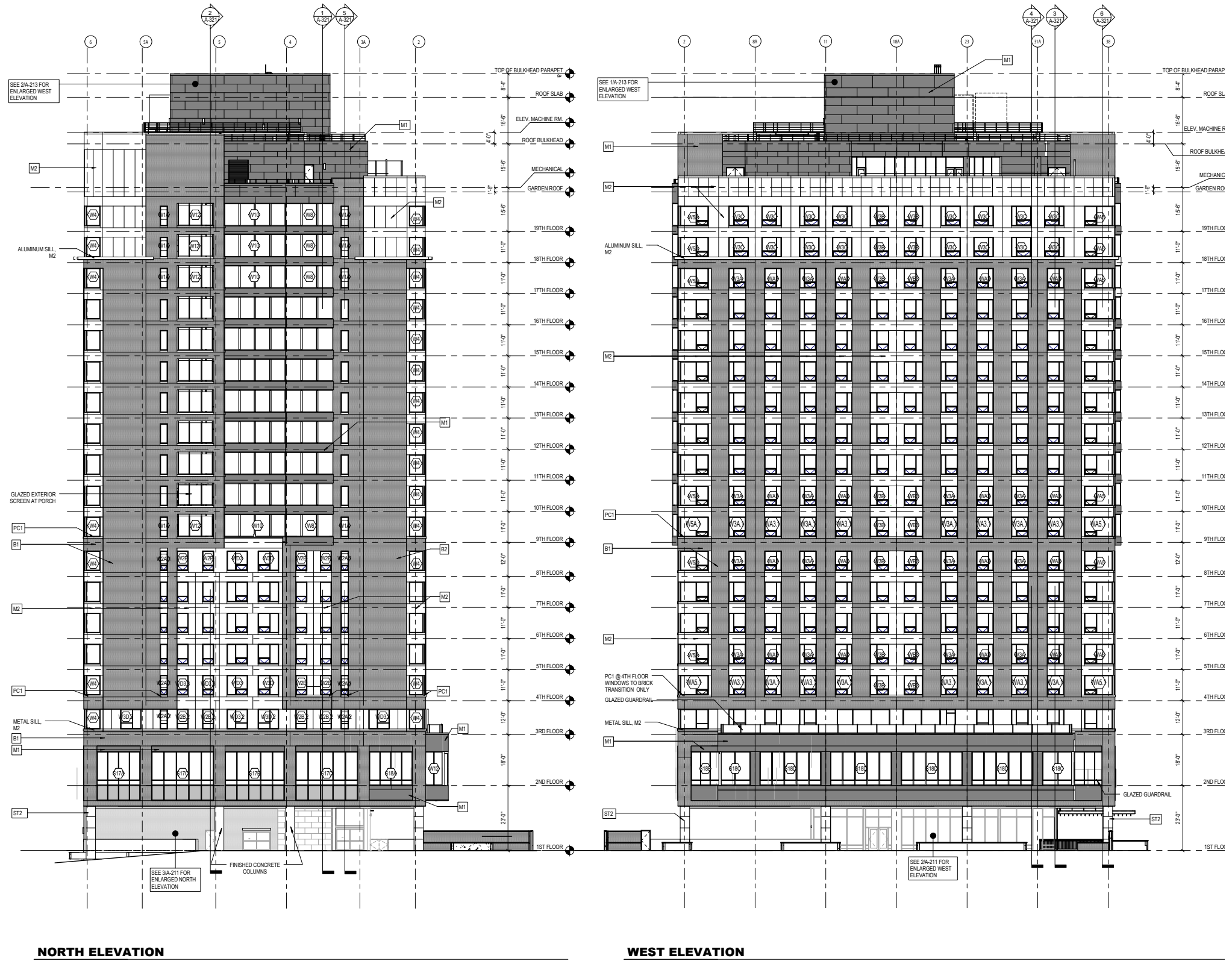
**SOUTH ELEVATION**



**EAST ELEVATION**

SOURCE: Perkins Eastman

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY



SOURCE: Perkins Eastman

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

**DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS**

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Land Use</b>				
<b>Residential</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, specify the following				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross Floor Area (sq. ft.)				
<b>Commercial</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, specify the following:				
Describe type (retail, office, other)				
Gross floor area (sq. ft.)				
<b>Manufacturing/Industrial</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify				
<b>Community Facility</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If yes, specify the following				
Type			<b>Nursing Care Facility</b>	<b>Nursing Care Facility</b>
Gross floor area (sq. ft.)			<b>±376,000</b>	<b>±376,000</b>
<b>Vacant Land</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, describe				
<b>Publicly Accessible Open Space</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
<b>Other Land Uses</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, describe				
<b>Parking</b>				
<b>Garages</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
<b>Lots</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, specify the following:				
No. of public spaces	<b>0</b>	<b>0</b>	<b>0</b>	
No. of accessory spaces	<b>88</b>	<b>88</b>	<b>0</b>	<b>-88<sup>1</sup></b>
Operating hours	<b>24 hours</b>	<b>24 hours</b>		
<b>Other (includes street parking)</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If yes, describe				

<sup>1</sup> Users of the existing parking lot would receive alternative nearby parking.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Population</b>				
<b>Residents</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If any, specify number			<b>414 beds*</b>	<b>+414 beds*</b>
Briefly explain how the number of residents was calculated	<b>* The project would include 150 subacute resident beds and 264 long-term resident beds.</b>			
<b>Businesses</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
If any, specify the following:				
No. and type			<b>One nursing home facility</b>	
No. and type of workers by business			<b>±625 FTEs</b>	<b>±625 FTEs</b>
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated	<b>Provided by applicant</b>			
<b>Students (non-resident)</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
If any, specify number				
Briefly explain how the number of students was calculated				
<b>Zoning</b>				
Zoning classification	<b>R7-2</b>	<b>R7-2</b>	<b>R7-2</b>	<b>No Change</b>
Maximum amount of floor area that can be developed	<b>±308,475 X 3.44 FAR (Community Facility) = 1,061,154</b>	<b>±308,475 X 3.44 FAR (Community Facility) = 1,061,154</b>	<b>±308,475 X 3.44 FAR (Community Facility) = 1,061,154</b>	<b>No Change</b>
Predominant land use and zoning classifications within land use study areas or a 400-foot radius of proposed project	<b>Land Use: Residential, commercial, institutional, parking, open space Zoning: R7-2 and R9 residential districts; C1-5, C1-9, and C2-8 commercial districts</b>			
Attach any additional information as 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 attach supporting information, if needed) 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 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 either 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.

As indicated in the following section, the potential for the Proposed Project to result in significant adverse impacts in certain analysis areas will be analyzed in the EIS. For other analysis areas, see the attached *Additional Technical Information for EAS Part II*.

		YES	NO
<b>1. LAND USE, ZONING AND PUBLIC POLICY:</b> <i>CEQR Technical Manual, Chapter 4</i> An analysis of "Land Use, Zoning, and Public Policy" will be included in the Environmental Impact Statement ("EIS").			
(a)	Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	If "yes" to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e)	Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	o 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	o If "yes," complete the Consistency Assessment Form.		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <i>CEQR Technical Manual, Chapter 5</i> See the "Socioeconomic Conditions" section of the <i>Additional Technical Information for EAS Part II</i> .			
(a)	Would the proposed project:		
	• Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	o If "yes," answer questions 2(b)(ii) and 2(b)(iv) below.		
	• Directly displace 500 or more residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	o If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
	• Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	o If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
	• Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	o If "yes," answer question 2(b)(v) below.		
(b)	If 'Yes' to any of the above, attach supporting information to answer the relevant questions. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
<b>i. Direct Residential Displacement</b>			
	o If more than 500 residents would be displaced, would these displaced represent more than 5% of the primary study area population?	<input type="checkbox"/>	<input type="checkbox"/>
	o 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?	<input type="checkbox"/>	<input type="checkbox"/>
<b>ii. Indirect Residential Displacement</b>			
	o Would expected average incomes of the new population exceed the average incomes of the study area populations?	<input type="checkbox"/>	<input type="checkbox"/>
	o If "yes:"		
	▪ Would the population of the primary study area increase by more than 10 percent?	<input type="checkbox"/>	<input type="checkbox"/>
	▪ 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?	<input type="checkbox"/>	<input type="checkbox"/>
	o If "yes," to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	<input type="checkbox"/>	<input type="checkbox"/>

		YES	NO
<b>iii. Direct Business Displacement</b>			
<input type="checkbox"/>	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?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iv. Indirect Business Displacement</b>			
<input type="checkbox"/>	Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Would the project capture the 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?	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Affects on Industry</b>			
<input type="checkbox"/>	Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. COMMUNITY FACILITIES: CEQR Technical Manual, Chapter 6 See the "Community Facilities" section of the Additional Technical Information for EAS Part II.</b>			
<b>(a) Direct Effects</b>			
<input type="checkbox"/>	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b) Indirect Effects</b>			
<b>i. Child Care Centers</b>			
<input type="checkbox"/>	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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
<b>ii. Libraries</b>			
<input type="checkbox"/>	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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iii. Public Schools</b>			
<input type="checkbox"/>	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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iv. Health Care Facilities</b>			
<input type="checkbox"/>	Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Fire and Police Protection</b>			
<input type="checkbox"/>	Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. OPEN SPACE: CEQR Technical Manual, Chapter 7 See the "Open Space" section of the Additional Technical Information for EAS Part II.</b>			
<input type="checkbox"/>	(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	(c) If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	(f) If the project is located within an area that is neither underserved nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	o If in an underserved area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	o If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 percent?	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	o If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	<input type="checkbox"/>	<input type="checkbox"/>

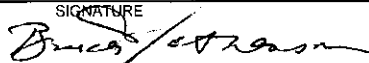


		YES	NO
<b>5. SHADOWS: CEQR Technical Manual, Chapter 8. An analysis of "Shadows" will be included in the Environmental Impact Statement ("EIS").</b>			
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.			
<b>6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual, Chapter 9. An analysis of "Historic and Cultural Resources" will be included in the Environmental Impact Statement ("EIS").</b>			
(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.)		<input type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?		<input type="checkbox"/>	<input type="checkbox"/>
(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 archaeological resources.			
<b>7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual, Chapter 10. See the "Urban Design and Visual Resources" section of the Additional Technical Information for EAS Part II.</b>			
(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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the questions above, please provide the information requested in Chapter 10.			
<b>8. NATURAL RESOURCES: CEQR Technical Manual, Chapter 11. See the "Natural Resources" section of the Additional Technical Information for EAS Part II.</b>			
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.			
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form and submit according to its instructions.			
<b>9. HAZARDOUS MATERIALS: CEQR Technical Manual, Chapter 12. An analysis of "Hazardous Materials" will be included in the Environmental Impact Statement ("EIS").</b>			
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) 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 Appendix 1 (including nonconforming uses)?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) 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?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) 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)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) 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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) 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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Assessment needed?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual, Chapter 13. See the "Water and Sewer Infrastructure" section of the Additional Technical Information for EAS Part II.</b>			
(a) Would the project result in water demand of more than one million gallons per day?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project is located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 sq. ft. or more of commercial space in Manhattan, or at least 400 residential units or 150,000 sq. ft. or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens? <b>The Proposed Project would result in over 250,000 sf of community facility space.</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If the proposed project is 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?		<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drain 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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?		<input type="checkbox"/>	<input checked="" type="checkbox"/>

		YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.			
<b>11. SOLID WASTE AND SANITATION: CEQR Technical Manual, Chapter 14 See the "Solid Waste and Sanitation" section of the Additional Technical Information for EAS Part II.</b>			
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): <b>26,739<sup>2</sup></b>			
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?		<input type="checkbox"/>	<input type="checkbox"/>
<b>12. ENERGY: CEQR Technical Manual, Chapter 15 See the "Energy" section of the Additional Technical Information for EAS Part II.</b>			
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): <b>94,263 million<sup>3</sup></b>			
(b) Would the proposed project affect the transmission or generation of energy?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION: CEQR Technical Manual, Chapter 16 An analysis of "Transportation" will be included in the Environmental Impact Statement ("EIS").</b>			
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:			
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**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 in Chapter 16 for more information.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
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, or bus stop?		<input type="checkbox"/>	<input type="checkbox"/>
<b>14. AIR QUALITY: CEQR Technical Manual, Chapter 17 An analysis of "Air Quality" will be included in the Environmental Impact Statement ("EIS").</b>			
(a) Mobile Sources: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Stationary Sources: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If 'Yes,' would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.			
<b>15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual, Chapter 18 An analysis of "Greenhouse Gas Emissions" will be included in the Environmental Impact Statement ("EIS").</b>			
(a) Is the proposed project a city capital project or a power generation plant?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.		<input type="checkbox"/>	<input type="checkbox"/>

<sup>2</sup> (51 lbs per bed per week x 414 beds = 21,114 lbs per week) + (625 FTEs x 9 lbs per employee per week = 6,300 lbs per week) = 26,739 lbs per week. Based on solid waste generation rates for hospitals and single offices.

<sup>3</sup> 376,000 x 250,700 Btu per square foot = 94,263 million Btu annually. Based on annual energy usage rates for institutional buildings.

		YES	NO
<b>16. NOISE:</b> <i>CEQR Technical Manual, Chapter 19</i> An analysis of "Noise" will be included in the Environmental Impact Statement ("EIS").			
(a) Would the proposed project generate or reroute the vehicular traffic?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in <u>Chapter 19</u> ) 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 sight to that rail line?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.			
<b>17. PUBLIC HEALTH:</b> <i>CEQR Technical Manual, Chapter 20</i> An analysis of "Public Health" will be included in the Environmental Impact Statement ("EIS").			
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality, Hazardous Materials, Noise?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <u>Chapter 20</u> , "Public Health." Attach a preliminary analysis, if necessary.			
<b>18. NEIGHBORHOOD CHARACTER:</b> <i>CEQR Technical Manual, Chapter 21</i> An analysis of "Neighborhood Character" will be included in the Environmental Impact Statement ("EIS").			
(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?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "Yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <u>Chapter 21</u> , "Neighborhood Character." Attach a preliminary analysis, if necessary.			
<b>19. CONSTRUCTION:</b> <i>CEQR Technical Manual, Chapter 22</i> An analysis of "Construction" will be included in the Environmental Impact Statement ("EIS").			
(a) Would the project's construction activities involve:		<input type="checkbox"/>	<input type="checkbox"/>
o Construction activities lasting longer than two years?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial or major thoroughfare?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?		<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?		<input type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its service?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource? <b>Former East River Savings Bank (NYCL) at 743 Amsterdam Avenue is in the 400-foot radius.</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last more than two years overall?		<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <u>Chapter 22</u> , "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. An analysis of "Construction" will be included in the Environmental Impact Statement ("EIS").			
<b>20. APPLICANT'S CERTIFICATION</b>			
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 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
BRUCE NATHANSON			6/3/13
<b>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.</b>			

## **Additional Technical Information for EAS Part II**

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This *Environmental Assessment Statement* (“EAS”) and the Environmental Impact Statement (“EIS”) are being prepared in accordance with *State Environmental Quality Review* (“SEQR”). Pursuant to a letter from the New York State Department of Health (“NYSDOH”) to Jewish Home Lifecare, Manhattan (“JHL, Manhattan”) dated May 6, 2013, all analyses are to be prepared in accordance with the methodologies presented in the 2012 *City Environmental Quality Review* (“CEQR”) *Technical Manual*, unless the NYSDOH determines otherwise.<sup>4</sup> Tasks associated with each technical analysis will be described in the Draft Scoping document. A project description is provided on page 1a of the EAS form.

### ***Project Description***

NYSDOH has received a request from JHL, Manhattan, a member of the Jewish Home Lifecare System, to construct a replacement nursing facility (the “Proposed Project”). For purposes of *State Environmental Quality Review* (“SEQR”), the Proposed Action would consist of NYSDOH’s approval of a construction application filed pursuant to Section 2802 of the *Public Health Law* (“PHL”) that would consist of JHL, Manhattan’s plan to rebuild its Manhattan Division, which is currently located at 120 West 106<sup>th</sup> Street in the borough of Manhattan, New York County, New York, at a new location at 125 West 97<sup>th</sup> Street (the “Project Site”) in Manhattan’s Upper West Side neighborhood.<sup>5</sup> The Proposed Project would result in the construction of a replacement facility decertifying 100 beds for a new total reduced bed count of 414.

The Proposed Project would replace the existing, approximately 31,804-square-foot (“sf”), 88-space, surface accessory parking lot on the Project Site with a new, 20-story (plus cellar floor), approximately 376,000-gross-square-foot (“gsf”) building on the Project Site. Users of the existing parking lot would receive alternative nearby parking. As shown in **Figure 8**, the proposed building would have three access areas: (1) a public pedestrian entrance on West 97<sup>th</sup> Street with access to the reception, main lobby, and resident and family areas, for residents, visitors, staff, and the general public; (2) a public vehicular entrance on the north side of the building to the same areas via a covered, semi-circular driveway for patient drop-off and pick-up, including ambulette and taxi access, utilizing the existing driveway along the eastern end of the Project Site for access from West 97<sup>th</sup> Street and West 100<sup>th</sup> Street; and (3) loading and service access on West 97<sup>th</sup> Street. The ground-floor level would include an approximately 8,700-gsf publicly accessible open space along the west side of the site, of which about 1,850 gsf would be covered by the building above.

The Proposed Project would include 414 beds, with 264 long-term-care beds located on the 9<sup>th</sup> floor through the 19<sup>th</sup> floor. Each floor would house 24 beds which include two “Green House” homes, complete with living and dining areas, a kitchen, private bedrooms and bathrooms with showers, and staff support areas. Another 150 subacute (short-term rehabilitation) beds would be located on the 4<sup>th</sup> floor through the 8<sup>th</sup> floor, along with community dining and decentralized therapy and activity space. The remaining floors would contain shared common areas, administrative offices, and service and support areas. The building would have one cellar level and one mechanical story, and would include an approximately 1,950-gsf rooftop garden for JHL, Manhattan residents and their visitors. The proposed building would be up to approximately 280 feet in height (see **Figures 9 and 10**).

The Proposed Project would add approximately 625 full-time-equivalent (“FTE”) employees to the Project Site. The new facility would decertify 100 beds from the current complement of 514 beds. This plan is

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<sup>4</sup> Correspondence from Karen Westervelt, New York State Department of Health, to Thomas Gilmartin, JHL, Manhattan dated May 6, 2013.

<sup>5</sup> NYSDOH Certificate of Need (“CON”) Project #121075 C.

the culmination of over eight years of collaboration with NYSDOH and would allow JHL, Manhattan to continue serving the Manhattan market. The Proposed Project would be a state-of-the-art and efficiently-designed facility and would fully support JHL, Manhattan's goals in terms of family-focused, person-centered, and staff-supported model of care.

Construction of the Proposed Project is expected to begin in 2014 would last approximately 31 months. It is expected that construction would be completed in a single phase, and that occupants would move into the new facility over the course of approximately 4 to 10 months. Therefore, for the purposes of this assessment, a 2018 analysis year is assumed.

NYSDOH, as the only state agency with a discretionary action, will serve as the lead agency for the environmental review. An Environmental Impact Statement ("EIS") will be prepared for the Proposed Project, which a Type I action under *SEQOR* as specifically designated by 6 *New York Code, Rules, and Regulations* ("N.Y.C.R.R.") Part 617.4(b)(6)(v) and 10 *N.Y.C.R.R.* Part 97.14(b)(1)(v).

### ***Project Site***

The Project Site is Block 1852, Lot 5 located at 125 West 97<sup>th</sup> Street in Manhattan, New York. The Project Site is located on the southern portion of the superblock bounded by West 100<sup>th</sup> Street to the north, West 97<sup>th</sup> Street to the south, Columbus Avenue to the east, and Amsterdam Avenue to the west (see **Figure 1**). The site is currently occupied by an 88-space, surface, accessory parking lot for Park West Village residents.

### ***Proposed Action***

The Proposed Project requires NYSDOH approval of a construction application filed pursuant to Section 2802 of the *PHL*. This is a discretionary action that requires review under the *State Environmental Quality Review Act* ("*SEQRA*"). The environmental review will be undertaken pursuant to *SEQRA*, which is codified at Article 8 of the Environmental Conservation Law ("ECL"), and its implementing regulations, promulgated at Part 617 of Title 6 of the *N.Y.C.R.R.* In addition, NYSDOH has promulgated its own implementing regulations at 10 *N.Y.C.R.R.* Part 97. Collectively these provisions of law and regulation set forth the requirements for the *SEQOR* process relevant to the Proposed Project. As set forth in correspondence from NYSDOH to JHL, Manhattan dated May 6, 2013, the 2012 *City Environmental Quality Review* ("*CEQR*") *Technical Manual* will generally serve as a guide with respect to environmental analysis methodologies and impact criteria for evaluating the effects of the Proposed Project, unless NYSDOH determines otherwise. The Proposed Project will also be reviewed in conformance with the *New York State Historic Preservation Act of 1980* ("*SHPA*"), especially the implementing regulations of Section 14.09 of the *Parks, Recreation and Historic Preservation Law* ("*PRHPL*"). Additionally, the Proposed Project will be reviewed in conformance with the *State Smart Growth Infrastructure Policy Act* ("*SSGPIPA*") of 2010. The compatibility of the Proposed Project with the ten criteria of the *SSGPIPA* will be detailed.

### ***Other Approvals***

A New York City Planning Commission ("CPC") certification pursuant to Section 22-42, "Certification of Certain Community Facility Uses," of the *Zoning Resolution of the City of New York* was approved on March 26, 2012 (see Appendix A). Section 22-42 of the *Zoning Resolution* requires that, prior to any development, enlargement, extension or change in use involving a nursing home or health-related facility in a residence district, the CPC must certify to the New York City Department of Buildings ("NYCDOB") that none of the findings set forth in Section 22-42 of the *Zoning Resolution* exist in the Community District within which such use is to be located. If any of the findings are found to exist, a special permit pursuant to Section 74-90 of the

*Zoning Resolution* is required for the development, extension or enlargement or change of use. The findings that would trigger a special permit are:

1. That the ratio between the number of existing and approved beds for nursing homes compared to the population of the Community District is relatively high compared to other Community Districts.
2. There is a scarcity of land for general community purposes within the Community District.
3. The incidence of nursing home construction in the past three years warrants review.

The CPC determined that none of these findings exist in Community District 7 and issued the certification.

A foundation permit was obtained from NYCDOB.

### ***No Action Scenario***

Absent the Proposed Action, the Project Site would remain in its current state and continue to function as a parking area. JHL, Manhattan would maintain its existing 514 beds in three distinct buildings on the West 106<sup>th</sup> Street campus. The existing facilities would continue to operate inefficiently, housed in outdated buildings with a physical plant in need of major infrastructure replacement.

### ***Purpose and Need***

JHL, Manhattan is a member of Jewish Home Lifecare System (the “System”), which operates a geographically diverse continuum of services for the elderly and disabled in the New York metropolitan area, covering the counties of Manhattan, the Bronx, and Westchester. The System serves nearly 11,000 individuals per year.

The existing nursing facility, located at 120 West 106<sup>th</sup> Street, is in outdated buildings constructed between 1898 and 1964 which are at the end of their useful lives and operate at 65 percent efficiency. The existing facility presents physical challenges that negatively impact residents’ quality of life, mobility, privacy, and independence; the buildings operate inefficiently, are antiquated and require major infrastructure replacement.

JHL, Manhattan’s Proposed Project would result in a vitally needed new nursing facility of 414 beds on the Project Site, and would permanently decertify 100 beds from the current complement of 514. This plan, which is a culmination of over seven years of collaboration with the NYSDOH, would enable JHL, Manhattan to continue serving the Manhattan market. The proposed facility would provide an innovative model of care (the “Green House model”) where elders could maintain a sense of home through a person-centered care model. The new facility would be groundbreaking as the first true urban Green House model to be developed in New York City and New York State and one of the first nationwide. The facility would also accommodate the significant shift that is occurring from long-term care to short-stay, post-acute rehabilitation needs, with 36 percent subacute beds.

### ***Scope of Work for the Draft Environmental Impact Statement***

It is the intention of NYSDOH to serve as lead agency in the review of a Draft Environmental Impact Statement (“DEIS”) for the Proposed Project, a Type I action under *SEQOR* as specifically designated by 6 *N.Y.C.R.R.* Part 617.4(b)(6)(v) and 10 *N.Y.C.R.R.* Part 97.14(b)(1)(v). The DEIS would assess the potential of

the Proposed Project to result in significant adverse impacts to the following areas: Land Use, Zoning, and Public Policy, Shadows, Historic and Cultural Resources, Hazardous Materials, Water and Sewer Infrastructure, Transportation, Air Quality, Greenhouse Gas Emissions, Noise, Public Health, Neighborhood Character, Construction Impacts, Mitigation and Alternatives. The purpose of this Draft Scoping Document is to describe the scope of work of the DEIS and to solicit public comments on the key issues to be studied. The preparation of a final scope based on the public comments will ensure that the full environmental impacts of the Proposed Project are identified and studied consistent with environmental law and regulations.

A public scoping meeting has been scheduled to receive public comments on the Draft Scoping Document on June 27, 2013. The public meeting will commence at 6:30 p.m. and will be held at Public School (“P.S.”) 163 located at 163 West 97th Street, in Manhattan, New York. Written comments on the Draft Scoping Document will be accepted by NYSDOH until 5:00 p.m. on July 12, 2013.

### ***Analysis Framework***

The Proposed Action will be analyzed in the DEIS to assess the action’s potential to generate significant adverse environmental impacts. As necessary, the DEIS will consider alternatives that would reduce or eliminate impacts identified in the technical analyses and propose mitigation for such impacts, to the extent that practicable mitigation exists.

The DEIS would contain:

- A description of the Proposed Action and Proposed Project and its environmental setting;
- A statement of the environmental impacts of the Proposed Project, including its short-term, long-term and cumulative effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Project is implemented;
- A discussion of reasonable alternatives to the Proposed Project, including a No Action alternative;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Project should it be implemented; and
- A description of mitigation proposed to minimize to the greatest extent practicable any significant adverse environmental impacts.

The DEIS will describe the existing conditions of the Project Site and the surrounding area and the conditions of the Project Site and surrounding area in 2018, the year in which the Proposed Project is expected to become operational. The DEIS will also consider other future development projects and changes to the surrounding area that are anticipated to occur in the future with or without the Proposed Project (referred to as the “No Action” scenario). The potential impacts of the Proposed Project on the Project Site and the surrounding area will be determined through a comparison of conditions in the future without the Proposed Project to conditions in the future with the Proposed Project.

Based on the Proposed Project described above and thresholds presented in the *CEQR Technical Manual*, this scope assumes that the following technical areas do not require detailed analyses because the Proposed Project is not likely to result in any significant adverse impacts in these areas: Socioeconomic Conditions, Community Facilities and Services, Open Space, Urban Design and Visual Resources, Natural Resources, Solid Waste and Sanitation Services, and Energy. Screening level analyses for these technical areas were prepared as part of the *EAS*, dated June 5, 2013, completed for the Proposed Project. In addition, because

the Project Site is not located within the state and city's Coastal Zone, an assessment of the project's consistency with the Waterfront Revitalization Program ("WRP") is not required.

### ***Land Use, Zoning, and Public Policy***

The DEIS would include a land use, zoning, and public policy analysis that will be described in the Draft Scoping Document. The land use, zoning, and public policy analysis would be prepared in accordance with the *CEQR Technical Manual* and would consider the Proposed Project's effects in terms of land use compatibility and trends in zoning and public policy. This chapter would provide a context for other technical analyses in the DEIS. The analysis would also assess the Proposed Project's compatibility with the NYSDOH Smart Growth Impact Statement Assessment Form ("SGISAF").

### ***Socioeconomic Conditions***

The socioeconomic character of an area includes its population, housing, and economic activity. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if a project may reasonably be expected to create substantial socioeconomic changes within the area affected by the project that would not occur in the absence of the project. For purposes of *SEQR*, it should be noted that nursing home rooms do not constitute residential units.<sup>6</sup> Projects that would trigger a *CEQR/SEQR* analysis of socioeconomic conditions include projects which result in the following:

- Direct displacement of 500 or more residents or more than 100 employees.
- Direct displacement of a business that is uniquely significant because its products or services are dependent on its location; it is the subject of other regulations or publicly adopted plans aimed at its preservation because of its type or location; or it serves a population that is uniquely dependent on its services, in its particular location.
- The development of 200 residential units or more or 200,000 square feet (sf) or more of commercial use that is markedly different from existing uses, development, and activities in the neighborhood. This type of development may lead to indirect residential or business displacement, respectively.
- The development of 200,000 sf or more of retail on a single development site, creating the potential to draw a substantial amount of sales from existing businesses within the study area. This type of development may lead to indirect business displacement due to market saturation.
- Impacts on a specific industry; for example, if a substantial number of residents or workers depend on the goods or services provided by the specific affected business, or if it would result in the loss or diminution of a certain product or service that is important within the City.

The Proposed Project would not directly displace any residential populations, businesses, or employees. The Proposed Project would not introduce any residential units, commercial or retail use. Therefore, the Proposed Action does not meet the threshold for further analysis and would not result in any significant adverse impacts on socioeconomic conditions. Therefore, no further analysis is warranted and the DEIS would not include a socioeconomic analysis.

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<sup>6</sup> Pursuant to 6 N.Y.C.R.R. 617.2(ae): "Residential means any facility used for permanent or seasonal habitation, including but not limited to: realty subdivisions, apartments, mobile home parks, and campsites offering any utility hookups for recreational vehicles. It does not include such facilities as hotels, hospitals, nursing homes, dormitories or prisons."



### *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 or if it would have an indirect effect by introducing new populations that would overburden existing facilities.

The Proposed Project would not displace any community facilities; instead, it would introduce a nursing home facility to the Project Site. In addition, the Proposed Project would not result in any of the following significant indirect effects on community facilities and services that are specified in the *CEQR Technical Manual*:

- **Schools.** The introduction of more than 50 elementary and/or intermediate school students or 150 or more high school students who are expected to attend public schools. The Proposed Project would not generate any residents with school-aged children and; therefore, no further analysis is necessary.
- **Libraries.** An increase of more than five percent in the catchment area populations of libraries in the study area. While the Proposed Project would result in 414 beds, the facility's residents would be served by the Proposed Project's on-site library, and would therefore not contribute substantially to the demand on libraries in the area. Therefore, it is expected that there would be no significant adverse impacts to libraries in the study area, and no further analysis is warranted.
- **Health Care Facilities.** The introduction of a significant number of new residents, workers, or visitors. The Proposed Project would introduce residents whose health care would be provided for on site. Therefore, the Proposed Project would not result in significant adverse impacts to health care facilities, and no further analysis is necessary.
- **Child Care Facilities.** The introduction of 20 or more children under the age of 6, eligible for publicly-funded, group-child-care and Head Start centers based on residence in low/moderate-income residential units. The Proposed Project would not generate any residential units with children under the age of 6 and; therefore, no further analysis is necessary.
- **Police and Fire Protection.** The introduction of a significant number of new residents, workers, or visitors. Because the Proposed Project would not result in the introduction of a sizable new neighborhood, nor would it directly displace a police or fire station, the Proposed Project would not result in significant adverse impacts to police and fire protection in the study area. No further analysis is necessary.

Therefore, the Proposed Project would not result in any significant adverse impacts to community facilities and services and no further analysis is necessary. The DEIS would not include a community facilities analysis.

### *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 set aside for the protection and/or enhancement of the natural environment. The *CEQR Technical Manual* recommends conducting an open space assessment for projects that would result in the physical loss of, or limit access to, an open space, change the use of an open space so that it no longer serves the same user population, or affect the usefulness of public open space due to pollution or shadows. An open space assessment may also be necessary for projects that would generate

enough new residents or workers to noticeably diminish the capacity of an area's open spaces to serve the future population.

The Project Site is located in an area that is classified as well-served by open space. For such locations, the threshold given in the *CEQR Technical Manual* for an open space assessment is a population increase of more than 350 residents or 750 workers. The facility's residents introduced by the Proposed Project would be served by an approximately 1,950-gsf rooftop garden. In addition, the Proposed Project would add about 8,700 gsf of public open space. The Proposed Project would not result in 750 or more workers. The Proposed Project would not exceed the CEQR guidance thresholds requiring open space assessment and would not result in significant adverse impacts to open space. Therefore, no further analysis is necessary, and the DEIS would not include an open space analysis.

### ***Shadows***

The *CEQR Technical Manual* requires a detailed assessment of project-generated shadows when a project would result in new structures (or additions to existing structures) greater than 50 feet in height, or of any height if located adjacent to a sunlight sensitive resource. Such resources include publicly-accessible open spaces, important sunlight-sensitive features, or historic resources with sun-sensitive features. The Proposed Project is a 20-story building; therefore a detailed shadows assessment will be included in the DEIS. Tasks that would be undertaken for the shadows screening analysis will be described in the Draft Scoping Document and would be prepared in accordance with the *CEQR Technical Manual*.

### ***Historic Resources***

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if there is the potential to affect either archaeological or historic resources. Construction of the Proposed Project on the Project Site, which is currently a parking lot, could have the potential to affect subsurface archaeological resources on the site or affect potential historic/archaeological resources in the area. Therefore, an analysis would be prepared to analyze the potential impacts of the Proposed Project on historic and cultural resources. The work that would be undertaken in the DEIS for the historic and cultural resources will be described in the Draft Scoping Document. The analysis would be prepared in accordance with the *CEQR Technical Manual*.

### ***Urban Design and Visual Resources***

Urban design is defined as the totality of components that may affect a pedestrian's experience of public space. These components include streets, buildings, visual resources, open spaces, natural resources, and wind. According to the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as of right" or in the future without the Proposed Project. The Proposed Project would be allowable under existing zoning, and would therefore not result in significant adverse impacts to urban design and visual resources. Therefore no further analysis is warranted, and the DEIS would not include an urban design and visual resources analysis.

## ***Natural Resources***

A natural resources assessment is conducted when a natural resource is present on or near a development site and the Proposed Project may involve the direct or indirect disturbance of that resource. The *CEQR Technical Manual* defines natural resources as water resources, including surface water bodies and groundwater; wetlands, including freshwater and tidal wetlands; terrestrial resources, such as grasslands and thickets; shoreline resources, such as beaches, dunes, and bluffs; gardens and other ornamental landscaping; and natural resources that may be associated with built resources, such as old piers and other waterfront structures. The Project Site is developed with a paved parking lot. As such, natural resources within the Project Site are limited to the few urban-adapted species of wildlife that would utilize building exteriors as habitat and are ubiquitous throughout the city. Specifically, these include house sparrows (*Passer domesticus*), rock pigeons (*Columba livia*), European starlings (*Sturnus vulgaris*), and Norway rats (*Rattus norvegicus*). The Proposed Project would not have the potential to result in significant adverse impacts to the urban tolerant wildlife species using the Project Site. While individual wildlife may be affected should suitable habitat not be available nearby, the loss of some individuals would not adversely affect populations of these widespread urban-tolerant species within the metropolitan region.

The Proposed Project would not result in any significant adverse impacts to natural resources within or near the Project Site. Therefore, no further analysis is warranted, and the DEIS would not include a natural resources analysis.

## ***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 exposures, 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. A Phase I environmental site assessment (“ESA”) will be undertaken and the past use history of the Project Site and the potential for the presence of hazardous materials on the Project Site would be discussed in the DEIS. The work that would be undertaken in the DEIS will be described in the Draft Scoping Document. The analysis would be prepared in accordance with the *CEQR Technical Manual*. The need for any Phase II testing at the Project Site and remediation measures would also be discussed in the DEIS.

## ***Water and Sewer Infrastructure***

A *CEQR Technical Manual* water and sewer infrastructure assessment analyzes whether a project may adversely affect the city’s water distribution or sewer system and, if so, assess the effects of such projects to determine whether their impact is significant, and present potential mitigation strategies and alternatives. According to the *CEQR Technical Manual*, only projects that increase density or change drainage conditions on a large site require a water and sewer infrastructure analysis.

The *CEQR Technical Manual* outlines the following guidelines for assessments of water and sewer infrastructure.

- **Water Supply.** A preliminary water supply analysis 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 [“mgd”]). In addition, actions located at the extremities of the water distribution system should be analyzed (such as the Rockaway Peninsula and Coney Island).

- **Wastewater Conveyance and Treatment.** Because the city is committed to adequately treating all wastewater generated in the city and to maintaining its wastewater treatment plants at or below the capacity permitted by applicable state and federal permits, orders, and decrees, in combined sewer areas, generally only projects with very large flows (e.g., 1,000 residential units or 250,000 sf of commercial and/or community facility space or more in Manhattan) could have the potential for significant impacts on sewage treatment and should be analyzed.
- **Storm Water Management.** An assessment of stormwater is appropriate for projects that result in certain industrial activities; projects that greatly increase the amount of impervious area on a site; projects that would be served by a separate storm system, projects located in partially sewered or unsewered areas; and projects that involve construction of a new stormwater outfall.

The Proposed Project would not use 1 million or more gallons of water per day, nor is it located in an area that experiences low water pressure, such as the Rockaway Peninsula and Coney Island. The Proposed Project is located in a combined sewer area and would exceed 250,000 sf of community facility space in Manhattan. Therefore, an analysis of wastewater and storm water infrastructure is warranted. The work that would be undertaken in the DEIS for the wastewater and storm water infrastructure analysis will be described in the Draft Scoping Document. The analysis would be prepared in accordance with the *CEQR Technical Manual*.

### ***Solid Waste and Sanitation Services***

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the city's Solid Waste Management Plan ("SWMP" or "Plan") or with the state policy related to the city's integrated solid waste management system. The city's solid waste system includes waste minimization at the point of generation, collection, treatment, recycling, composting, transfer, processing, energy recovery, and disposal. The *CEQR Technical Manual* states that few projects generate substantial amounts of solid waste (50 tons a week or more) that would result in a significant adverse impact. The Proposed Project is not expected to generate an amount of solid waste that the *CEQR Technical Manual* defines as affecting the city's capacity to handle solid waste. In addition, JHL, Manhattan would use private carters. Therefore, the Proposed Project would not result in any significant adverse impacts to solid waste and sanitation services, and no further analysis is required. The DEIS would not include a solid waste and sanitation services analysis.

### ***Energy***

As described in the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the 2010 New York City Energy Conservation Code. Therefore, the need for a detailed assessment of energy impacts would be limited to projects that may significantly affect the transmission or generation of energy. According to the *CEQR Technical Manual*, a detailed assessment of energy impacts is only required for projects that would significantly affect the transmission or generation of energy or that would result in substantial consumption of energy. The Proposed Project would not affect the transmission or generation of energy. It is expected that the Proposed Project, when in operation, would consume approximately 94,263 million British Thermal Units ("BTUs")<sup>7</sup> per year. This would not be considered a significant demand for

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<sup>7</sup> A British Thermal Unit ("BTU") is the amount of heat energy needed to raise the temperature of one pound of water by one degree Fahrenheit. This is the standard measurement used to state the amount of energy that a fuel has as well as the amount of output of any heat generating device.

energy. Therefore the Proposed Project would not result in significant adverse impacts to energy supply or consumption, and no further analysis is warranted. The DEIS would not include an energy analysis.

### ***Transportation***

Based on the *CEQR Technical Manual*, detailed transportation analyses may be warranted if a Proposed Project is anticipated to result in an increase of 50 or more peak-hour vehicle trips, 200 or more peak-hour subway or bus trips, or 200 or more peak-hour pedestrian trips. Should these thresholds be exceeded, a trip assignment screening would be performed to determine if the Proposed Project would result in individual intersections with more than 50 vehicle trips, pedestrian elements with more than 200 pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or subway line during any analysis peak hours, in which case detailed transportation analyses may be warranted. As shown in Appendix B of the DEIS Scoping Document, "Travel Demand Factors Memorandum," the Proposed Project would not result in 200 or more peak-hour subway or bus trips or 200 or more peak-hour pedestrian trips. Based on a trip assignment screening, no individual intersections would have an increase of 50 vehicle trips. The DEIS will include a discussion of the transportation screening, as well as, a description of site access/egress and circulation.

### ***Air Quality***

In accordance with the *CEQR Technical Manual*, a screening analysis of the potential impacts from the Proposed Project's fossil fuel-fired heating, ventilation, and air conditioning ("HVAC") system is required to determine whether emissions from any on-site fuel-fired HVAC system equipment (e.g., boilers/hot water heaters) are significant. The Air Quality analysis that would be undertaken in the DEIS will be described in the DEIS Scoping Document. The analysis would be prepared in accordance with the *CEQR Technical Manual*.

### ***Greenhouse Gas Emissions***

Increased greenhouse gas ("GHG") emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. According to the *CEQR Technical Manual*, GHG assessments are appropriate for projects in New York City being reviewed in an EIS that would result in the development of 350,000 square feet or greater. Therefore, an analysis of GHG emissions from the Proposed Project that would be undertaken will be described in the Draft Scoping Document for the DEIS.

### ***Noise***

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily-trafficked thoroughfare, if an action would be within 1 mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,400 feet of a receptor (with a direct line of sight to that receptor) or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the actions would be located in an area with high ambient noise levels resulting from stationary sources. The noise analysis would examine potential for changes in traffic associated with the Proposed Project to result in significant adverse impacts and the level of building attenuation necessary for the proposed building to meet *CEQR*

*Technical Manual* interior noise level requirements. The work that would be undertaken in the DEIS for the noise analysis will be described in the Draft Scoping Document. The analysis would be prepared in accordance with the *CEQR Technical Manual*.

### ***Public Health***

According to the *CEQR Technical Manual*, public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Public health may be jeopardized by poor air quality resulting from traffic or stationary sources, hazardous materials in soil or groundwater used for drinking water, significant adverse impacts related to noise or odors, solid waste management practices that attract vermin and pest populations. A detailed public health analysis is warranted for projects with identified unmitigated adverse impacts in air quality, water quality, hazardous materials, or noise. The Proposed Project is not expected to result in any significant adverse impacts to water quality. If required based on the results of the air quality, hazardous materials, and noise analyses to be prepared for the DEIS, a public health analysis would be prepared in accordance with the *CEQR Technical Manual*. The work that would be undertaken in the DEIS will be described in the Draft Scoping Document.

### ***Neighborhood Character***

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that define a neighborhood's distinct personality. These elements may include a neighborhood's land use, socioeconomic conditions, open space, historic and cultural resources, urban design, visual resources, shadows, transportation, and/or noise. Not all of these elements affect neighborhood character in all cases; a neighborhood usually draws its distinctive character from a few defining elements. An assessment of neighborhood character is generally needed when a Proposed Project has the potential to result in significant adverse impacts in any of the technical areas listed above, or when the project may have moderate effects on several of the elements that define a neighborhood's character. As described above, the Proposed Project would not result in any significant adverse impacts to socioeconomic conditions, open space, urban design, or visual resources. As the Proposed Project would result in the development of a new use in the area, a qualitative discussion of neighborhood character will be included in the DEIS. In addition, if required based on the analyses of land use, historic and cultural resources, shadows, transportation, and/or noise to be completed as part of the DEIS, further analysis of neighborhood character would be undertaken in accordance with the *CEQR Technical Manual*. The work that would be undertaken in the DEIS will be described in the Draft Scoping Document.

### ***Construction Impacts***

The *CEQR Technical Manual* calls for an assessment of construction-related impacts, with a focus on transportation, air quality, and noise, as well as consideration of other technical areas such as historic and cultural resources, hazardous materials, and natural resources. The anticipated construction schedule for the Proposed Project and an estimate of activities will be described. An analysis of the potential for the Proposed Project to result in significant adverse construction impacts, with a focus on traffic, air quality, historic resources, and noise, would be included in the DEIS. The work that would be undertaken in the DEIS for the construction impacts analysis will be described in the Draft Scoping Document. The analysis would be prepared in accordance with the *CEQR Technical Manual*.

**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 of 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	Potential Significant Adverse Impact	
	YES	NO
<b>IMPACT CATEGORY</b>		
Land Use, Zoning, and Public Policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2. Are there any aspects of the project relevant to the determination 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?  
 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.

YES       NO

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 in 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	DATE
Acting Director	New York State Department of Health	June 3, 2013
NAME	SIGNATURE	
Charles P. Abel		

**Statement of No Significant Effect**

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

**Reasons Supporting this Determination**

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

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

TITLE	LEAD AGENCY	
NAME	SIGNATURE	DATE



**NEW YORK STATE DEPARTMENT OF HEALTH**

**STATE ENVIRONMENTAL QUALITY REVIEW**

**APPENDIX A TO THE  
ENVIRONMENTAL ASSESSMENT STATEMENT**

**for the**

**Jewish Home Lifecare, Manhattan  
*Replacement Nursing Facility Project***

**CITY PLANNING COMMISSION**

March 26, 2012/Calendar No. 1

N120043ZCM

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**IN THE MATTER OF** an application, dated August 18, 2011 and revised January 12, 2012, for a certification pursuant to Section 22-42 of the New York City Zoning Resolution with respect to a skilled nursing facility to be located on West 97<sup>th</sup> Street between Columbus and Amsterdam Avenues ( Block 1852, Lot 5), within Community Board 7, Manhattan .

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**WHEREAS**, Jewish Home Lifecare seeks a certification by the City Planning Commission to the Department of Buildings pursuant to Section 22-42 of the Zoning Resolution of the City of New York that none of the findings which would require a special permit pursuant to Section 74-90 of the Z.R. apply in Community District 7 in the Borough of Manhattan, in connection with the development of a skilled nursing facility to be located on a site on the north side of West 97<sup>th</sup> Street between Columbus and Amsterdam Avenues ( Block 1852, lot 5) ( the “Site” ) ; and

**WHEREAS**, Section 22-42 of the Z.R. was enacted in 1973 in order to address a “ massive expansion” in the construction of nursing homes and other residential health care facilities in certain neighborhoods, with overconcentration of such facilities having the potential to create problems of parking and traffic congestion, a heavy demand for services and facilities such as medical and hospital care, a scarcity of available land for general community purposes, and a disruption of the land use balance in the affected communities ( See CP-22490, dated December 3, 1973); and

**WHEREAS**, in response to the potential problems caused by the proliferation of nursing homes at that time, Section 22-42 was enacted to provide that, for any nursing home or health-related facility located within a residence district or any enlargement, extension, or change in use thereof, the City Planning Commission must certify that none of the following conditions exists: (a) the ratio between the number of beds for such uses in existence, under construction or approved toward construction by the appropriate Federal or State governmental agency, to the population of the Community District compared to such ratio for other Community Districts shows a relative concentration of facilities covered in this Section in the affected district; or (b) a scarcity of land for general community purposes exists; or (c) the incidence of construction of facilities for the last three years warrants review over these facilities because they threaten to disrupt the land use balance in the community, and, if one of these conditions exists, to provide further that a Special Permit is required for the nursing home facility pursuant to Section 74-90 of the Z.R.; and

**WHEREAS**, the Site is located in a Residence District (R7-2) and development of a new skilled nursing facility at this location is subject to review under Section 22-42; and

**WHEREAS**, Jewish Home Lifecare currently operates a 514-bed skilled nursing facility at a location on West 106<sup>th</sup> Street between Columbus and Amsterdam Avenues and seeks to relocate its

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operations to the Site in a new, state-of-the-art facility with up to 414 beds (the “ New Building” ) , with operations at the current location to cease upon completion of the New Building, such that there will be no increase in the number of nursing homes in Community Board 7, Manhattan; and

**WHEREAS**, in addition to the current Jewish Home Lifecare facility on West 106<sup>th</sup> Street, there is only one other nursing home facility in Community Board 7, the Kateri Residence at 150 Riverside Drive; and

**WHEREAS**, for purposes of finding (a), the absence of a relative concentration of residential health care facilities in Community Board 7 resulting from these two existing facilities is evidenced by data maintained by the Department of City Planning which demonstrates: (a) that Community District 7 contains 1,034 beds in nursing homes and residential care facilities to serve a population of 207,700, resulting in a ratio of 5.0 beds per 1,000 residents, which is below the city-wide average of 5.7 beds per 1,000 residents, and (b) that since the new facility will contain approximately 100 fewer beds than the existing campus, the ratio of beds per 1,000 residents in Community Board 7 will as a result of the decommissioning of the current facility be reduced to approximately 4.5, further below the citywide average; and

**WHEREAS**, other than the instant application, there have been no applications submitted to the Commission pursuant to Section 22-42 for facilities in Community Board 7, Manhattan, since January, 2002 and no new nursing homes or residential health care facilities have been constructed in Community Board 7 during the past three years ; and

**WHEREAS**, for purposes of finding (c), there is therefore no incidence of construction of residential health care facilities which warrants review pursuant to special permit because they threaten to disrupt the land use balance in the community; and

**WHEREAS**, in its application, Jewish Home Lifecare states that the conditions under Finding (b) of Section 22-42 (“... a scarcity of land for general community purposes exists...”) do not exist on the basis that, in the absence of a competition for land between nursing homes and other community uses within Community Board 7, the underlying premise for this finding is not present; and

**WHEREAS**, Jewish Home Lifecare further states in its application that there is no general scarcity of land available for community purposes in Community Board 7 since, for purposes of Section 22-42, land available for community purposes may consist of a new building on a vacant site or an underdeveloped parcel, as well as the purchase or lease of existing buildings or portions of existing buildings, and , with respect to vacant parcels, cites to data showing that as of June, 2011, Community District 7 contained 1.5 million square feet of vacant land ( a significant portion of which it acknowledges is associated with open space and streets in the Riverside South/Center Large Scale Development) , and with respect to underdeveloped parcels cites to data showing that as of such date Community District 7 had 524,000 sf of parking facilities; and

**WHEREAS**, Community Board 7, by Resolution dated February 7, 2012, stated that in its view the conditions set forth in Findings (a) and (c) of Section 22-42 do not currently exist in

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Community District 7, Manhattan, but that there exists a “ scarcity of land in this District for general community purposes”, such that a special permit is required for the New Building; and

**WHEREAS**, by letter, dated February 17, 2012, Community Board 7 highlighted , in respect of its February 7, 2012 Resolution, that of the 1.5 million sf of vacant land in the Community District, 1.25 million sf is located in Riverside South , with 1.170 million sf of this amount attributable to open space and streets, and that only 80,000 sf is available for other uses, and that the applicant’s consequent “ reliance on ‘underdeveloped’ parcels whose current structures use less than the total permissible floor area as potential sites [ for residential care facilities] further confirms the existence of a scarcity of land” and reflects an admission that “ such uses must be shoe-horned into other structures since there is no other for place them to go in our District.” ; and

**WHEREAS**, by letter dated February 28, 2012, Jewish Home Lifecare responded to the February 17, 2012 Community Board 7 letter, reiterating its view that “land for general community purposes” includes “ both vacant land and underdeveloped parcels, such as a one story building, or parking lot or garage” and noting that “ many community facilities seek to locate within an existing building, since they do not have the ability to obtain financing for new construction, and may have immediate space needs that cannot await the completion of a new building” ; and

**WHEREAS**, by letter dated March 1, 2012, Community Board 7 responded to certain points in Jewish Home Lifecare’s February 28 letter, reiterating its view that streets, parks and sites already slated for development should not be counted towards available vacant land in order to evaluate finding (b) and that JHL had not offered any additional evidence for the absence of a scarcity of land “ other than the potential for community groups to share unspecified space, [ thereby] reaffirming rather than dispelling the existence of scarcity...” ; and

**WHEREAS**, the Commission has considered the application, the Community Board Resolution, the several letters described above, as well as analysis and data presented to it by Department staff, at the Review Session held on March 26, 2012; and

**WHEREAS**, the Commission notes that the legislative purpose of Section 22-42 , as stated in the Commission’s 1973 Report, was “ to regulate the trends toward overconcentration in various areas of the City” ( CP-22490, P.2), and that, in view of the absence of any current or anticipated trend of proliferation of nursing homes in Community District 7, Manhattan, as well as the fact that the instant application will not result in an increase in the number of nursing homes in the area, there would appear to be no underlying predicate for a finding there is a scarcity of land in the Community District which warrants special permit review of the New Building; and

**WHEREAS**, the Commission further believes that in predominantly built-up areas of the City such as Community District 7, the number of vacant sites does not constitute the sole measure of whether there is a scarcity of land for purposes of finding (b) and that doing so would provide an inaccurate assessment of the actual opportunities for community facilities to grow and expand within the area, in that that sole reliance upon the amount of vacant land would almost inevitably lead to a finding of scarcity where none may be found based on a more realistic assessment of such opportunities; and

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**WHEREAS**, the Commission notes that, while the Far Rockaway and other neighborhoods in Queens which experienced the significant increase in the number of nursing homes and other facilities in the 1970's which precipitated the adoption of Section 22-42 had tracts of vacant land at the time, Section 22-42 does not by its terms limit the Commission's consideration to land which is vacant; and

**WHEREAS**, the Commission therefore believes it appropriate to consider the amount and number of underdeveloped parcels in Community District 7, as well as the number and size of existing buildings which currently house or could house community or public facilities; and

**WHEREAS**, the Commission also believes that , in determining whether a scarcity exists, it may be useful to assess whether new community facilities have been newly constructed on underdeveloped parcels and have newly occupied space within existing buildings or have expanded within existing buildings in recent years, thereby providing a further indication whether opportunities for the growth and expansion of community facilities exist; and

**WHEREAS**, the Commission has been advised by Department staff of each of the following with respect to Community Board 7, Manhattan:

a. Vacant Sites: There are 24 vacant lots in Community District 7 with 1.7 acres of lot area. This figure excludes City-owned sites as the Riverside South and Riverside Center developments ;

b. Riverside Center/Riverside South: The unbuilt sites at Riverside South and Riverside Center are approved for 332,000 sf of community facility floor area, of which approximately 110,000 sf will be dedicated for a new school;

c. Parking Facilities: There are 24 lots in Community District 7 with a total of 3.9 acres of lot area classified as in use for parking facilities. This calculation also excludes City-owned sites;

d. Other Soft Sites: There are 64 lots in private ownership in Community District 7 not located in historic districts, and also excluding individual landmarks and houses of worship, that meet the Department's criteria for qualifying as 'soft sites'; that is, sites of at least 5,000 sf built to less than half the FAR allowed pursuant to the underlying Zoning District. The soft sites exclude the parking facilities and vacant sites described in a. and c. above;

e. Existing Buildings: The Department's PLUTO records [11v2] indicate that there are 234 privately owned existing buildings within Community District 7, having floor area of approximately 6,328,599 sf that currently house or could house community or public facilities (based on the following Building Class Codes: Hospitals and Health; Theaters; Store Buildings; Houses of Worship; Asylums & Homes; Office Buildings; Places of Public Assembly; and Education);

f. Existing Public Facilities: The Department's PLUTO records [11v2] indicate that there are 25

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publicly owned existing buildings within Community District 7, having floor area of approximately 4,062,813 sf that currently house or could house community or public facilities (based on the following Building Class Codes: Hospitals and Health; Theaters; Store Buildings; Houses of Worship; Asylums & Homes; Office Buildings; Places of Public Assembly; and Education);

g. Existing Campuses: The campuses of Fordham Law School and Lincoln center also provide a significant supply of facility space. The 11 tax lots comprising these campuses provide over 1.5 million sf of facility space today according to PLUTO [11v2];

h. Major Alterations: Since 2000, there have been 13 Major Alteration ( Alt 1) permits issued or construction completed under previously issued permits for the purpose of conversion of existing space to community facility use or enlargements of existing buildings for expanded community facility use, for the purpose of schools, community centers, daycare facilities, and medical facilities . In some cases, the alteration or enlargement represents a significant amount of community facility space, such as in the case of the Jewish Community Center on Amsterdam Avenue at W. 76<sup>th</sup> St; and

i. New Buildings: Since 2000, there have been 3 New Building (NB) permits issued for new community facilities in Community District 7. This figure does not include new construction within institutional campuses, such as recent construction on the Lincoln Center and Fordham University campuses; and

**WHEREAS**, the Commission believes that the above data and information demonstrates that, in addition to vacant land, there exists underdeveloped property and existing buildings within Community District 7 that is available for the development of new community facilities and the expansion of existing facilities, such that there is no scarcity of land available for such purpose;

**NOW THEREFORE**, the Commission adopts the following Resolution:

**RESOLVED**, by the City Planning Commission that, based on the considerations described in this report, as of the date hereof, none of the conditions set forth in Findings (a), (b) or (c) of Section 22-42 of the Zoning Resolution exist in Community Board 7 , Manhattan; and be it further

**RESOLVED**, that Application N120043ZCM , for a certification pursuant to Section 22-42 of the Zoning Resolution is hereby APPROVED.

**AMANDA M. BURDEN, FAICP, Chair**

**ANGELA M. BATTAGLIA, RAYANN BESSER, IRWIN G. CANTOR, P.E.,  
ALFRED C. CERULLO, III, MARIA M. DEL TORO, RICHARD W. EADDY,  
ORLANDO MARIN, SHIRLEY A. MCRAE, Commissioners**

**ANNA HAYES LEVIN, Commissioner, Abstained**

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**RESOLUTION**

**Date: February 7, 2012**

**Committees of Origin: Steering, Land Use and Health & Human Services**

**Re: 125 West 97<sup>th</sup> Street, Jewish Home Lifecare (Columbus-Amsterdam Avenues.)**

**Application by Jewish Home Lifecare ("JHL") for a certification by the Department of City Planning pursuant to section 22-42 of the Zoning Resolution concerning 125 West 97th Street, Block 1852, Lot 5, Application No. 120043 ZCM.**

**Full Board Vote: 37 In favor 0 Against 4 Abstentions 0 Present**

This resolution is based on the following facts:

Section 22-42 of the Zoning Resolution provides as follows:

*22-42 Certification of Certain Community Facility Uses  
R1 R2 R3 R4 R5 R6 R7 R8 R9 R10*

*In all #Residence Districts#, for any nursing homes and health-related facilities or #enlargement#, #extension# or change in #use# thereof, the City Planning Commission shall certify to the Department of Buildings, prior to the filing of any plans by the applicant for a building permit for such #use#, that none of the following conditions applies to the Community District within which such #use# or #enlargement#, #extension# or change in such #use# is to be located:*

- (a) the ratio between the number of beds for such #uses# in existence, under construction or approved toward construction by the appropriate Federal or State governmental agency, to the population of the Community District compared to such ratio for other Community Districts shows a relative concentration of facilities covered in this Section in the affected district; or*
- (b) a scarcity of land for general community purposes exists; or*
- (c) the incidence of construction of facilities for the last three years warrants review over these facilities because they threaten to disrupt the land use balance in the community.*

*If the Commission finds that one or more of the conditions set forth in this Section applies to the Community District within which such #use# or #enlargement#, #extension# or change in #use# is to be located, a special permit pursuant to Section 74-90 shall be required.*



The Department of City Planning referred JHL's application under section 22-42 to Community Board 7/Manhattan for comment.

CB7 held a public hearing on this application on January 17, 2012, in the auditorium of PS 163, which is adjacent to the site which is the subject of JHL's application.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan finds that:

(1) To the best of CB7's knowledge and understanding, the condition identified in subsection (a) of section 22-42 of the Zoning Resolution does not currently exist in Community District 7/Manhattan [*Vote of Combined Committee Members: 19-6-0-0; Vote of Non-Committee Board Members: 1-1-1-0*]; and

(2) The condition identified in subsection (b) of section 22-42 of the Zoning Resolution does exist in Community District 7/Manhattan, in that there is a scarcity of land in this District for general community purposes [*Vote of Combined Committee Members: 15-6-5-0; Vote of Non-Committee Board Members: 4-0-1-0*]; and

(3) To the best of CB7's knowledge and understanding, the condition identified in subsection (c) of section 22-42 of the Zoning Resolution does not currently exist in Community District 7/Manhattan [*Vote of Combined Committee Members: 25-0-1-0; Vote of Non-Committee Board Members: 4-0-1-0*]; and

(4) Therefore a special permit under section 74-90 of the Zoning Resolution is required in connection with this application and project.

**NEW YORK STATE DEPARTMENT OF HEALTH**

**STATE ENVIRONMENTAL QUALITY REVIEW**

**APPENDIX B TO THE  
ENVIRONMENTAL ASSESSMENT STATEMENT**

**for the**

**Jewish Home Lifecare, Manhattan  
*Replacement Nursing Facility Project***



# Technical Memorandum

To: Rachel Fredman, JHL, Manhattan  
From: Jeff Smithline, P.E., PTOE  
Tom Pagano, P.E.  
Date: June 5, 2013  
Re: Proposed Jewish Home Lifecare, Manhattan  
Travel Demand Factors Memorandum

Sam Schwartz Engineering (SSE) has prepared a preliminary transportation screening for the proposed Jewish Home Lifecare, Manhattan (JHL, Manhattan) facility to be located on the north side of West 97<sup>th</sup> Street, between Amsterdam Avenue and Columbus Avenue in Manhattan (the "Proposed Project"). As advised by the *2012 City Environmental Quality Review (CEQR) Technical Manual*, a trip-generation and travel-demand-factors (TDF) memorandum is required to disclose the projected trips generated by the proposed development through the two-tiered screening process. A Level 1 project-trip-generation screening process is performed to determine if the Proposed Project would generate a total of more than 50 vehicles trips, 200 peak-hour subway/rail riders, 200 bus transit riders, or 200 peak-hour pedestrian trips. If Level 1 thresholds are exceeded, a Level 2 trip-assignment screening assessment is performed to determine if the Proposed Project would result in individual intersections with more than 50 vehicle trips, pedestrian elements with more than 200 pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or subway line during any analysis peak hours, which would typically require a detailed analysis.

## Proposed Project

The Proposed Project is a relocation of the existing JHL, Manhattan facility from West 106<sup>th</sup> Street to the proposed Project Site at West 97<sup>th</sup> Street with a reduced program. Table 1 compares the program of the existing and proposed facilities:

**Table 1.**  
**Existing and Proposed JHL, Manhattan Facility Characteristics**

	Existing	Proposed
Gross Square Feet	349,780	376,000
Number of Beds	514	414
Employees (Full-Time Equivalents or FTEs)	760.26	625

Furthermore, the existing, 88-space, on-site, surface parking lot would be eliminated.

## Travel-Demand Factors

A trip-generation analysis was conducted for the proposed JHL, Manhattan facility on West 97<sup>th</sup> Street for the weekday morning (AM), midday (MD), and evening (PM) peak hours. Based on conversations with the management of JHL in its current location, staff, visitors, and residents in the form of admissions/discharges and off-site appointments were identified as the generators of trips for the proposed JHL, Manhattan facility. Trucks trips are also anticipated to be generated by this development. Trip generation was calculated separately for each of these groups as described below.

**Staff.** Staff trip generation was developed based on a punch-in/punch-out schedule provided by JHL, Manhattan for a typical weekday for the current JHL facility. This data provided the arrival time and departure time of all employees on Monday, May 23, 2011 (a typically staffed weekday). As the current JHL facility has 760.26 full-time-equivalent (“FTE”) employees and the proposed facility would have no more than 625 FTE employees, the total number of trips were reduced by a ratio of proposed FTE employees to proposed full-time employees (0.82). This data was used to determine a total number of staff trips, the temporal distribution of trips, and directional distribution (in vs. out) throughout the day. The modal split and auto occupancies for the staff were determined using the 2000 Census Reverse Journey to Work data for the five closest census tracts to the Project Site. A taxi occupancy of 1.00 was conservatively assumed for staff.

**Visitors.** JHL, Manhattan provided the visitor arrival log for the current JHL facility for Tuesday, July 2, 2011. This log included the time of visitor arrival/sign in. It was apparent from a review of this data that only one person from a group of visitors would sign in. To adjust this information to a total number of visitors, it was assumed that the auto occupancy would represent a typical group size, and therefore each signed-in visitor was assumed to represent 1.6 arriving trips (based on the *Hospital for Special Surgery Expansion FEIS* [2008]). As the number of New York State Department of Health (“NYSDOH”)-certified beds at the proposed facility would decrease from 514 at the current facility to 414, visitor trips were reduced by a ratio of 0.81 (414/514). All visitors were assumed to stay for one hour. From this data, temporal and directional distributions were developed. The modal split and vehicle occupancies for the visitors were determined using the *Hospital for Special Surgery Expansion FEIS* (2008).

**Nursing Home Residents.** There are two types of patient trips to and from the Project Site:

- Admissions/discharges
- Traveling to/from off-site appointments

Current JHL, Manhattan management provided the following characteristics for trips associated with admissions and discharges for the current facility:

- Approximately 8 admissions occur per day between 4:00 PM and 6:30 PM.
- Approximately 7 discharges occur per day between 11:00 AM and 12:00 PM.
- Nearly all of these trips are made via ambulance/ambulette

To develop a temporal distribution, admissions and departures were assumed to be evenly distributed throughout the period identified. Each vehicle was assumed to dwell for one hour. Therefore, for each admission and each discharge, both an inbound trip and an outbound trip were assumed, with the outbound trip occurring one hour after the inbound trip.

Conservatively, no reduction in trips was assumed relating to the decrease in beds at the proposed facility. All trips were assumed to be made by ambulettes or private vehicles.

Off-site appointments refer to trips associated with residents of the facility needing to travel to another medical facility for a short-term appointment/treatment. JHL provided off-site appointment activity for the entire month of May 2011 for the current West 106<sup>th</sup> Street JHL facility. Based on a review of this data, five off-site appointments occurred on the 85<sup>th</sup>-percentile day. Therefore, five off-site appointments were assumed to occur on a typical day for the purposes of this analysis. Conservatively, no reduction was assumed despite the smaller size (i.e., lower bed count) of the proposed facility. These appointments were assumed to occur uniformly throughout the day.

Each off-site appointment produces four vehicle trips. An ambulette arrives to pick up the patient, departs with the patient, returns later to drop off the patient, and then departs. Each ambulette was assumed to dwell for 10-15 minutes while picking up or dropping off, and each appointment was assumed to last for three hours.

**Trucks.** JHL staff provided a schedule of deliveries for the current JHL facility, including approximate arrival time and duration of delivery. Out of 14 trucks anticipated to arrive daily, five trucks do not follow a specific schedule and were therefore distributed evenly throughout the day.

**Parking Elimination.** An 88-space, surface parking lot exists at the Project Site of the proposed JHL, Manhattan facility, which would be eliminated by the Proposed Project. To determine trips associated with this lot, the existing parking lot driveway was counted on Wednesday, May 25, 2011, between 7:30 AM and 8:00 PM. The results of this count are shown in Table 2.

The counts show that the trips associated with the existing surface lot during the weekday morning, midday, and evening peak hours (highlighted in the table) are as follows:

- Weekday AM peak hour (8:30 AM to 9:30 AM): 20 trips (10 in, 10 out)
- Weekday MD peak hour (2:15 PM to 3:15 PM): 17 trips (8 in, 9 out)
- Weekday PM peak hour (6:00 PM to 7:00 PM): 21 trips (8 in, 13 out)

Vehicles that currently park in these spaces would be relocated to the underground parking facility at 808 Columbus Avenue or somewhere else within the Park West Village development. If relocated to 808 Columbus Avenue, vehicles entering and exiting the parking would still travel through the West 97<sup>th</sup> Street intersections with Columbus Avenue and Amsterdam Avenue and would not add to the project increment. However, if the parking is relocated elsewhere within the Park West Village development, travel patterns may change; therefore, this condition was further studied in the Level 2 Screening later in this memorandum.

**Table 2.**  
**Surface Lot Vehicle Count**

Time	In	Out	Total
7:15 AM - 7:30 AM	1	0	1
7:30 AM - 7:45 AM	2	2	4
7:45 AM - 8:00 AM	4	4	8
8:00 AM - 8:15 AM	0	0	0
8:15 AM - 8:30 AM	0	0	0
8:30 AM - 8:45 AM	4	0	4
8:45 AM - 9:00 AM	2	4	6
9:00 AM - 9:15 AM	3	2	5
9:15 AM - 9:30 AM	1	4	5
9:30 AM - 9:45 AM	1	1	2
9:45 AM - 10:00 AM	0	0	0
10:00 AM - 10:15 AM	2	1	3
10:15 AM - 10:30 AM	0	3	3
10:30 AM - 10:45 AM	1	1	2
10:45 AM - 11:00 AM	0	0	0
11:00 AM - 11:15 AM	1	1	2
11:15 AM - 11:30 AM	0	0	0
11:30 AM - 11:45 AM	2	2	4
11:45 AM - 12:00 PM	1	3	4
12:00 PM - 12:15 PM	1	2	3
12:15 PM - 12:30 PM	3	0	3
12:30 PM - 12:45 PM	3	2	5
12:45 PM - 1:00 PM	2	2	4
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	2	1	3
1:30 PM - 1:45 PM	3	0	3
1:45 PM - 2:00 PM	2	5	7
2:00 PM - 2:15 PM	0	0	0
2:15 PM - 2:30 PM	1	2	3
2:30 PM - 2:45 PM	1	2	3
2:45 PM - 3:00 PM	5	3	8
3:00 PM - 3:15 PM	1	2	3
3:15 PM - 3:30 PM	1	1	2
3:30 PM - 3:45 PM	0	0	0
3:45 PM - 4:00 PM	1	1	2
4:00 PM - 4:15 PM	1	1	2
4:15 PM - 4:30 PM	0	2	2
4:30 PM - 4:45 PM	2	2	4
4:45 PM - 5:00 PM	2	1	3
5:00 PM - 5:15 PM	2	1	3
5:15 PM - 5:30 PM	1	2	3
5:30 PM - 5:45 PM	4	1	5
5:45 PM - 6:00 PM	2	2	4
6:00 PM - 6:15 PM	1	5	6
6:15 PM - 6:30 PM	2	1	3
6:30 PM - 6:45 PM	1	4	5
6:45 PM - 7:00 PM	4	3	7
7:00 PM - 7:15 PM	1	0	1
7:15 PM - 7:30 PM	4	2	6
7:30 PM - 7:45 PM	1	0	1
7:45 PM - 8:00 PM	0	2	2

**Summary.** Table 3 summarizes the trip-generation assumptions for the future conditions with the proposed JHL, Manhattan facility. Appendix Table A-1 shows person trips in 15-minute increments for staff and visitor as calculated for the proposed JHL facility for an entire day. Appendix Table A-2 shows vehicle trips for all components of JHL in 15-minute increments from 7:00 AM to 7:00 PM.

**Table 3.  
 JHL, Manhattan Trip-Generation Assumptions**

Project Component		Staff	Visitor	Admissions / Discharges	Off-site Appointments	Truck Deliveries
Trip Rate		Staff, visitor, admissions / discharges, off-site appointment, and truck trips provided by JHL				
Scaling Factor		0.82 (ratio of full-time employees between new and old facilities)	0.81 (ratio of number of beds between new and old facilities)	1.0 (same as existing JHL Manhattan)	1.0 (same as existing JHL Manhattan)	1.0 (same as existing JHL Manhattan)
Mode Split		<b>(1)</b>	<b>(2)</b>	Assumed to be all private autos or ambulettes based on information provided by JHL		n/a
	Auto	28.81%	32.0%			
	Taxi	1.51%	11.0%			
	Transit / Walk / Other	69.68%	57.0%			
Vehicle Occupancy		<b>(1,3)</b>	<b>(2)</b>	Vehicle occupancies are all 1 patient per vehicle		n/a
	Auto	1.13	1.6			
	Taxi	1.00	1.4			
Temporal Split	AM	Arrival patterns for staff, visitor, admissions / discharges, and off-site appointment trips provided by JHL				Provided by JHL except where noted in the text.
	MD					
	PM					
In/Out Vehicle Percentage	AM	Arrival patterns for staff, visitor, admissions / discharges, and off-site appointment trips provided by JHL				Provided by JHL except where noted in the text.
	MD					
	PM					

**Notes**

1. Reverse Journey-to-Work data
2. Hospital for Special Surgery Expansion FEIS (2008)
3. Taxis for staff were conservatively assumed to have a vehicle occupancy of one person per vehicle.

**Trip-Generation Results**

The results of the trip-generation estimates for the proposed JHL, Manhattan facility are summarized in Tables 4 (vehicles) and Table 5 (transit and pedestrians).

As shown in Table 4, the trip generation in passenger car equivalents (“PCEs”) for the proposed JHL, Manhattan facility would be as follows:

- Weekday AM peak hour (7:15-8:15 AM): 62 trips
- Weekday MD peak hour (1:30-2:30 PM): 36 trips
- Weekday PM peak hour (4:30-5:30 PM): 59 trips

Since the trip generation for the Proposed Project would exceed more than 50 new trips during the morning (63 trips) and evening (59 trips) peak hours, a Level 2 screening for vehicle trips would be required as described in the 2012 *CEQR Technical Manual* for the morning and evening peak hours.

**Table 4.  
 Total Vehicle Trips**

	Staff		Visitor		Residents		Trucks		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	
<b>Weekday AM</b>											
Auto / Ambulette	34	11	0	0	1	0	0	0	35	11	46
Taxi	3	3	0	0	0	0	0	0	3	3	5
Truck (PCEs)	0	0	0	0	0	0	6	4	6	4	10
<b>TOTAL</b>	<b>37</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>44</b>	<b>18</b>	<b>62</b>
<b>Weekday MD</b>											
Auto / Ambulette	1	2	3	6	1	1	0	0	5	10	15
Taxi	0	0	6	6	0	0	0	0	6	6	12
Truck (PCEs)	0	0	0	0	0	0	4	6	4	6	10
<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>15</b>	<b>22</b>	<b>36</b>
<b>Weekday PM</b>											
Auto / Ambulette	1	26	4	5	8	0	0	0	13	30	43
Taxi	2	2	6	6	0	0	0	0	8	8	16
Truck (PCEs)	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>27</b>	<b>10</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>38</b>	<b>59</b>

**Note:** "Residents" includes both admission/discharge activity and off-site appointment activity  
 "PCEs" refers to Passenger Car Equivalents and was assumed to be 2.0 PCEs per truck as JHL anticipates to continue to use short trucks for deliveries and roll-off trucks only (not longer than 30 feet each)  
 Numbers may not add up exactly due to rounding.

As shown in Table 5, the trip generation for the proposed JHL, Manhattan facility would not exceed more than 200 transit riders or 200 walk trips in any peak hour. Therefore, based on the Level 1 screening criteria, the proposed JHL, Manhattan facility would not exceed the thresholds described in the 2012 CEQR Technical Manual for pedestrians or transit and further analysis of these areas is not warranted.



**Table 5.  
 Total Walk Trips (Walk Only + Transit)**

	Staff		Visitor		Residents		Total		Total
	In	Out	In	Out	In	Out	In	Out	
<b>Weekday AM</b>									
Transit	73	24	0	0	0	0	73	24	97
Walk Only	20	7	0	0	0	0	20	7	27
<b>TOTAL</b>	<b>93</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>30</b>	<b>124</b>
<b>Weekday MD</b>									
Transit	6	0	8	5	0	0	14	5	20
Walk Only	2	0	4	3	0	0	6	3	9
<b>TOTAL</b>	<b>8</b>	<b>1</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>8</b>	<b>28</b>
<b>Weekday PM</b>									
Transit	2	55	9	10	0	0	11	64	75
Walk Only	1	15	5	5	0	0	5	20	26
<b>TOTAL</b>	<b>3</b>	<b>70</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>101</b>

**Note:** "Residents" includes both admission/discharge activity and off-site appointment activity  
 Numbers may not add up exactly due to rounding.

The relocation of the existing, 88-space, on-site, surface lot to elsewhere within the Park West Village development could add to the project-generated trip increment, as these parking lot trips might follow different traffic patterns than the existing condition. The potential for the parking relocation to create additional project-generated trips is based on the assignment of trips to the surrounding roadway network and is described in the next section.

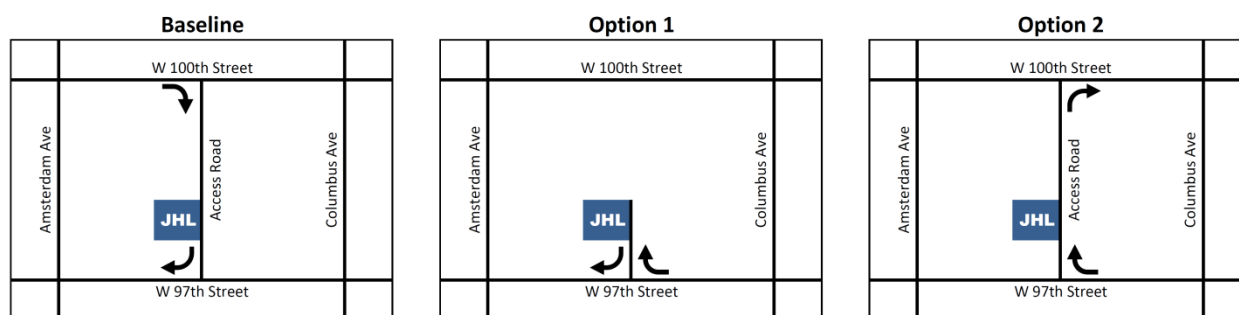
### **Level 2 Screening (Vehicles)**

As shown in Table 4, the Proposed Project would generate more than 50 new vehicle trips during the weekday AM and PM peak hours. Therefore, a Level 2 screening assessment was performed to determine whether the proposed project would result in more than 50 new vehicle trips at any one intersection. A Level 2 screening looks at how trips would be distributed throughout the surrounding roadway network to determine if any one intersection would experience 50 or more new trips as a result of the proposed action.

**Site Access.** There is a driveway north of the existing, on-site, surface lot that extends from West 97th Street to West 100<sup>th</sup> Street. This "access road" currently has New York City Department of Buildings ("NYCDOB") approval as a continuous one-way southbound connection between West 100<sup>th</sup> Street and West 97<sup>th</sup> Street. Therefore, this one-way southbound configuration is the Baseline condition and would be considered part of the No-Action condition. The owners of Park West Village are considering pursuing potential future changes to the approved condition, which could include a one-way northbound configuration (Option 1) or a two-way configuration (Option 2). These potential changes, if approved, would occur independent of and are not correlated with the Proposed Project. However, because they present the possibility of a different future baseline condition, this memo considers the potential effects of the Proposed Project based on all three potential circulation options for the access road.

Therefore, access to the proposed JHL, Manhattan facility could be provided via one of the following three options:

- **Baseline.** The existing access road would be continuous through the Park West Village development and would permit one-way southbound travel between West 100<sup>th</sup> Street and West 97<sup>th</sup> Street. Under this condition, traffic would enter on West 100<sup>th</sup> Street and exit onto West 97<sup>th</sup> Street. This is the baseline condition that currently has NYCDOB approval.
- **Option 1.** Vehicles would enter and exit via the existing driveway on West 97<sup>th</sup> Street (two-way access road).
- **Option 2.** The existing access road would be made continuous through the Park West Village development and would permit one-way northbound travel between West 97<sup>th</sup> Street and West 100<sup>th</sup> Street. Under this condition, traffic would enter on West 97<sup>th</sup> Street and exit onto West 100<sup>th</sup> Street.



The proposed JHL, Manhattan facility would be located on West 97<sup>th</sup> Street, which is a one-way, westbound block between Columbus Avenue to the east and Amsterdam Avenue to the west. For the purposes of this screening, it was assumed that all JHL, Manhattan vehicle trips would either be destined to or from the Project Site itself (a pick-up, drop-off, or a truck using the loading dock) or destined to or from one of the three parking facilities located on the same block as the Project Site. Each potential access option was analyzed.

**Baseline: One-Way, Southbound Access Road.** For the Baseline condition, which represents the configuration currently approved by DOB (i.e., one-way, southbound access road through the development), all traffic traveling to the JHL, Manhattan frontage would enter at West 100<sup>th</sup> Street and exit at West 97<sup>th</sup> Street. This traffic was assumed to include all pick-up and drop-off activity (taxis and ambulettes). Pick-up/drop-off traffic would add 4 and 16 trips (inbound) to Amsterdam Avenue and West 100<sup>th</sup> Street and add 3 and 8 trips (outbound) to Amsterdam Avenue and West 97<sup>th</sup> Street during the AM and PM peak hours, respectively. Staff and visitors would be driving to off-site parking and would be distributed throughout the street network; however, to be conservative, it was assumed that all parking would occur on West 97<sup>th</sup> Street on the same block as the site. This traffic would add 40 and 5 trips (inbound) to Columbus Avenue and West 97<sup>th</sup> Street and add 15 and 31 trips to Amsterdam Avenue and West 97<sup>th</sup> Street during the AM and PM peak hours, respectively.

If the parking is relocated to another location within the Park West Village development, then these vehicles would enter via the Amsterdam Avenue and West 100<sup>th</sup> Street intersection and exit via the Amsterdam Avenue and West 97<sup>th</sup> Street intersection. This would add 10 and 8 new trips to the Amsterdam Avenue and West 100<sup>th</sup> Street intersection during the AM and PM

peak hours, respectively. The relocated parking would also result in 10 and 8 *fewer* trips at the Columbus Avenue and West 97<sup>th</sup> Street intersection during the AM and PM peak hours, respectively.

In summary, the highest total trip increment for each intersection under the Baseline Condition would be as follows:

- Columbus Avenue and West 97<sup>th</sup> Street: 30 trips in AM peak, -3 trips in PM peak
- Amsterdam Avenue and West 97<sup>th</sup> Street: 18 trips in AM peak, 39 trips in PM peak
- Amsterdam Avenue and West 100<sup>th</sup> Street: 14 trips in AM peak, 24 trips in PM peak

Therefore, under the Baseline Condition, no intersections would experience an increase of 50 or more new trips during any one peak hour.

**Option 1: Two-Way Access on West 97th Street.** For Option 1, it was conservatively assumed that all of the vehicle trips would be concentrated on one block of West 97<sup>th</sup> Street. As such, all of the inbound vehicle trips would pass through the intersection of Columbus Avenue and West 97<sup>th</sup> Street, and this intersection would experience a total of 44 inbound project-generated trips in the morning peak hour and 21 inbound project-generated trips in the evening peak hour. The outbound trips would travel through the intersection of Amsterdam Avenue and West 97<sup>th</sup> Street, and this intersection would experience a total of 18 outbound project-generated trips in the morning peak hour and 38 outbound project-generated trips in the evening peak hour.

If the parking is relocated to within the Park West Village development and would need to be accessed via West 100<sup>th</sup> Street, then 10 and 8 new trips (inbound) would be added to the Amsterdam Avenue and West 100<sup>th</sup> Street intersection and 10 and 13 new trips (outbound) would be added to the Columbus Avenue and West 100<sup>th</sup> Street intersection during the AM and PM peak hours, respectively. The relocated parking would also result in 10 and 8 *fewer* trips at the Columbus Avenue and West 97<sup>th</sup> Street intersection and 10 and 13 *fewer* trips at the Amsterdam Avenue and West 97<sup>th</sup> Street intersection during the AM and PM peak hours, respectively.

In summary, the highest total trip increment for each intersection under Option 1 would be as follows:

- Columbus Avenue and West 97<sup>th</sup> Street: 34 trips in AM peak, 13 trips in PM peak
- Amsterdam Avenue and West 97<sup>th</sup> Street: 8 trips in AM peak, 25 trips in PM peak
- Columbus Avenue and West 100<sup>th</sup> Street: 10 trips in AM peak, 13 trips in PM peak
- Amsterdam Avenue and West 100<sup>th</sup> Street: 10 trips in AM peak, 8 trips in PM peak

Therefore, under Option 1, no intersections would experience an increase of 50 or more new trips during any one peak hour.

**Option 2: One-way, Northbound Access Road.** For Option 2, with a one-way, northbound access road through the development, all traffic traveling to the JHL, Manhattan frontage would enter at West 97<sup>th</sup> Street and exit at West 100<sup>th</sup> Street. This traffic was assumed to include all pick-up and drop-off activity (taxis and ambulettes). Pick-up/drop-off traffic would add 4 and 16 trips (inbound) to Columbus Avenue and West 97<sup>th</sup> Street and add 3 and 8 trips (outbound) to Columbus Avenue and West 100<sup>th</sup> Street during the AM and PM peak hours, respectively. Staff and visitors would be driving to off-site parking and would be distributed throughout the street network; however, to be conservative, it was assumed that all parking

would occur on West 97<sup>th</sup> Street on the same block as the site. This traffic would add 40 and 5 trips (inbound) to Columbus Avenue and West 97<sup>th</sup> Street and add 15 and 31 trips to Amsterdam Avenue and West 97<sup>th</sup> Street during the AM and PM peak hours, respectively.

If the parking is relocated to another location within the Park West Village development, then these vehicles would egress via the Columbus and West 100<sup>th</sup> Street intersection. This would add 10 and 13 new trips to this intersection during the AM and PM peak hours, respectively. The relocated parking would also result in 10 and 13 *fewer* trips at the Amsterdam Avenue and West 97<sup>th</sup> Street intersection during the AM and PM peak hours, respectively.

In summary, the highest total trip increment for each intersection under Option 2 would be as follows:

- Columbus Avenue and West 97<sup>th</sup> Street: 44 trips in AM peak, 21 trips in PM peak
- Amsterdam Avenue and West 97<sup>th</sup> Street: 5 trips in AM peak, 18 trips in PM peak
- Columbus Avenue and West 100<sup>th</sup> Street: 13 trips in AM peak, 21 trips in PM peak

Therefore, under Option 2, no intersections would experience an increase of 50 or more new trips during any one peak hour.

**Conclusion.** Based on the Level 2 screening analysis, which incorporates several conservative assumptions, the proposed JHL, Manhattan would not exceed the thresholds described in the *CEQR Technical Manual* for a traffic analysis to be warranted.

Per the 2012 *CEQR Technical Manual*, a parking analysis is only required if a quantitative traffic analysis is required. Since the distributed project-generated trips are below the threshold for a detailed traffic analysis, a parking analysis is not required and no parking impacts are projected.

**Appendix Table A-1.  
 Proposed JHL, Manhattan Person Trips for Staff and Visitors**

Time	Staff			Visitor			Time	Staff			Visitor		
	15-Minute			15-Minute				15-Minute			15-Minute		
	In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
12:00 AM - 12:15 AM	1	2	3	0	0	0	12:00 PM - 12:15 PM	1	1	2	4	5	9
12:15 AM - 12:30 AM	0	2	2	0	0	0	12:15 PM - 12:30 PM	7	0	7	4	3	6
12:30 AM - 12:45 AM	1	0	1	0	0	0	12:30 PM - 12:45 PM	2	0	2	8	4	12
12:45 AM - 1:00 AM	0	0	0	0	0	0	12:45 PM - 1:00 PM	2	0	2	6	1	8
1:00 AM - 1:15 AM	0	0	0	0	0	0	1:00 PM - 1:15 PM	1	1	2	9	4	13
1:15 AM - 1:30 AM	0	0	0	0	0	0	1:15 PM - 1:30 PM	2	0	2	4	4	8
1:30 AM - 1:45 AM	0	0	0	0	0	0	1:30 PM - 1:45 PM	2	1	2	4	8	12
1:45 AM - 2:00 AM	0	0	0	0	0	0	1:45 PM - 2:00 PM	1	4	5	4	6	10
2:00 AM - 2:15 AM	0	0	0	0	0	0	2:00 PM - 2:15 PM	0	2	2	5	9	14
2:15 AM - 2:30 AM	0	0	0	0	0	0	2:15 PM - 2:30 PM	0	2	2	3	4	6
2:30 AM - 2:45 AM	0	0	0	0	0	0	2:30 PM - 2:45 PM	1	1	2	6	4	10
2:45 AM - 3:00 AM	0	0	0	0	0	0	2:45 PM - 3:00 PM	3	10	13	3	4	6
3:00 AM - 3:15 AM	0	0	0	0	0	0	3:00 PM - 3:15 PM	3	12	16	1	5	6
3:15 AM - 3:30 AM	0	0	0	0	0	0	3:15 PM - 3:30 PM	29	8	37	6	3	9
3:30 AM - 3:45 AM	0	0	0	0	0	0	3:30 PM - 3:45 PM	16	44	60	9	6	15
3:45 AM - 4:00 AM	1	0	1	0	0	0	3:45 PM - 4:00 PM	4	13	17	5	3	8
4:00 AM - 4:15 AM	0	0	0	0	0	0	4:00 PM - 4:15 PM	1	30	30	9	1	10
4:15 AM - 4:30 AM	0	0	0	0	0	0	4:15 PM - 4:30 PM	3	14	17	3	6	9
4:30 AM - 4:45 AM	0	0	0	0	0	0	4:30 PM - 4:45 PM	0	25	25	8	9	17
4:45 AM - 5:00 AM	0	0	0	0	0	0	4:45 PM - 5:00 PM	2	19	21	5	5	10
5:00 AM - 5:15 AM	0	0	0	0	0	0	5:00 PM - 5:15 PM	2	37	39	1	9	10
5:15 AM - 5:30 AM	0	0	0	0	0	0	5:15 PM - 5:30 PM	0	20	20	9	3	12
5:30 AM - 5:45 AM	0	0	0	0	0	0	5:30 PM - 5:45 PM	0	13	13	5	8	13
5:45 AM - 6:00 AM	3	0	3	0	0	0	5:45 PM - 6:00 PM	0	12	12	12	5	17
6:00 AM - 6:15 AM	3	1	4	0	0	0	6:00 PM - 6:15 PM	0	10	10	4	1	5
6:15 AM - 6:30 AM	2	0	2	0	0	0	6:15 PM - 6:30 PM	0	7	7	5	9	14
6:30 AM - 6:45 AM	1	0	1	0	0	0	6:30 PM - 6:45 PM	1	3	4	4	5	9
6:45 AM - 7:00 AM	21	1	22	0	0	0	6:45 PM - 7:00 PM	2	7	9	4	12	15
7:00 AM - 7:15 AM	15	1	16	0	0	0	7:00 PM - 7:15 PM	0	4	5	3	4	6
7:15 AM - 7:30 AM	46	3	49	0	0	0	7:15 PM - 7:30 PM	0	6	6	5	5	10
7:30 AM - 7:45 AM	26	29	55	0	0	0	7:30 PM - 7:45 PM	0	3	3	3	4	6
7:45 AM - 8:00 AM	29	7	35	0	0	0	7:45 PM - 8:00 PM	0	4	4	4	4	8
8:00 AM - 8:15 AM	33	5	38	0	0	0	8:00 PM - 8:15 PM	0	5	5	0	3	3
8:15 AM - 8:30 AM	25	2	27	3	0	3	8:15 PM - 8:30 PM	1	9	9	1	5	6
8:30 AM - 8:45 AM	17	0	17	3	0	3	8:30 PM - 8:45 PM	9	2	2	1	3	4
8:45 AM - 9:00 AM	28	0	28	4	0	4	8:45 PM - 9:00 PM	10	6	6	1	4	5
9:00 AM - 9:15 AM	28	1	29	1	0	1	9:00 PM - 9:15 PM	11	5	5	0	0	0
9:15 AM - 9:30 AM	15	0	15	0	3	3	9:15 PM - 9:30 PM	11	5	5	1	1	3
9:30 AM - 9:45 AM	9	0	9	1	3	4	9:30 PM - 9:45 PM	4	1	1	3	1	4
9:45 AM - 10:00 AM	5	0	5	5	4	9	9:45 PM - 10:00 PM	2	0	0	0	1	1
10:00 AM - 10:15 AM	8	0	8	3	1	4	10:00 PM - 10:15 PM	1	0	0	0	0	0
10:15 AM - 10:30 AM	2	0	2	4	0	4	10:15 PM - 10:30 PM	0	2	2	0	1	1
10:30 AM - 10:45 AM	2	0	2	4	1	5	10:30 PM - 10:45 PM	0	0	0	0	3	3
10:45 AM - 11:00 AM	4	2	7	1	5	6	10:45 PM - 11:00 PM	0	1	2	1	0	1
11:00 AM - 11:15 AM	0	2	2	5	3	8	11:00 PM - 11:15 PM	0	3	4	0	0	0
11:15 AM - 11:30 AM	2	0	2	3	4	6	11:15 PM - 11:30 PM	0	21	40	0	0	0
11:30 AM - 11:45 AM	2	0	2	4	4	8	11:30 PM - 11:45 PM	0	19	32	0	0	0
11:45 AM - 12:00 PM	3	0	3	1	1	3	11:45 PM - 12:00 PM	1	7	12	0	1	1
							Daily Total	468	456	913	214	214	428

Note: In + Out may not equal total due to rounding.