

The Mansion Unenclosed Sidewalk Café Text Amendment

Environmental Assessment Statement

CEQR Number: 20DCP027M

Prepared by:

Environmental Studies Corp.

Prepared for:

Yorkville Mansion, Inc.

January 27, 2020

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City Environmental Quality Review

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If "yes," STOP and complete the [FULL EAS FORM](#).

2. **Project Name** The Mansion Unenclosed Sidewalk Café Text Amendment

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)
20DCP027M

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)

OTHER REFERENCE NUMBER(S) (if applicable)
(e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY

NYC City Planning Commission

NAME OF LEAD AGENCY CONTACT PERSON

Olga Abinader, Director, EARD

ADDRESS 120 Broadway, 31st floor

4b. Applicant Information

NAME OF APPLICANT

Yorkville Mansion, Inc.

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Hiram Rothkrug, Environmental Studies Corp.

ADDRESS 55 Water Mill Road

CITY New York

STATE NY

ZIP 10271

CITY Great Neck

STATE NY

ZIP 11021

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5. Project Description

The proposed action would alter the sidewalk café regulations by expanding the areas in which unenclosed sidewalk cafes may be located to include the north sidewalk of East 86th Street east of the York Avenue intersection for a length of 125 feet. This would affect the sidewalk adjacent to two properties: Block 1583, Lots 1 and 6. The action would facilitate the operation of an unenclosed sidewalk café on the north side of East 86th Street, adjacent to an existing restaurant in the building on Block 1583, Lot 1, which would extend 51'6" along the street frontage. The sidewalk cafe would extend 7'1" from the property line (1'7" beyond the adjacent building entrance stoop), occupy 365 sf, and provide 47 seats at 23 tables.

Project Location

BOROUGH Manhattan

COMMUNITY DISTRICT(S) 8

STREET ADDRESS 501 E. 86th Street

TAX BLOCK(S) AND LOT(S) N/A

ZIP CODE 10028

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Northern sidewalk of East 86th Street east of the York Avenue intersection

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY
R10A/C1-5

ZONING SECTIONAL MAP NUMBER 9a

6. Required Actions or Approvals (check all that apply)

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

CITY MAP AMENDMENT

ZONING CERTIFICATION

CONCESSION

ZONING MAP AMENDMENT

ZONING AUTHORIZATION

UDAAP

ZONING TEXT AMENDMENT

ACQUISITION—REAL PROPERTY

REVOCABLE CONSENT

SITE SELECTION—PUBLIC FACILITY

DISPOSITION—REAL PROPERTY

FRANCHISE

HOUSING PLAN & PROJECT

OTHER, explain:

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: YES NO

VARIANCE (use)

VARIANCE (bulk)

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

Department of Environmental Protection: YES NO If "yes," specify:

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

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

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

PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) LANDMARKS PRESERVATION COMMISSION APPROVAL
 OTHER, explain: license from Dept. of Consumer Affairs

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

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

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

SITE LOCATION MAP ZONING MAP SANBORN OR OTHER LAND USE MAP
 TAX MAP FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
 PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 2,500 sf of a public sidewalk Waterbody area (sq. ft) and type: 0
 Roads, buildings, and other paved surfaces (sq. ft.): 2,500 Other, describe (sq. ft.): 0

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet):
 No floor area but a 365 sf unenclosed sidewalk cafe
 NUMBER OF BUILDINGS: 0 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): N/A
 HEIGHT OF EACH BUILDING (ft.): N/A NUMBER OF STORIES OF EACH BUILDING: N/A

Does the proposed project involve changes in zoning on one or more sites? YES NO
 If "yes," specify: The total square feet owned or controlled by the applicant: 0
 The total square feet not owned or controlled by the applicant: 2,500 sf of public sidewalk space

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? YES NO
 If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
 AREA OF TEMPORARY DISTURBANCE: sq. ft. (width x length) VOLUME OF DISTURBANCE: cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)	0	365	0	0
Type (e.g., retail, office, school)	units	Unenclosed sidewalk cafe		

Does the proposed project increase the population of residents and/or on-site workers? YES NO
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 4
 Provide a brief explanation of how these numbers were determined: 2 waiters per shift for 2 shifts

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO
 If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly:

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2020
 ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 0

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: The project would not involve any construction. Once the zoning text amendment is approved, the Applicant would apply to the NYC Department of Consumer Affairs for a license. The physical alterations would consist of the moving of bicycle racks from 86th Street to York Avenue and the placement of moveable tables, chairs, and barriers on the sidewalk adjacent to the restaurant.		
10. Predominant Land Use in the Vicinity of the Project (check all that apply)		
<input checked="" type="checkbox"/> RESIDENTIAL	<input type="checkbox"/> MANUFACTURING	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> PARK/FOREST/OPEN SPACE	<input type="checkbox"/> OTHER, specify:	

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. LAND USE, ZONING, AND PUBLIC POLICY: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input checked="" type="checkbox"/>	<input 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. See attached report.		
(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 .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: 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"/>
o Libraries: Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Public Schools: Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
5. SHADOWS: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
6. HISTORIC AND CULTURAL RESOURCES: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" 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 archeological resources.		
7. URBAN DESIGN AND VISUAL RESOURCES: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input checked="" type="checkbox"/>	<input 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"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<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 .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the proposed 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 drainage areas , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in 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"/>
11. SOLID WASTE AND SANITATION SERVICES: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14 , the project's projected operational solid waste generation is estimated to be (pounds per week): 1,004		
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"/>
12. ENERGY: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15 , the project's projected energy use is estimated to be (annual BTUs): 0		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate 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 type="checkbox"/>	<input type="checkbox"/>
o 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 of Chapter 16 for more information.</i>	<input type="checkbox"/>	<input 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 type="checkbox"/>
o 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 type="checkbox"/>
o 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"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input 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) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(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) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<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"/>
17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20 , "Public Health." Attach a preliminary analysis, if necessary.		
18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" 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 for 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 Chapter 22 , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. APPLICANT'S CERTIFICATION

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

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

APPLICANT/REPRESENTATIVE NAME Brian Kintish	DATE January 17, 2020
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SIGNATURE *Brian Kintish*

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

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

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

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	Potentially Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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 of 6 NYCRR Part 617.

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

4. LEAD AGENCY'S CERTIFICATION

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY Department of City Planning, acting on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 (212) 720-3493
NAME Olga Abinader	DATE January 17, 2020
SIGNATURE 	

NEGATIVE DECLARATION

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning, acting on behalf of the City Planning Commission 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 (EAS) 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 the EAS, which finds the proposed actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this determination are noted below.


Land Use, Zoning, and Public Policy

This EAS includes a detailed analysis of the effects of the proposed actions on Land Use, Zoning, and Public Policy and determined that no significant impacts would occur. The proposed zoning text amendment to alter Zoning Resolution (ZR) Sections 14-41 and 14-42, Locations Where Certain Sidewalk Cafes Are Not Permitted, would facilitate an unenclosed sidewalk café, which would occupy a 365 sf area that would be 51'6" long and 7'1" wide. The reasonable worst case development scenario analyzed the proposed project. The proposed action would not permit any new land uses that are not permitted under existing or no-action conditions, which represents the thresholds of impact significance in the *CEQR Technical Manual*. The analysis concludes that the proposed action would not result in any significant adverse Land Use, Zoning, or Public Policy impacts.

Urban Design

A detailed analysis related to urban design is included in this EAS. The 2014 CEQR Technical Manual considers a significant adverse impact for urban design to be one that has the potential to diminish the arrangement, appearance, and functionality of the built and natural environment. The proposed 365 sf unenclosed sidewalk café would be in keeping with the existing built environment of the surrounding area, which is characterized by high density residential and local retail uses; sidewalk cafés are currently permitted on York Avenue between East 85th and East 87th Streets and along East 85th and East 87th Streets within 100 feet of York Avenue. The proposed sidewalk café that would be facilitated by the Proposed Action on the Development Site would not be incompatible with the existing character of the surrounding area. Therefore, the analysis concludes that the proposed action would not result in impacts to urban design or visual resources.

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). Should you have any questions pertaining to this Negative Declaration, you may contact Katherine Glass at (212) 720-3425.

<p>TITLE Director, Environmental Assessment and Review Division</p>	<p>LEAD AGENCY Department of City Planning, acting on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 (212) 720-3493</p>
<p>NAME Olga Abinader</p>	<p>DATE January 17th, 2020</p>
<p>SIGNATURE </p>	
<p>TITLE Chair, City Planning Commission</p>	
<p>NAME Marisa Lago</p>	<p>DATE January 22nd, 2020</p>
<p>SIGNATURE</p>	

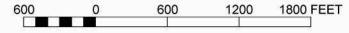
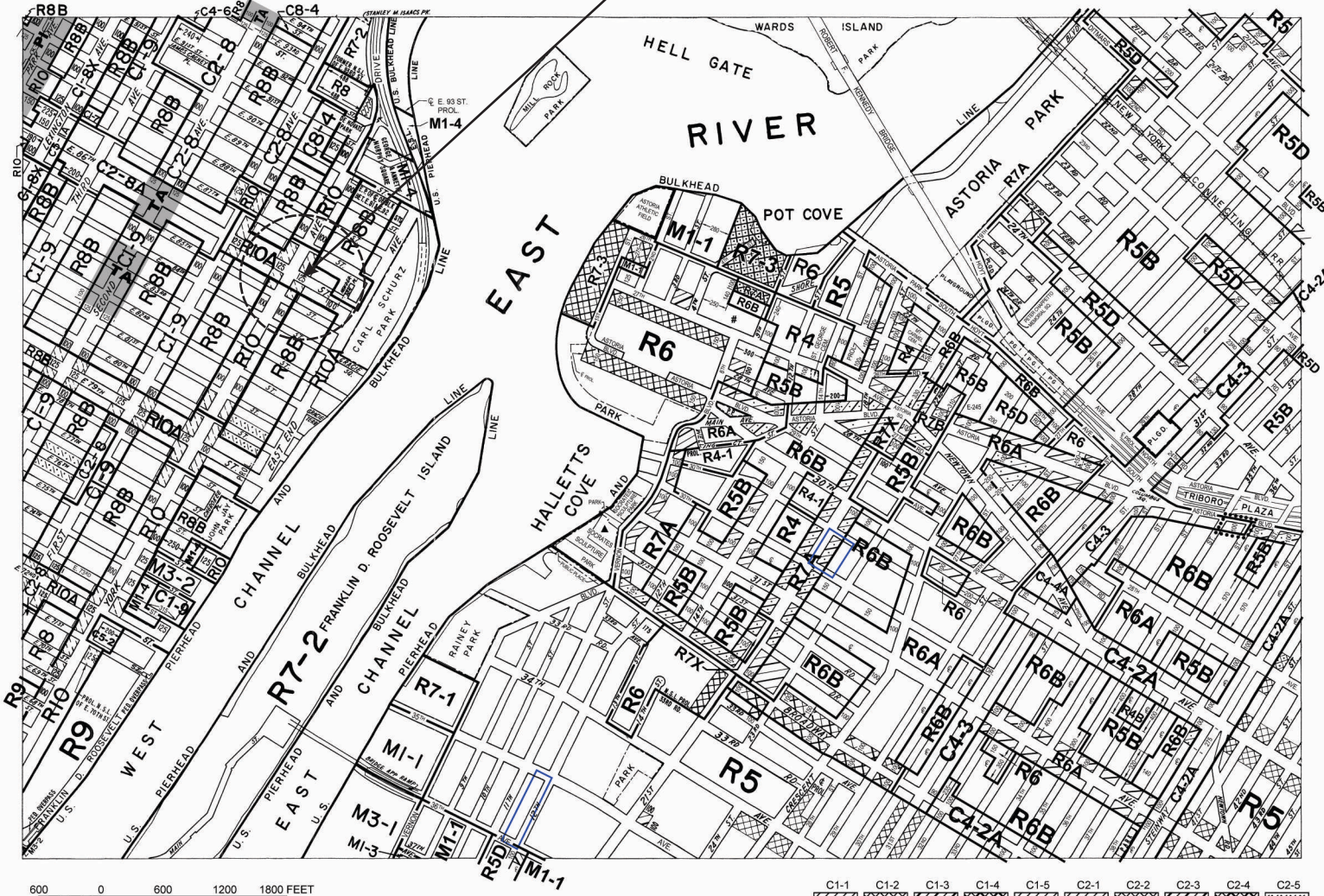




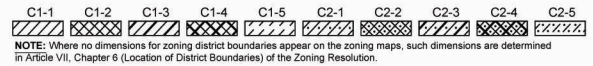


Affected Area

Click blue outline on map to view diagram of proposed zoning change



NOTE: STREETS FOR THE STREET MAP CHANGE C 130384 MMQ ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

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

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

Effective Date(s) of Rezoning:
03-21-2018 C 170299 ZMQ

Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.
CITY MAP CHANGE(S):
▲ 02-17-2018 C 050319 MMQ

MAP KEY

5d	6b	6d
8c	9a	9c
8d	9b	9d

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ZONING MAP 9a

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





1. View of the east side of York Avenue facing south.



2. View of the east side of York Avenue facing southeast.



3. View of the intersection of York Avenue and East 86th Street facing northeast.



Affected Area



4. View of the Affected Area facing northeast from East 86th Street.



5. View of the Affected Area facing north from East 86th Street.



6. View of the south side of East 86th Street facing south (Affected Area at right).



Affected Area



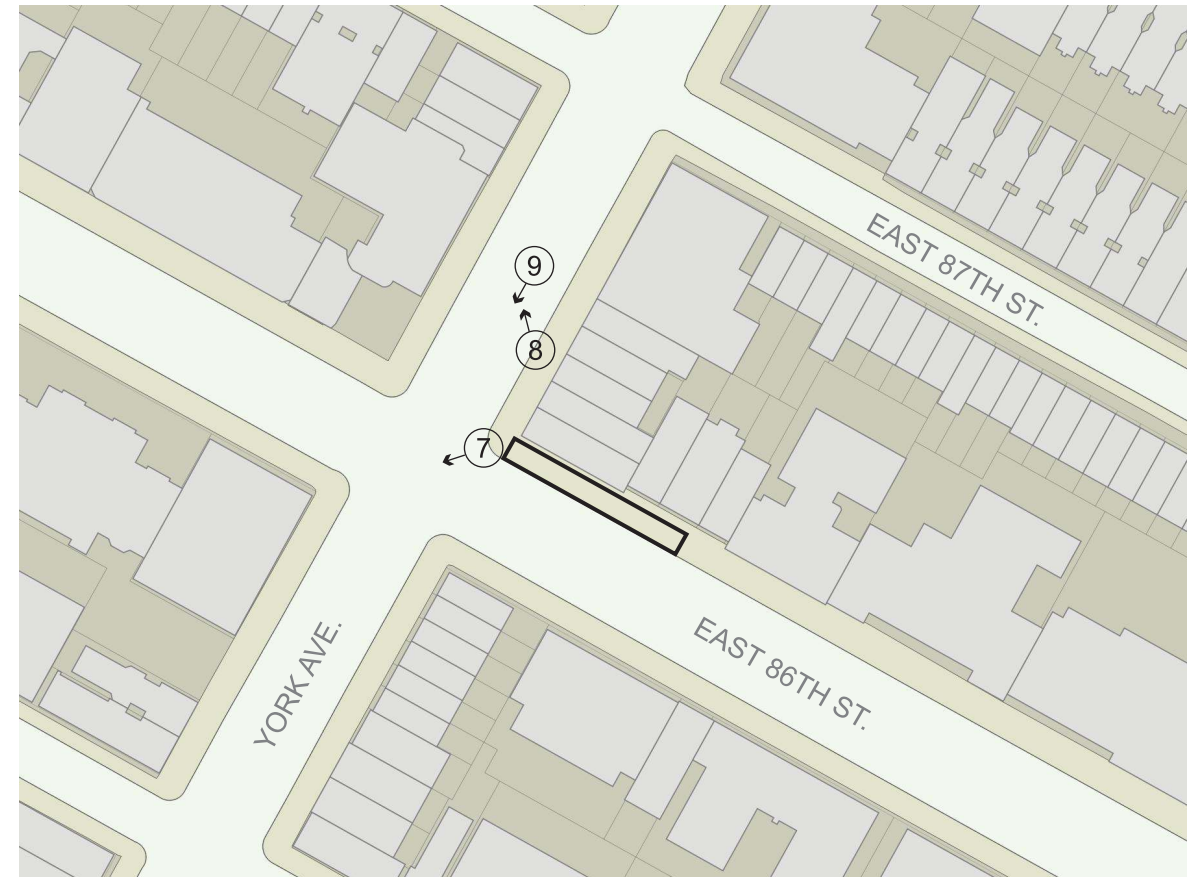
7. View of the intersection of York Avenue and East 86th Street facing west.



8. View of the west side of York Avenue facing northwest.



9. View of York Avenue facing southwest toward East 86th Street.



Affected Area



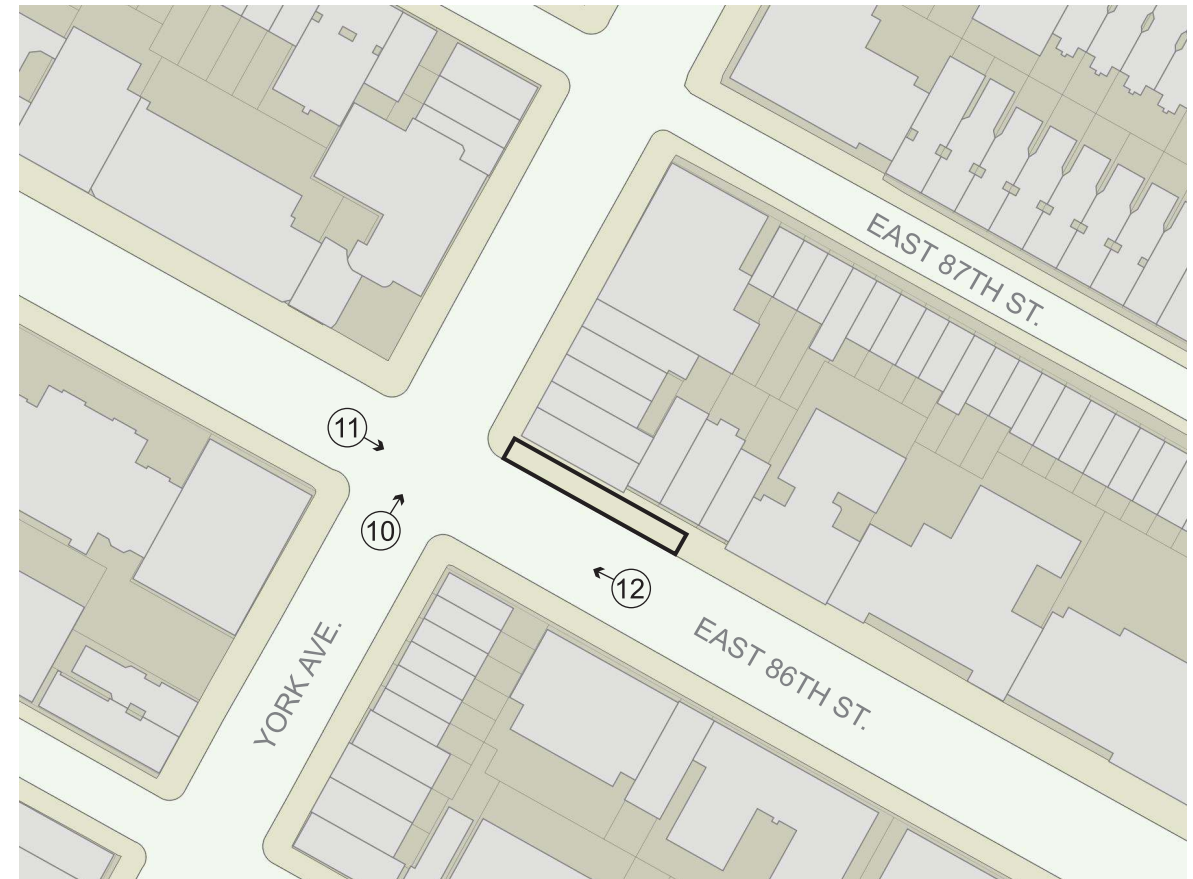
10. View of York Avenue facing northeast from East 86th Street (Affected Area at right).



11. View of East 86th Street facing southeast from York Avenue (Affected Area at left).



12. View of East 86th Street facing northwest toward York Avenue (Affected Area at right).



Affected Area



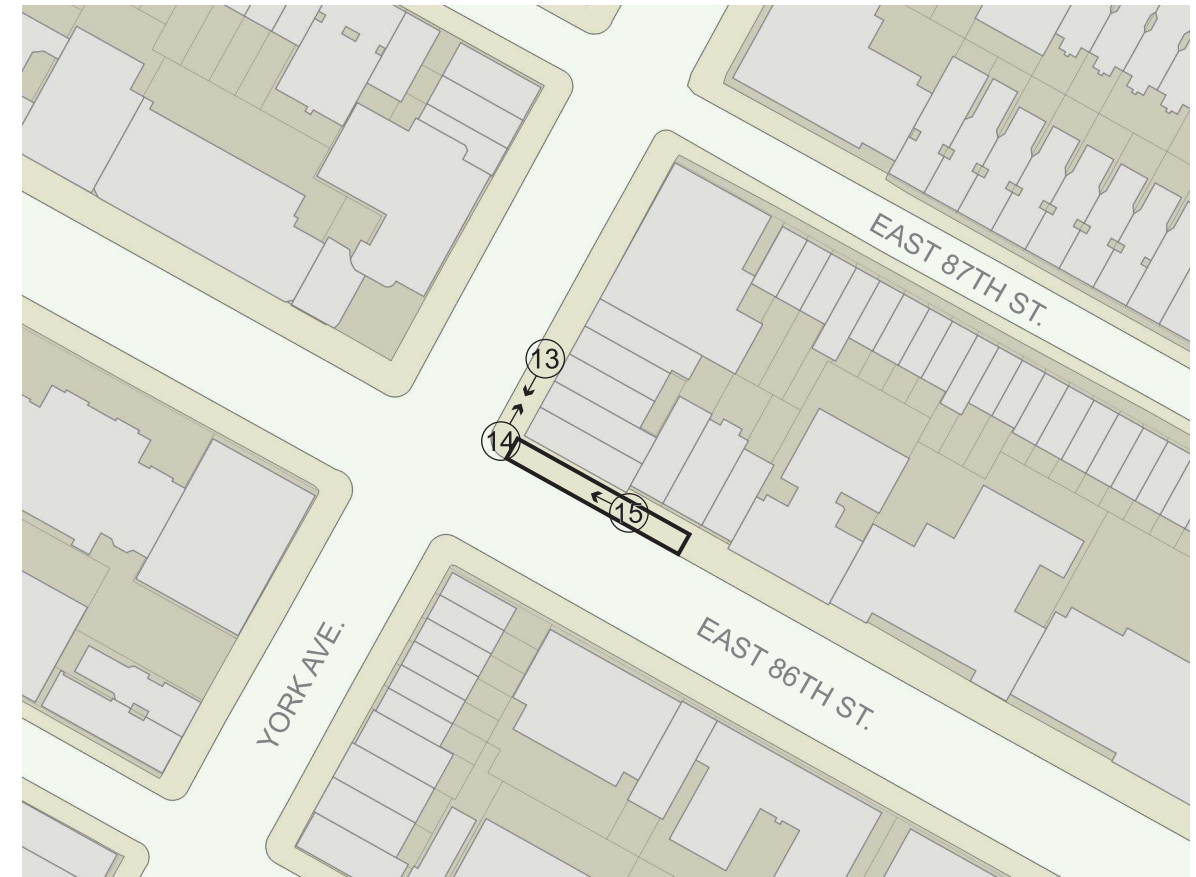
13. View of the sidewalk along the east side of York Avenue facing southwest toward East 86th Street.



14. View of the sidewalk along the east side of York Avenue facing northeast from East 86th Street.



15. View of the Affected Area along the north side of East 86th Street facing northwest.



Affected Area



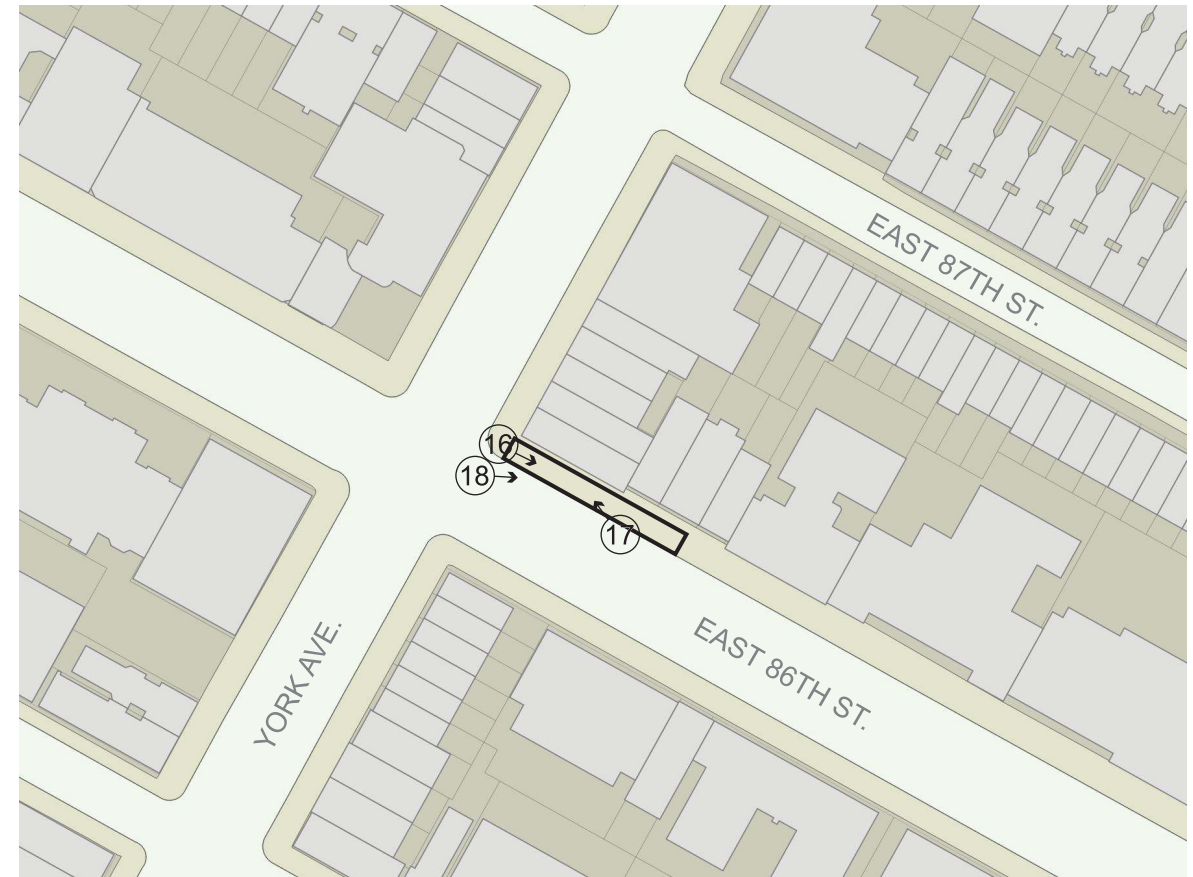
16. View of the Affected Area along the north side of East 86th Street facing southeast from York Avenue.



17. View of the Affected Area facing northwest from the sidewalk along the north side of East 86th Street.



18. View of the Affected Area facing northeast from East 86th Street.



Affected Area

THE MANSION UNENCLOSED SIDEWALK CAFÉ ZONING TEXT AMENDMENT

PART I: PROJECT DESCRIPTION

INTRODUCTION

This Environmental Assessment Statement (EAS) is filed under the City Environmental Quality Review (CEQR) procedures in connection with an application made to the City Planning Commission (CPC) for a zoning text amendment to alter Zoning Resolution (ZR) Sections 14-41, Locations Where Certain Sidewalk Cafes Are Not Permitted, and 14-42, Locations Where Enclosed Sidewalk Cafes Are Not Permitted (the “proposed action”). The proposed action would alter the sidewalk café regulations by expanding the areas in which unenclosed (but not enclosed) sidewalk cafes may be located to include the north sidewalk of East 86th Street east of the York Avenue intersection for a length of 125 feet. The action would facilitate the operation of an unenclosed sidewalk café on the north side of East 86th Street, adjacent to an existing restaurant, The Mansion, in the building at 501 East 86th Street (Block 1583, Lot 1).

AFFECTED AREA

As stated above, the proposed action would alter zoning regulations to permit unenclosed sidewalk cafes along the north sidewalk of East 86th Street east of the York Avenue intersection, within a distance of 125 feet from that intersection. This section of East 86th Street constitutes the “affected area.”

The northern East 86th Street sidewalk adjacent to Block 1583, Lot 1, is the project site. The sidewalk is 20 feet wide. Street furniture consists of a hydrant and bicycle racks used by an adjacent restaurant (for deliveries), and there are three street trees. These features occupy the outer portion of the sidewalk and remove 2’7” to 4’4” from the pedestrian right-of-way. (The bike racks were installed without permission from DOT and therefore need to be legalized.) The adjacent building’s entrance stoop removes an estimated 5’6” from the pedestrian right-of-way. That leaves an unimpeded right-of-way of 10’0”. This stretch of sidewalk extends 75 feet from the intersection.

The adjacent lot is a 3,000 sf corner lot with 40 feet of frontage along York Avenue and 75 feet of frontage along East 86th Street, located at the northeast corner of the intersection. It is zoned R10A/C1-5. It is developed with two 54’-tall, four-story-and-cellar buildings with walkup residential apartments above ground floor commercial space, both constructed circa 1900. The corner building has the addresses 1634 York Avenue and 501 East 86th Street, and the building to its north has the address 1636 York Avenue. The four-story portions of the buildings are 20 feet wide and 65 feet deep, and the corner building has a one-story rear portion that extends the remaining depth of the lot. In total, the buildings contain 13,200 gsf of floor area (of which 10,600 sf count for zoning purposes, for an FAR of 3.53). The buildings contain 11 dwelling units; both buildings originally had two apartments per floor, but the second floor units in one building have

been combined. There are two commercial units on the ground floors: a 200 sf newspaper and candy store that occupies the one-story portion of 1634 York Avenue; and a diner, The Mansion, that has been in operation since 1945. There were originally three commercial units, but the restaurant expanded in 1972 to occupy space in both buildings. The Mansion has entrances on both the avenue and the street, and the news shop has an entrance further east on 86th Street. The residential entrance for the corner building is on 86th Street between the two commercial units. The residential entrance is elevated, with front steps extending approximately 5½ feet onto the sidewalk.

Scaffolding covers the portion of the sidewalk adjacent to Block 1583, Lot 6, and to the immediate east of the project site. The covered area includes the remainder of the affected area. The adjacent Lot 6, an L-shaped 9,069 sf parcel with 75 feet of frontage on East 86th Street and 20 feet of frontage on York Avenue, is a construction site where a 25-story mixed-use building is being built. Its zoning is split between R10A/C1-5 and R10A.

BACKGROUND

When the sidewalk café regulations of ZR Article 1, Chapter 4, were adopted in 1979, East 86th Street between Fifth Avenue and the East River was not among the locations where neither enclosed or unenclosed sidewalk cafes were permitted. The regulations have been amended since then to permit sidewalk cafes at additional locations, but not along East 86th Street. When the chapter was amended in 2004 to establish the “small” unenclosed sidewalk café as a separate category, the draft provisions would have permitted such sidewalk cafes along East 86th Street, but the street was removed from the list of designated areas at the recommendation of Manhattan Community Board 8. The recommendation related to a proposed streetscape improvement plan for the East 86th Street corridor rather than a definitive judgment that sidewalk cafes should not be permitted anywhere along the corridor, and CB 8 stated that the café location prohibition could be revisited at a later time. In 2008, the Maz Mezcal application (N 090165 ZRM) was approved by the City Planning Commission, which amended ZR Section 14-43 to permit sidewalk cafes on the south side of East 86th Street from First Avenue to a line 125 feet east of Second Avenue. This allowed the Maz Mezcal restaurant to apply for a revocable consent and license for a small sidewalk café on this stretch of East 86th Street.

PURPOSE AND NEED

The character of East 86th Street is not uniform between Fifth Avenue and the East River; rather, it changes substantially as one moves from west to east. Whereas the majority of the street is occupied by commercial uses and is heavily trafficked, along the eastern portion of East 86th Street residential use is predominant, fewer properties are utilized for commercial use, and pedestrian traffic is minimal. In addition, the sidewalks are wider east of York Avenue than on the rest of East 86th Street. As a result, unenclosed sidewalk cafés could easily be accommodated on that stretch of the street without negatively impacting the flow of pedestrian traffic. It should be noted that sidewalk cafes are already permitted east of York Avenue on both East 85th Street and East 87th Street, which are narrow streets. As a wide street, this portion of East 86th Street can accommodate sidewalk cafes and still provide ample space for pedestrian circulation.

The potential permission of unenclosed sidewalk cafes on the east side of the intersection of East 86th Street and York Avenue would complement existing and future commercial uses, enhance the streetscape, be consistent with the local neighborhood feel, and bring more vitality to the area without inhibiting pedestrian circulation. The existing restaurant on the northeast corner of East 86th Street and York Avenue is a local restaurant that has been in this location for decades, and its continued success relies on the owners continuing to be respectful of community concerns including hours of operation and noise. Further, the Department of Consumer Affairs design guidelines for sidewalk cafes as well as the process required to obtain a license to operate a sidewalk café would also ensure that any sidewalk café is a positive addition.

ANALYSIS FRAMEWORK

Existing Conditions

The northern East 86th Street sidewalk is 20 feet wide. On the 75-foot-long portion adjacent to Block 1583, Lot 1, street furniture consists of a hydrant and bicycle racks used by an adjacent restaurant (for deliveries), and there are three street trees. These features occupy the outer portion of the sidewalk and remove 2'7" to 4'4" from the pedestrian right-of-way. (The bike racks were installed without permission from DOT and therefore need to be legalized.) The adjacent building's entrance stoop removes an estimated 5'6" from the pedestrian right-of-way. That leaves an unimpeded right-of-way of 10'0". To the east, adjacent to Block 1583, Lot 6, the sidewalk is covered by scaffolding.

Future Conditions without the Proposed Action

The no-action scenario is the continuation of existing conditions on the project site, with the legalization of the existing bike racks, and the removal of the scaffolding to the east, following the completion of the building on Block 1583, Lot 6 (511 East 86th Street). The building will have 25 stories and a cellar, will be 230 feet tall, will contain 139,367 gsf, and will have 140 residential apartments and two ground floor stores, one fronting on York Avenue and one fronting on East 86th Street, with a combined 2,263 sf of commercial space.

Future Conditions with the Proposed Action

The Applicant, the existing restaurant in the ground floor of 1634-1636 York Avenue (aka 501 East 86th Street), proposes to open an unenclosed sidewalk café along the 86th Street side of the restaurant. If the proposed action is taken, the restaurant, The Mansion, would establish and operate an unenclosed sidewalk café, which would occupy a 365 sf area that would be 51'6" long and 7'1" wide. It would consist of two rows of tables, one of them adjacent to the building wall, with a serving lane between the two rows. There would be a total of 47 seats at 23 tables. (The proposed plan is presented in Appendix 2.) Access to the existing restaurant would be via an existing door on 86th Street that would open onto the café. There would be a remaining sidewalk width of 12'11" between the sidewalk café and the curb and a clear pedestrian path of 8'7" at the narrowest points (between the café and two existing tree pits). To free up additional pedestrian space, the restaurant would move its bicycle racks (used by its delivery persons) from the 86th Street side to the York Avenue side of the property.

The hours of operation of the sidewalk cafe would be determined in consultation with Community Board 8.

REQUIRED APPROVALS

The proposed project, an unenclosed sidewalk café operated by the Applicant along the north side of East 86th Street east of York Avenue, requires a zoning text amendment to alter ZR Sections 14-41, Locations Where Certain Sidewalk Cafes Are Not Permitted, and 14-42, Locations Where Enclosed Sidewalk Cafes Are Not Permitted. (The text of the proposed amendment is presented as Appendix 1.) It also requires the granting of a license from the NYC Department of Consumer Affairs.

BUILD YEAR

The project would not involve any construction. Once the zoning text amendment is approved, the Applicant would apply to the NYC Department of Consumer Affairs for a license. The physical alterations would consist of the moving of bicycle racks from 86th Street to York Avenue and the placement of moveable tables, chairs, and barriers on the sidewalk adjacent to the restaurant. The projected build year is therefore 2020.

PART II: TECHNICAL ANALYSES

INTRODUCTION

Based on the criteria in Part II of the Environmental Assessment Statement Short Form, the following technical areas require further analysis: land use, zoning, and public policy; urban design and visual resources; and transportation. These analyses, which follow the guidance in the *CEQR Technical Manual*, are presented below. The heading numbers correlate with the relevant chapters of the *CEQR Technical Manual*.

4 . LAND USE, ZONING, AND PUBLIC POLICY

Introduction

A land use analysis characterizes the uses and development trends in the area that may be affected by an action and determines whether a proposed project is compatible with those conditions or whether it may adversely affect them. The analysis also considers the proposed project's compliance with, and effect on, the area's zoning and other applicable public policies.

According to the *CEQR Technical Manual*, a preliminary assessment that includes a basic description of existing and future land uses, as well as basic zoning information, is provided for most projects, regardless of their anticipated effects. Regarding public policy, the *CEQR Technical Manual* states, "Large, publicly-sponsored projects are assessed for their consistency with PlaNYC, the City's sustainability plan." An assessment of an action's consistency with the Waterfront Revitalization Program is required if an action would occur within the designated Coastal Zone. Public policy assessments are also appropriate if an action would occur within an area covered by an Urban Renewal Plan or a 197-A Plan.

Study Area

According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of the proposed project, as well as the location and context of the area that could be affected by the project. Study area radii vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project.

Because of the modest size of the proposed project, the land use, zoning, and public policy assessment for the proposed action considers a study area generally extending 400 feet around the projected development sites. The study area extends northward almost to East 88th Street, eastward to Henderson Place, southward almost to the south side of East 85th Street, and westward to approximately the midpoint between York and First Avenues.

Need for a Preliminary Assessment

A land use and zoning assessment is appropriate for the proposed action, which consists of a zoning text amendment. Because the proposed project is neither large nor public sponsored and because the study area is not within the Coastal Zone or an area covered by an officially adopted plan, a public policy assessment is not warranted.

Land Use

Existing Conditions within the Affected Area

The northern East 86th Street sidewalk between York and East End Avenues is 20 feet wide. At the western end of the block, extending 75 feet from the intersection (adjacent to Block 1583, Lot 1), street furniture consists of a hydrant and bicycle racks used by an adjacent restaurant (for deliveries), and there are three street trees. These features occupy the outer portion of the sidewalk and remove 2'7" to 4'4" from the pedestrian right-of-way. The adjacent building's entrance stoop removes an estimated 5'6" from the pedestrian right-of-way. That leaves an unimpeded right-of-way of 10'0". To the east, the other 50 feet of sidewalk within the affected

area (part of the 75 feet adjacent to Block 1583, Lot 6) is covered by scaffolding because the adjacent lot is a construction site.

Existing Conditions within the Study Area

The study area is divided between residential buildings and mixed use buildings with residential units above ground floor commercial space. The former are located mainly along the side streets, and the latter are located mainly along York Avenue.

Adjacent to the project site is a 3,000 sf corner lot with 40 feet of frontage along York Avenue and 75 feet of frontage along East 86th Street, located at the northeast corner of the intersection. It is developed with two 54'-tall, four-story-and-cellar buildings with walkup residential apartments above ground floor commercial space, both constructed circa 1900. The corner building has the addresses 1634 York Avenue and 501 East 86th Street, and the building to its north has the address 1636 York Avenue. The four-story portions of the buildings are 20 feet wide and 65 feet deep, and the corner building has a one-story rear portion that extends the remaining depth of the lot. In total, the buildings contain 13,200 gsf of floor area. The buildings contain 11 dwelling units; both buildings originally had two apartments per floor, but the second floor units in one building have been combined. There are two commercial units on the ground floors: a 200 sf newspaper and candy store that occupies the one-story portion of 1634 York Avenue; and a diner, The Mansion, that has been in operation since 1945. There were originally three commercial units, but the restaurant expanded in 1972 to occupy space in both buildings. The Mansion has entrances on both the avenue and the street, and the news shop has an entrance further east on 86th Street. The residential entrance for the corner building is on 86th Street between the two commercial units. The residential entrance is elevated, with front steps extending approximately 5½ feet onto the sidewalk.

To the immediate east is a construction site, where a 25-story building with 140 residential units above two retail stores is being constructed. The lot is an L-shaped 9,069 sf parcel with 75 feet of frontage on East 86th Street and 20 feet of frontage on York Avenue.

Six- and 21-story apartment buildings occupy the remainder of the northern East 86th Street frontage that is within the study area. Elsewhere on Block 1583, the midblock along the eastern side of York Avenue between East 86th and 87th Streets consists of two four-story buildings almost identical to 1634 and 1636 York Avenue, with walkup residential apartments above local retail, and the avenue frontage of the construction site. A 16-story building with residential units above a ground floor supermarket occupies the East 87th Street corner, and smaller residential rowhouses line the East 87th Street frontage.

The affected area is directly across East 86th Street from Block 1582, Lots 52 and 46. Lot 52 (1622-1632 York Avenue) is a 7,509 sf corner site with 73.5 feet of frontage on East 86th Street and 102 feet of frontage on York Avenue. It is an assemblage of six former lots, each developed with a narrow four-story-and-cellar walkup building. The corner building (1632 York Avenue and 500-502 East 86th Street) formerly contained three dwelling units above a ground floor store but is now vacant. Three of the other buildings also had ground floor commercial units, and two were entirely residential. Demolition permits have been issued for all six buildings.

To the east of Lot 52 is Lot 46, a 9,996 sf lot with 99.5 feet of frontage on East 86th Street and the address 510 East 86th Street. It is occupied by a 182'-tall, 21-story-and-cellar, 123,333 gsf residential apartment building with 94 dwelling units, constructed in 1958.

Elsewhere on Block 1582, four five-story buildings occupy the southern half of the York Avenue frontage. One is completely residential; the others contain residential units above one or two ground floor commercial units (four personal service establishments and a pizzeria). Elevator apartment buildings from 8 to 16 stories in height line the East 86th Street frontage to the east of the affected area, and the East 85th Street frontage is a mix of five-story walkup apartment buildings (one of which has a ground floor dry cleaner), 6- to 17-story elevator apartment buildings, and one single-family home.

Residential and mixed use buildings of 5 to 39 stories occupy the remainder of the York Avenue frontage within the study area. Ground floor commercial establishments include local retail, restaurants, personal service establishments, a bank branch, and a laundromat. Land use along the cross streets in the rest of the study area is entirely residential, except for one building with a ground floor dry cleaner on East 86th Street between York and First Avenues.

Future Conditions without the Proposed Action

Along the affected sidewalk, the no-action scenario is the continuation of existing conditions on the project site, with the legalization of the existing bike racks, and the removal of the scaffolding to the east, following the completion of the building on Block 1583, Lot 6 (511 East 86th Street). The building will have 25 stories and a cellar, will be 230 feet tall, will contain 139,367 gsf, and will have 140 residential apartments and two ground floor stores, one fronting on York Avenue and one fronting on East 86th Street, with a combined 2,263 sf of commercial space.

Across East 86th Street from the project site, Block 1582, Lot 52 (1622-1632 York Avenue), will be redeveloped with a 170-foot-tall, 14-story, 101,690 gsf building with 132 assisted living units and accessory common space and services.

Future Conditions with the Proposed Action

If the proposed action is taken, the existing restaurant in the ground floor of 1634-1636 York Avenue (aka 501 East 86th Street), The Mansion, would establish and operate an unenclosed sidewalk café, which would occupy a 365 sf area that would be 51'6" long and 7'1" wide. It would consist of two rows of tables, one of them adjacent to the building wall, with a serving lane between the two rows. There would be a total of 47 seats at 23 tables. Access to the existing restaurant would be via an existing door on 86th Street that would open onto the sidewalk café. There would be a remaining sidewalk width of 12'11" between the sidewalk café and the curb and a clear pedestrian path of 8'7" at the narrowest points (between the café and two existing tree pits). To free up additional pedestrian space, the restaurant would move its bicycle racks (used by its delivery persons) from the 86th Street side to the York Avenue side of the property. The hours of operation of the sidewalk cafe would be determined in consultation with Community Board 8.

The proposed action would not introduce a new land use or alter the land use on any lot, but would instead extend an existing use (an eating and drinking establishment in operation since 1945) onto portions of the adjacent public sidewalks on a temporary basis. No developments, enlargements, or construction would occur, and no street furniture would be anchored to the sidewalk; the furniture for the sidewalk cafe would consist of moveable tables and chairs. The proposed action would therefore not alter the existing land use pattern and would therefore not have a significant adverse land use impact.

Zoning

Existing Conditions within the Affected Area

The affected area is zoned R10A/C1-5: a contextual high density residential district combined with a local retail overlay district. It permits residential uses, community facility uses, and a select group of commercial uses (Use Groups 1 through 6). The maximum permitted floor area (FAR) is 10.00 for residential and community facility uses and 2.00 for commercial uses, although bonuses can increase the permitted residential and community facility FAR to 12.00. Rear yards are generally required, but not front or side yards. The maximum permitted base height is 150 feet, and the maximum permitted building height is 210 feet.

The use and bulk regulations apply to zoning lots, not to streets (including sidewalks), which may not be developed or, with certain limited exceptions, reserved for private use. One of the limited exceptions is for sidewalk cafes, which, as defined in the Zoning Resolution, are portions of eating or drinking places that are located on public sidewalks. They are permitted at locations (1) that are within zoning districts where eating and drinking establishments are permitted and (2) that satisfy the area eligibility requirements of Zoning Resolution (ZR) Section 14-40, Area Eligibility for Sidewalk Cafes. Different area eligibility regulations apply to the three types of sidewalk cafes defined in the Zoning Resolution: enclosed sidewalk cafes, unenclosed sidewalk cafes, and small sidewalk cafes. Under current regulations, no sidewalk cafes are permitted within the affected area.

Existing Conditions within the Study Area

The study area includes R10A/C1-5, R10/C1-5, R10A, R10, and R8B zoning districts.

Commercial uses are not permitted in residential districts, including R10A, R10, and R8B districts, in which a local commercial overlay has not been mapped. The other provisions described above for R10A/C1-5 districts apply in the portions of the study area zoned R10A. R10 is a non-contextual variation of R10A, in which development may follow the bulk regulations applicable to R10A or may follow older regulations under which the permitted FAR varies by “height factor” up to a maximum of 10.00 (or 12.00 with bonuses) and under which the street wall may rise to a maximum height of 85 feet, at which point a setback is required, and above which the building may not penetrate a sky exposure plane that starts at a line 85 feet above the front lot line and slopes upwards and rearwards across the zoning lot. R8B is a medium density contextual district in which the maximum permitted FAR is 4.00 (for either residential or community facility use), the maximum permitted base height is 65 feet, and the maximum permitted building height is 75 feet.

The R10A/C1-5 district is mapped along both sides of York Avenue between East 87th Street and the midpoint between East 86th and East 85th Streets, to a depth of 100 feet from the avenue frontage. The R10/C1-5 district is mapped along both sides of York Avenue on the southern half of the block between East 85th and East 86th Streets. The R10A district is mapped along both sides of East 86th Street to the west of the R10A/C1-5 district, along the south side of East 86th Street to the east of the R10A/C1-5 district, and along the north side of East 86th Street between the R10A/C1-5 district and the midpoint between York and East End Avenues. The R10 district is mapped along York Avenue north of East 87th Street and south of East 85th Street. The R8B district is mapped in the remainder of the study area, along East 85th and East 87th Streets and part of the north side of East 86th Street.

All three types of sidewalk café are permitted on York Avenue between East 85th and East 87th Streets and along East 85th and East 87th Streets within 100 feet of York Avenue.

Future Conditions without the Proposed Action

In the absence of the proposed action, no zoning changes are anticipated within the affected area or the study area.

Future Conditions with the Proposed Action

The proposed action would consist of a zoning text amendment to alter ZR Sections 14-41, Locations Where Certain Sidewalk Cafes Are Not Permitted, and 14-42, Locations Where Enclosed Sidewalk Cafes Are Not Permitted, by expanding the areas in which unenclosed (but not enclosed) sidewalk cafes may be located to include the north sidewalk of East 86th Street east of the York Avenue intersection for a length of 125 feet. As is noted above under Existing Conditions within the Study Area, both enclosed and unenclosed cafes are now permitted along York Avenue between East 85th and East 87th Streets and along East 85th and East 87th Streets within 100 feet of York Avenue. They are currently not permitted anywhere on East 86th Street, except that small sidewalk cafes are permitted on most of the block between First and Second Avenues.

The character of East 86th Street is not uniform between Fifth Avenue and the East River; rather, it changes substantially as one moves from west to east. Whereas the majority of the street is occupied by commercial uses and is heavily trafficked, along the eastern portion of East 86th Street residential use is predominant, fewer properties are utilized for commercial use, and pedestrian traffic is minimal. In addition, the sidewalks are wider east of York Avenue than on the rest of East 86th Street – and wider than on East 85th and East 87th Street, where sidewalk cafes are permitted.

Under ZR Section 14-00, General Purposes, ZR Article I, Chapter 4, Sidewalk Café Regulations, cites three planning criteria related to sidewalk cafes:

- “(a) To ensure adequate space for pedestrians on the sidewalk adjacent to sidewalk cafes.
- (b) To promote sidewalk cafes as visual amenities that better relate to the streetscape.
- (c) To preserve and enhance the character of neighborhoods throughout the City.”

Unenclosed sidewalk cafés can be accommodated on the affected stretch of sidewalk without negatively impacting the flow of pedestrian traffic, as is demonstrated by the pedestrian analysis presented in Section 16, Transportation. They can relate well to the streetscape, as is demonstrated in Section 10, Urban Design and Visual Resources. They would be consistent with neighborhood character, as demonstrated by the fact they are currently permitted along all or part of the York Avenue and East 87th Street frontages of the affected block, Block 1583. Furthermore, with regard to neighborhood character, the sidewalk café hours of operation would be set in coordination with Community Board 8. The proposed action would therefore not have a significant adverse zoning impact.

Conclusion

For the reasons presented above, the proposed action would not have a significant adverse impact related to land use, zoning, or public policy, and additional analysis is not warranted.

10. URBAN DESIGN AND VISUAL RESOURCES

Introduction

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. The proposed action would not alter the floor area, lot coverage, yard, or height and setback regulations applicable to new developments or building alterations, and it would not result in any new construction. A preliminary assessment is appropriate, however, because the proposed project would change the pedestrian space along part of a public street. Because of the nature of the proposed action, the analysis is limited to street level conditions along the western portion of the northern blockfront of East 86th Street block between York and East End Avenues. (See Figure 5, Aerial Map, which precedes this report.)

Existing Conditions

The northern East 86th Street sidewalk between York and East End Avenues is 20 feet wide. At the western end of the block, extending 75 feet from the intersection (adjacent to Block 1583, Lot 1), street furniture consists of a hydrant and bicycle racks used by an adjacent restaurant (for deliveries), and there are three street trees. These features occupy the outer portion of the sidewalk and remove 2'7" to 4'4" from the pedestrian right-of-way. (The bike racks were installed without permission from DOT and therefore need to be legalized.) The adjacent building's entrance stoop removes an estimated 5'6" from the pedestrian right-of-way. That leaves an unimpeded right-of-way of 10'0". The sidewalk is well maintained. (See Photographs 15, 17, and 18 in Figure 6, which precedes this report.) To the east, the other 25 feet of sidewalk within the affected area (part of the 75 feet adjacent to Block 1583, Lot 6) is covered by scaffolding because the adjacent lot is a construction site. (See Photographs 5 and 16.)

Adjacent to the sidewalk are a mixed-use building with 75 feet of frontage along East 86th Street, as well as frontage onto York Avenue, and a construction site with 75 feet of frontage along East 86th Street. The corner building was constructed circa 1900. Most of the building is four stories (54 feet) tall, but a ten-foot-long section at the eastern end of the lot is only one story tall. The four-story section contains walkup residential apartments above a ground floor restaurant named The Mansion. A small newspaper and candy store occupies the one-story portion of the building. The Mansion has entrances on both the avenue and the street, and the news shop has an entrance further east on 86th Street. The residential entrance to the building is on 86th Street between the two commercial units. The residential entrance is elevated, with front steps extending approximately 5½ feet onto the sidewalk. The façade is mainly red brick, but most of the first story is clad in white stone. (See Photographs 1, 2, 3, and 4.)

There are no visual resources either located on or visible from the block.

Future Conditions without the Proposed Action

The no-action scenario is the continuation of existing conditions on the project site, with the legalization of the existing bike racks, and the removal of the scaffolding to the east, following

the completion of the building on Block 1583, Lot 6 (511 East 86th Street). The building will have 25 stories and a cellar, will be 230 feet tall, will contain 139,367 gsf, and will have 140 residential apartments and two ground floor stores, one fronting on York Avenue and one fronting on East 86th Street, with a combined 2,263 sf of commercial space.

Future Conditions with the Proposed Action

If the proposed action is taken, the existing restaurant in the ground floor of 1634-1636 York Avenue (aka 501 East 86th Street), The Mansion, would establish and operate an unenclosed sidewalk café, which would occupy a 365 sf area that would be 51'6" long and 7'1" wide. It would consist of two rows of tables, one of them adjacent to the building wall, with a serving lane between the two rows. There would be a total of 47 seats at 23 tables. Access to the existing restaurant would be via an existing door on 86th Street that would open onto the sidewalk café. There would be a remaining sidewalk width of 12'11" between the sidewalk café and the curb and a clear pedestrian path of 8'7" at the narrowest points (between the café and two existing tree pits). To free up additional pedestrian space, the restaurant would move its bicycle racks (used by its delivery persons) from the 86th Street side to the York Avenue side of the property.

As the perspective diagram on the following pages shows, The Mansion's proposed sidewalk café would be an unobtrusive addition to the streetscape, occupying an area that is largely beneath the restaurant's existing awning and extending approximately a foot and a half beyond the building's existing front stoop. It would enliven a portion of the sidewalk that is now largely avoided because persons walking westward are following a pathway southward of the stoop and because the awning and its shadow give the area a semi-private feel.

Conclusion

For the reasons explained above, the sidewalk cafe would not adversely affect the pedestrian experience of persons traversing East 86th Street. The proposed action would not have a significant adverse impact on urban design and visual resources, and no further analysis is warranted.

East 86th Street facing west (Site at right)



No-Action Scenario

East 86th Street facing west (Site at right)



With-Action Scenario

East 86th Street facing northeast (Site ahead)



No-Action Scenario

East 86th Street facing northeast (Site ahead)



With-Action Scenario

16. TRANSPORTATION

Introduction

The objective of the transportation analyses is to determine whether a proposed project may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, cyclists, transit users and motorists), on- and off-street parking, or goods movement. Such an impact may result either from a change to a transportation element (e.g., the widening or narrowing of a street or sidewalk, a change in traffic signal timing, or a change to a bus route) or from an increase in the number of trips along a particular route.

The proposed action would alter the sidewalk café regulations by expanding the areas in which unenclosed (but not enclosed) sidewalk cafes may be located to include the north sidewalk of East 86th Street east of the York Avenue intersection for a length of 125 feet. (See Figure 16-1.) The action would facilitate the operation of a 365 sf unenclosed sidewalk café on the north side of East 86th Street, adjacent to an existing restaurant, The Mansion, in the building at 501 East 86th Street (Block 1583, Lot 1).

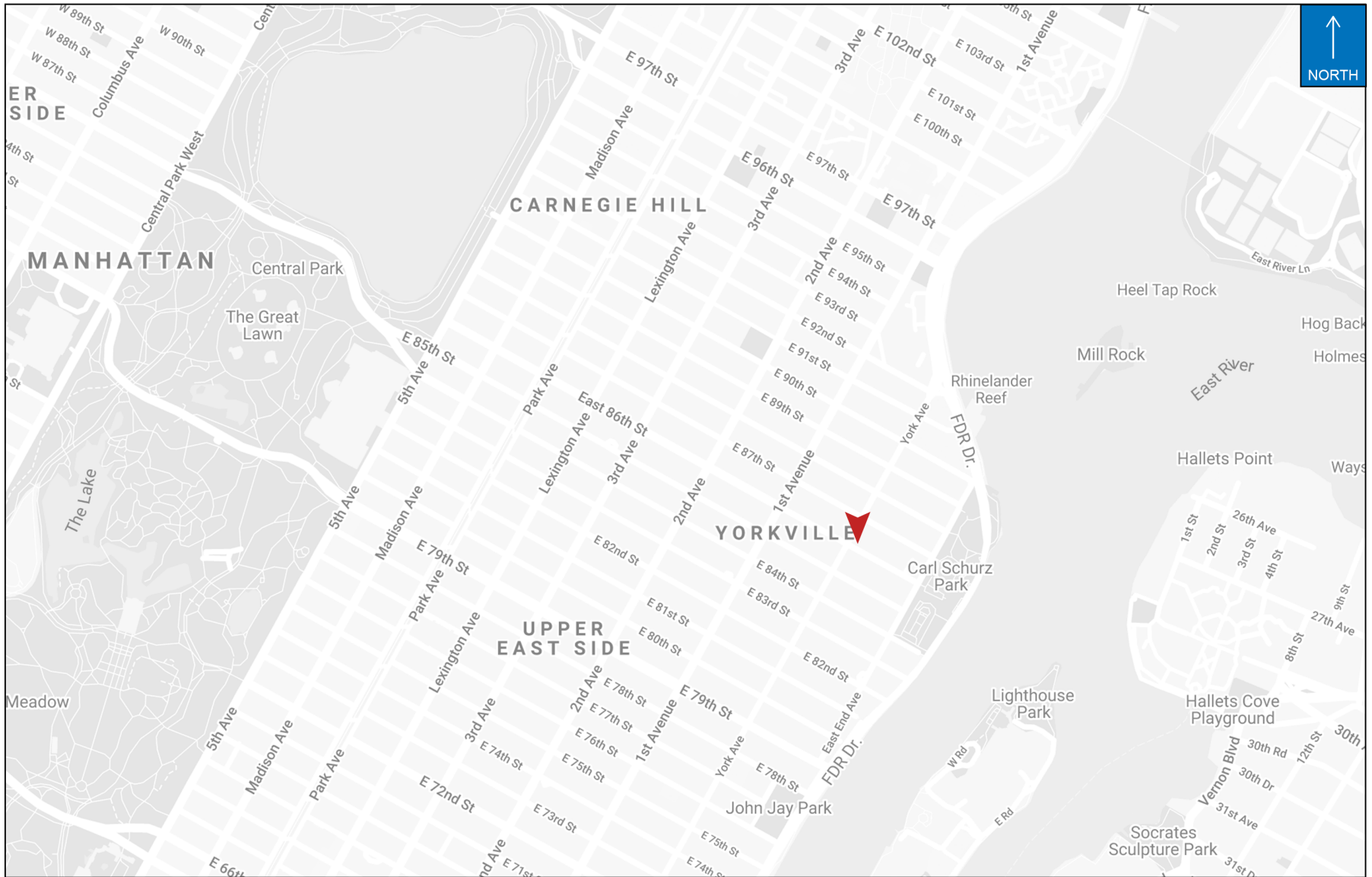
The proposed project would not equal or exceed the CEQR threshold for trip generation requiring a transportation analysis. It would add 365 sf of restaurant space in a part of the city where, according to *CEQR Technical Manual* Table 16-1, Minimum Development Densities Potentially Requiring Transportation Analysis, a minimum of 20,000 sf of restaurant space would require analysis. The proposed project would change a transportation element by occupying space on a public sidewalk. This section of the report therefore analyzes the proposed project's potential to adversely affect pedestrian movement along the northern East 86th Street sidewalk to the east of the York Avenue intersection.

Pedestrian Analysis Methodology

The operation of the north sidewalk in the affected area was assessed using methodologies presented in the 2000 Highway Capacity Manual (HCM) using the Highway Capacity Software (HCS+ 5.5) for pedestrian analysis. The proposed project would add no new pedestrian trips to the sidewalk, but the proposed sidewalk café would narrow the sidewalk pedestrian path, potentially affecting the sidewalk level of service (LOS) for all pedestrians utilizing the sidewalk.

As described below in detail, the operation of the sidewalk was assessed based on the existing and future conditions of sidewalk widths and pedestrian volumes. Pedestrian LOS analysis was conducted for all conditions and for all peak hours, according to the criteria in Table 16-1.

The primary performance measure for sidewalks and walkways is pedestrian space, expressed as square feet per pedestrian (ft²/p), which is an indicator of the quality of pedestrian movement and comfort. It must be determined whether the pedestrian flow along a sidewalk or walkway location is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform. Platoon flow occurs when pedestrian volumes vary significantly within the peak 15-minute period, such as where




Project Location
 Mansion Restaurant

Figure 16-1

nearby bus stops, subway stations and/or crosswalks account for much of the pedestrian volume. Sidewalk and walkway LOS for average pedestrian space are defined in Table 16-1 for non-platoon and platoon conditions.

Table 16-1: Pedestrian Sidewalk/Walkway Levels of Service (LOS) Descriptions

LOS	Sidewalk/Walkway	Non-Platoon Flow Criteria (sf/ped)	Platoon Flow Criteria (sf/ped)
A	(Unrestricted)	> 60	> 530
B	(Slightly Restricted)	> 40 to 60	> 90 to 530
C	(Restricted but fluid)	> 24 to 40	> 40 to 90
D	(Restricted, necessary to continuously alter walking stride and direction)	> 15 to 24	> 23 to 40
E	(Severely restricted)	> 8 to 15	> 11 to 23
F	(Forward progress only by shuffling; no reverse movement possible)	< 8	< 11

Notes: Based on average conditions for 15 minutes sf/ped - square feet of area per pedestrian.

Source: CEQR Technical Manual-Table 16-9.

2019 Existing Conditions

Sidewalk Adjacent to The Mansion

The northern East 86th Street sidewalk between York and East End Avenues is 20 feet wide (actual width). On the 75-foot-long portion adjacent to Block 1583, Lot 1 (where The Mansion Restaurant is located), the sidewalk street furniture consists of a hydrant and bicycle racks used by the adjacent restaurant (for deliveries), and there are three street trees. These features occupy the outer portion of the sidewalk and remove 2'7" to 4'4" from the pedestrian right-of-way. (The bike racks were installed without permission from DOT and therefore need to be legalized.) The adjacent building's entrance stoop removes an estimated 5'6" from the pedestrian right-of-way. That leaves an unimpeded right-of-way of 10'0, or 8'0 effective width.

Pedestrian Volumes

Pedestrian traffic data were collected in May 4 (Saturday) and May 7 (Tuesday), 2019, by ESC for the two pedestrian movements along the section of sidewalk on the north side of East 86th Street

that would be affected by the proposed project. Figures 16-2 through 16-4 show the Weekday Midday (1:00 – 2:00 PM) and PM (4:30 – 5:30) and Saturday (2:00 – 3:00 PM) peak hour volumes, respectively. The results show that pedestrian volumes range between 188 and 255 persons per hour during the peak hours.

Pedestrian LOS Analysis

The existing pedestrian conditions were evaluated for the sidewalk. Level of service (LOS) results are summarized in Table 16-2. As shown in that table, the sidewalk is operating at LOS A without Platoon and LOS B with Platoon during all peak hours.

Table 16-2
Pedestrian Levels of Service (LOS) analysis_ Midday, PM and Saturday Peak Hours
2019 Existing Conditions

Sidewalk	movements	Volume Both Direction Vped p/hr	PHF	Actual Width W	Effective Width	Flow RATE PER Unit Width Vp=Vped/60*w*phf	Free Flow Walk Speed ft/sec. Spf	Adjusted Walk Speed Sp=(1-(0.0078v*v))Sf	Avg Ped Space Ap=60*Sp/Vp	LOS	Platoon Adj LOS
MIDDAY PEAK HOUR											
86th Street Between York and East End Avenues North sidewalk	1 and 2	188	0.84	20	8	0.47	4	3.99	514	A	B
PM PEAK HOUR											
86th Street Between York and East End Avenues North sidewalk	1 and 2	255	0.885	20	8	0.60	4	3.99	399	A	B
SATURDAY PEAK HOUR											
86th Street Between York and East End Avenues North sidewalk	1 and 2	200	0.86	20	8	0.48	4	3.99	494	A	B

2020 Future Conditions without the Proposed Action

Sidewalk Features

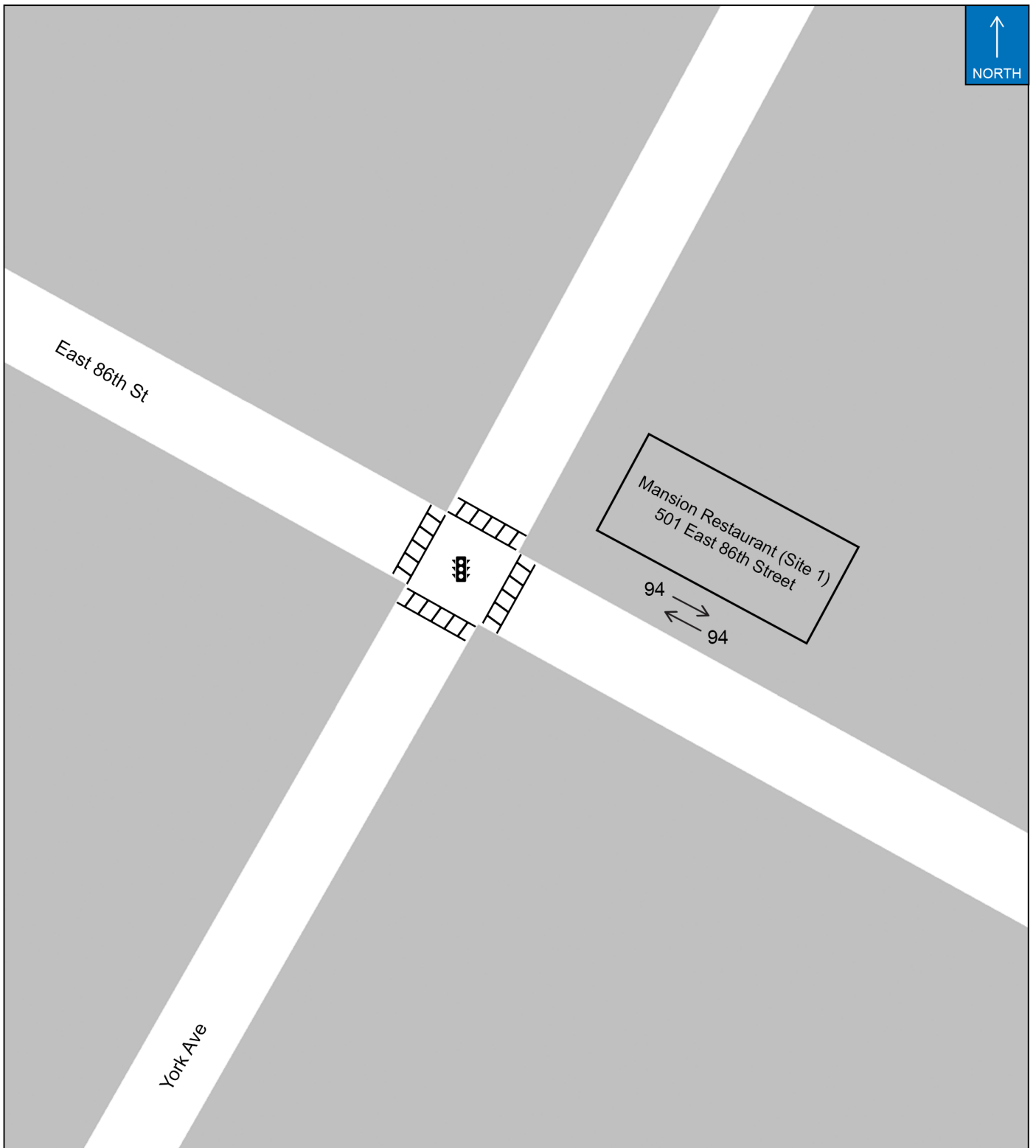
The no-action scenario is the continuation of existing conditions along the sidewalk, with the legalization of the existing bike racks.

Pedestrian Volumes

The No Action condition pedestrian volumes are shown in Figures 16-5 through 16-7 for the weekday midday, PM and Saturday peak hours, respectively. The No Action condition pedestrian volumes were projected by layering on top of the existing pedestrian volumes the following: background growth, additional 0.25 percent of traffic volume growth to account for small- to moderate-sized No Build projects within a 1/2-mile of the project sites, per *CEQR Technical Manual* guidelines (Table 16-4 for Manhattan).



Pedestrian LOS Analysis

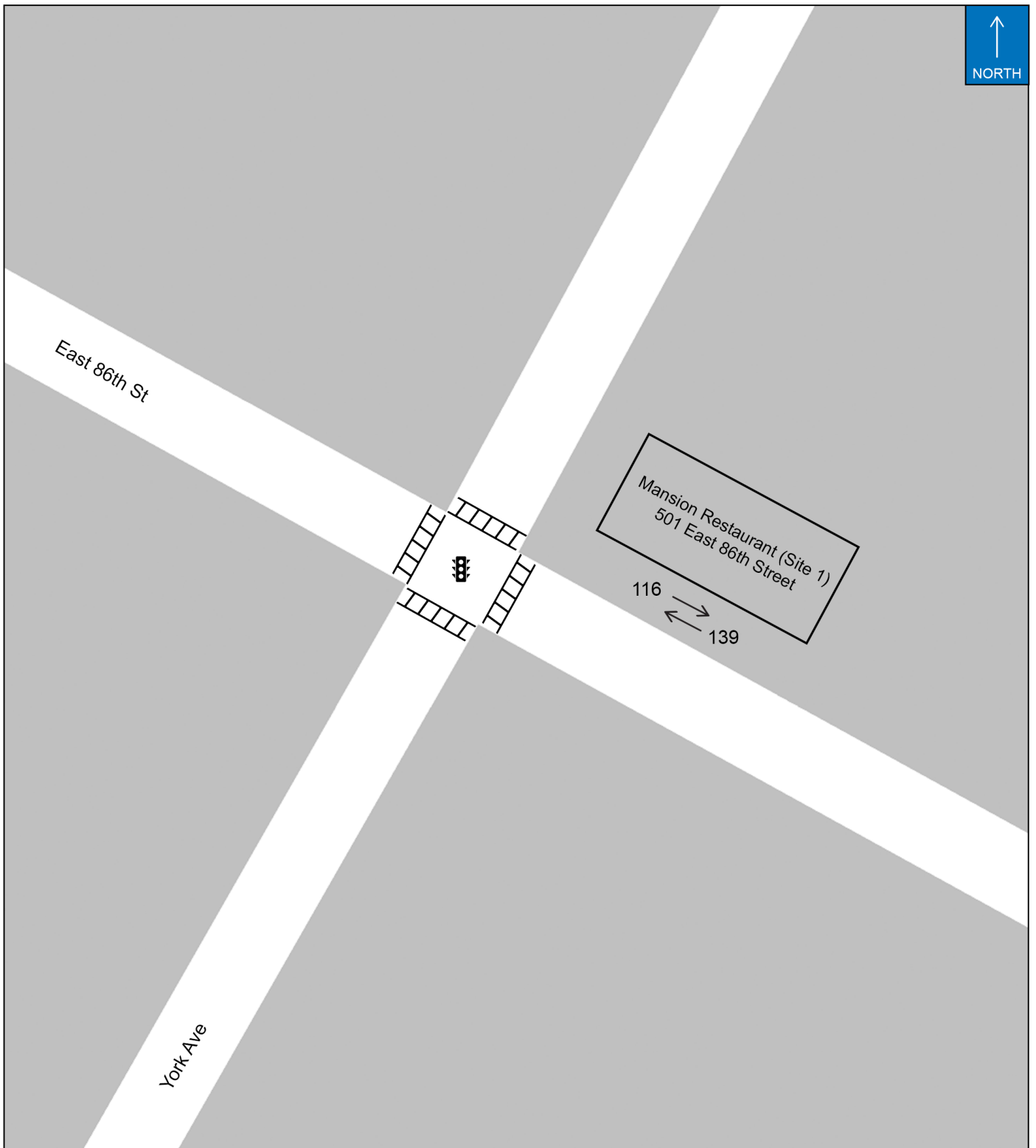
The No-Action pedestrian conditions were evaluated, and level of service (LOS) results are summarized in Table 16-3. As shown in that table, the sidewalk would operate at LOS A without Platoon and LOS B with Platoon during all peak hours.



2019 Existing Conditions
 Weekday (1:00-2:00PM) Midday Peak Hour Pedestrian Volumes



Figure 16-2

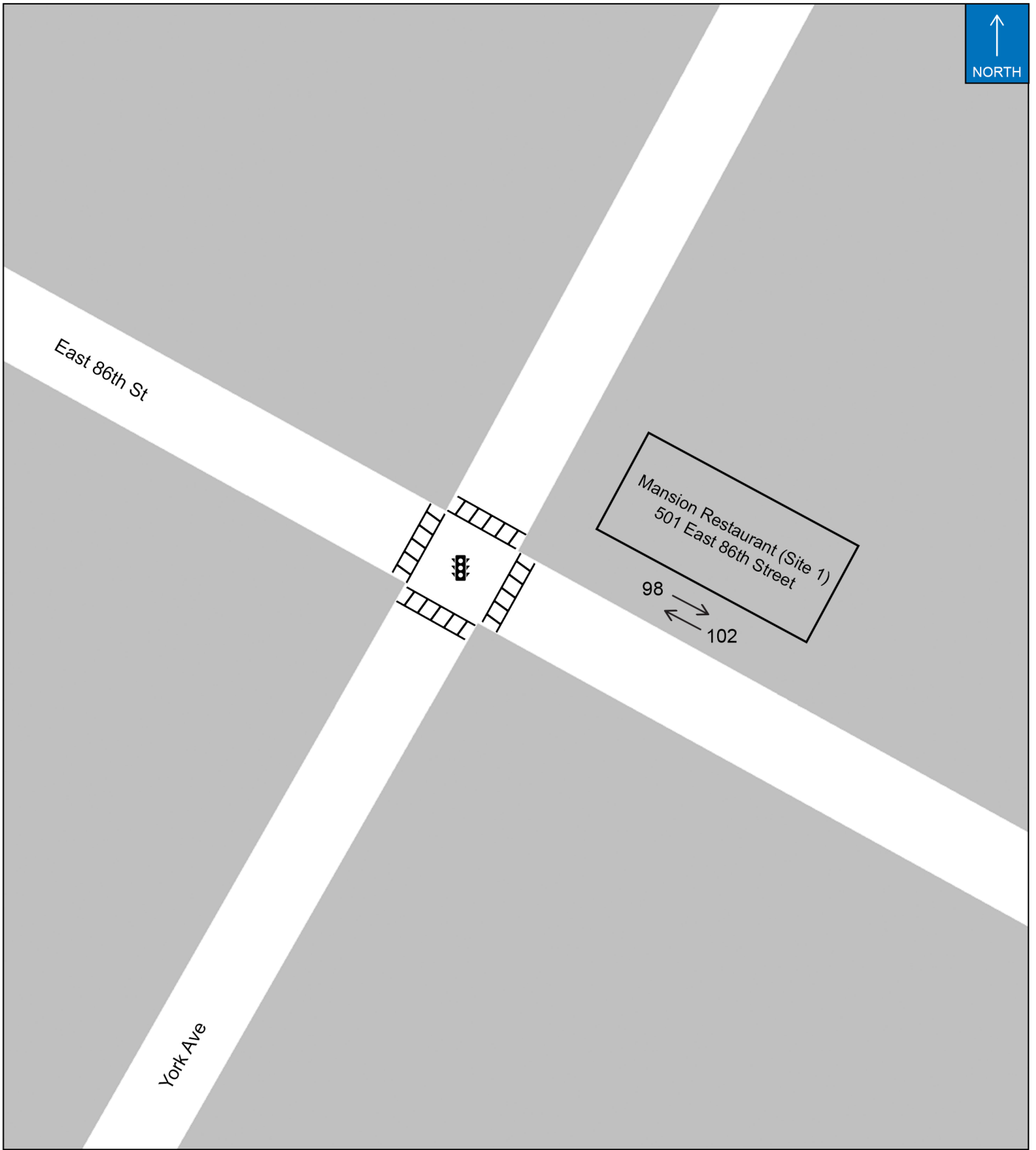
-  Traffic Light
-  X-Walk



2019 Existing Conditions
 Weekday (4:30-5:30PM) PM Peak Hour Pedestrian Volumes



Figure 16-3

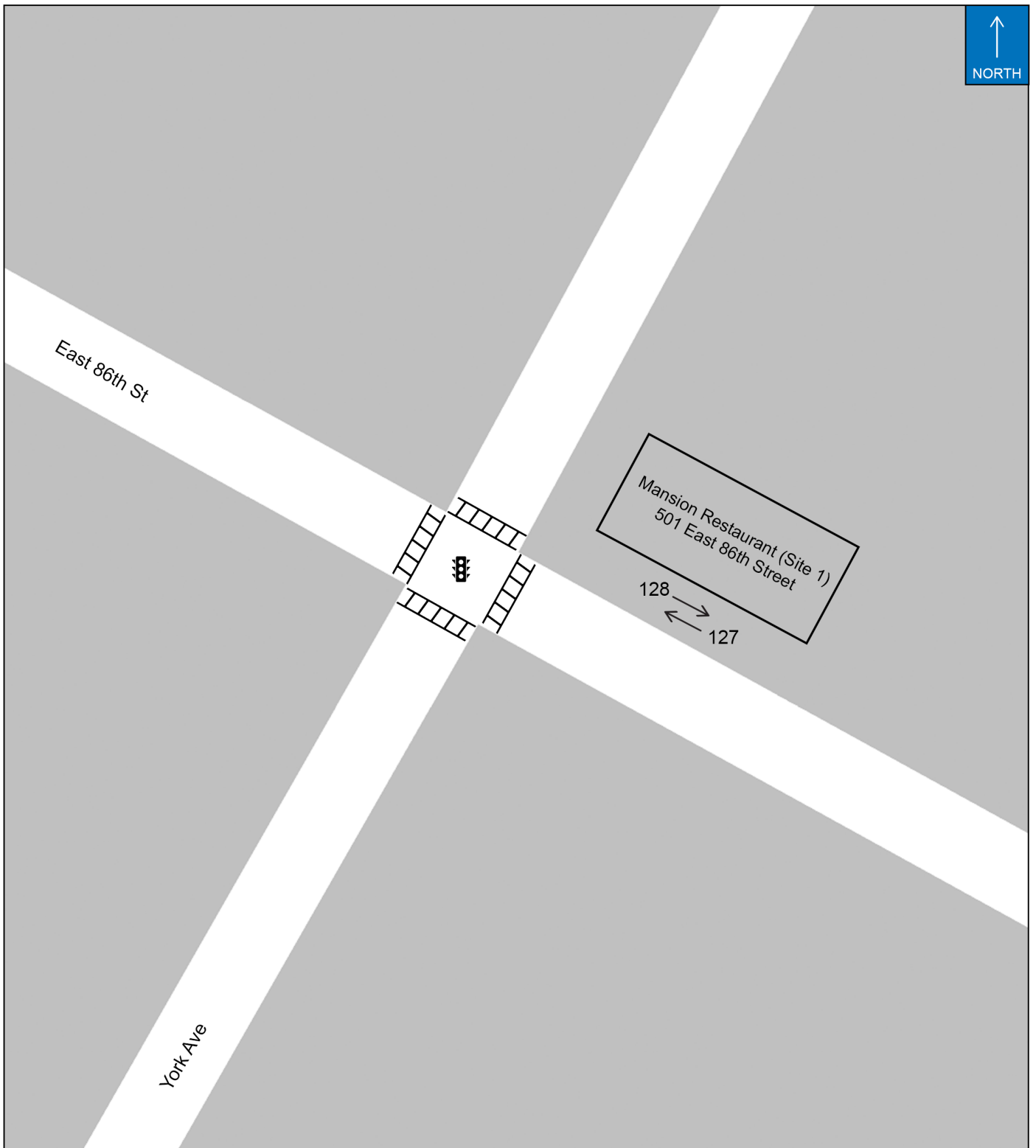
-  Traffic Light
-  X-Walk



2019 Existing Conditions
 Saturday (2:00-3:00PM) Peak Hour Pedestrian Volumes



Figure 16-4

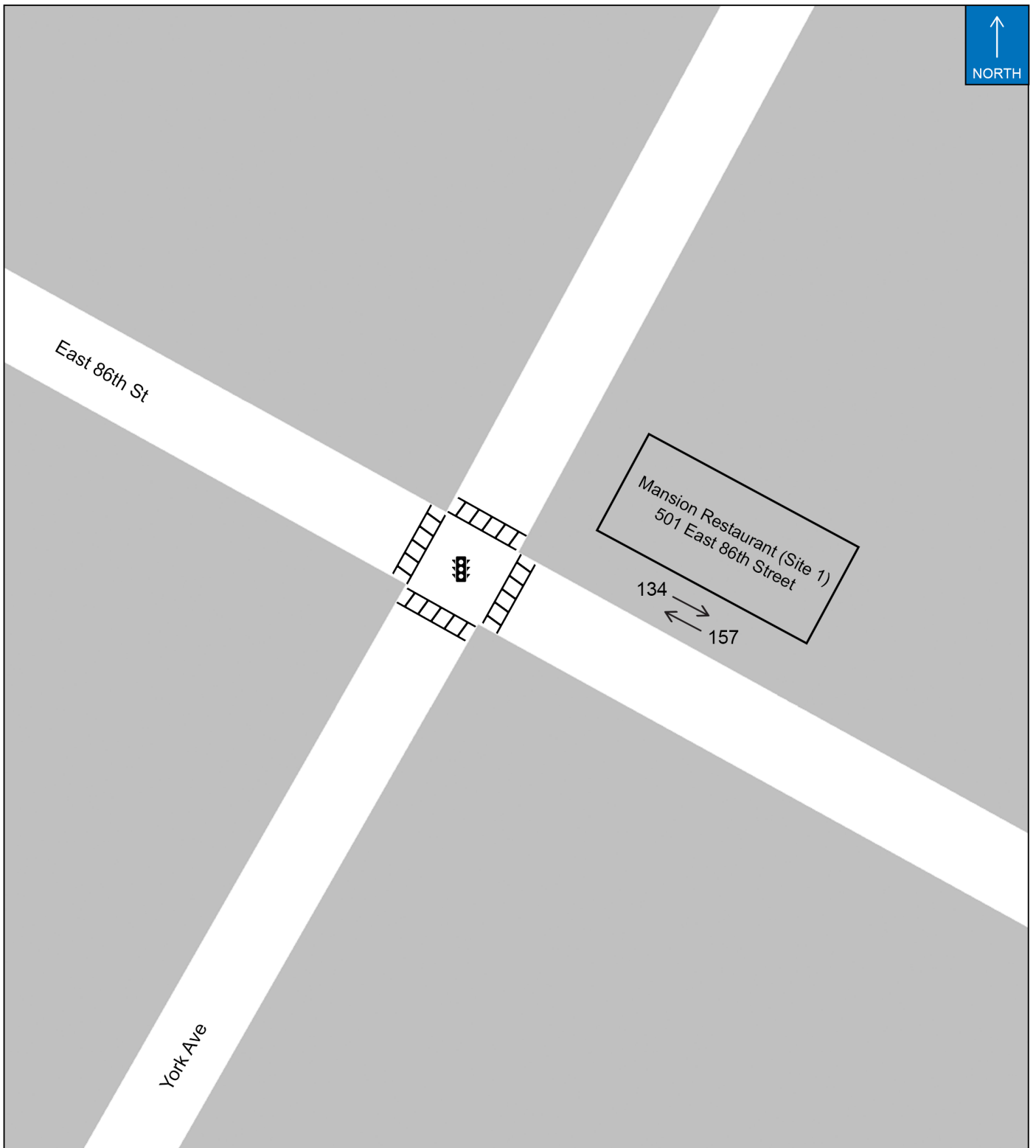
-  Traffic Light
-  X-Walk



2020 Future Conditions
 Weekday (1:00-2:00PM) Midday Peak Hour Pedestrian Volumes



Figure 16-5

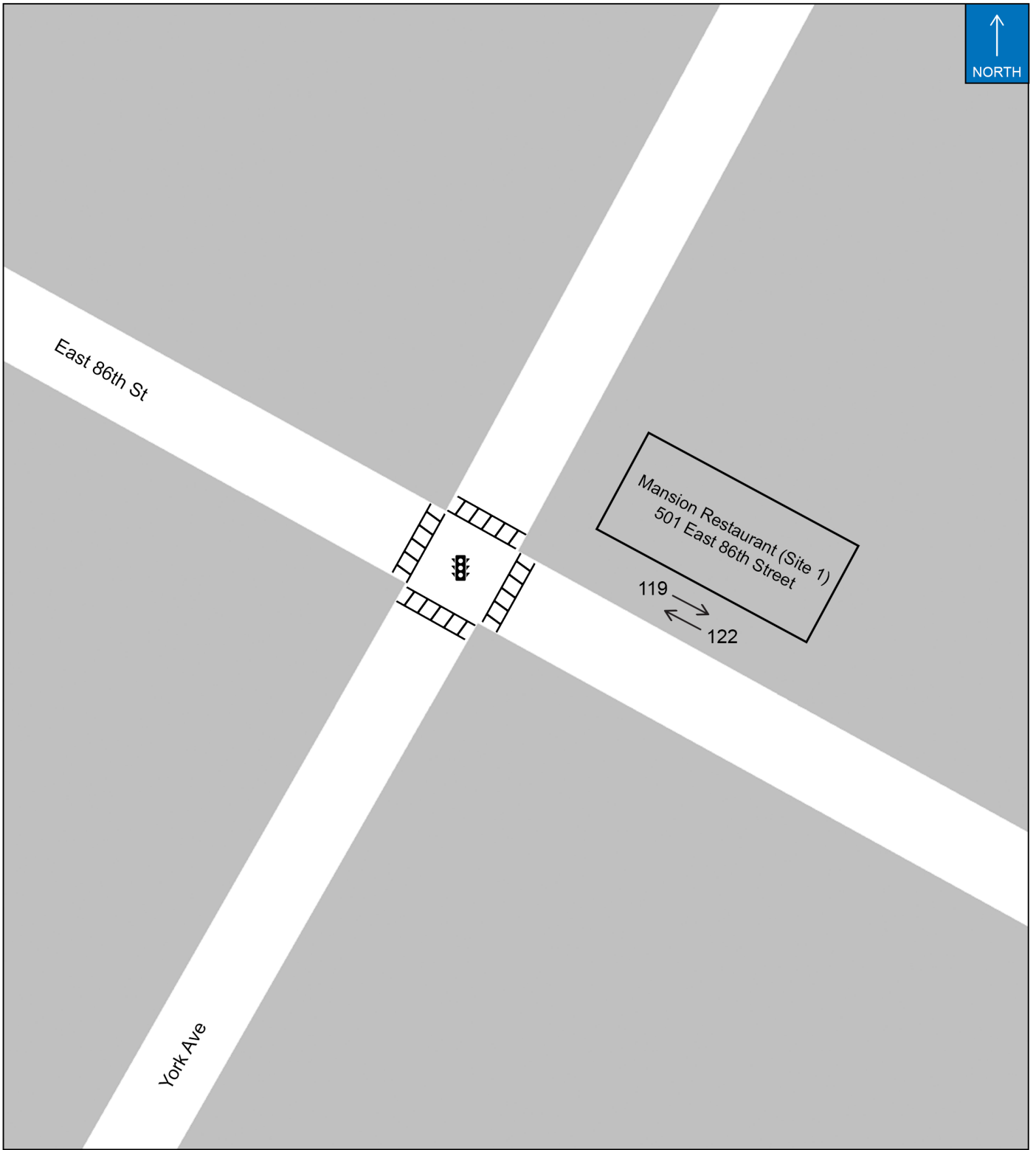
-  Traffic Light
-  X-Walk



2020 Future Conditions
 Weekday (4:30-5:30PM) PM Peak Hour Pedestrian Volumes

Figure 16-6

-  Traffic Light
-  X-Walk



2020 Future Conditions
 Saturday (2:00-3:00PM) Peak Hour Pedestrian Volumes

Figure 16-7



-  Traffic Light
-  X-Walk

Table 16-3 Pedestrian Levels of Service (LOS) analysis_ Midday, PM and Saturday Peak Hours 2020 Future No-Action Conditions											
Sidewalk	movements	Volume Both Direction Vped p/hr	PHF	Actual Width W	Effective Width	Flow RATE PER Unit Width Vp=Vped/60*w*phf	Free Flow Walk Speed ft/sec. Spf	Adjusted Walk Speed Sp=(1-(0.0078v*v)Sf	Avg Ped Space Ap=60*Sp/Vp	LOS	Platoon Adj LOS
MIDDAY PEAK HOUR											
86th Street Between York and East End Avenues											
North sidewalk	1 and 2	255	0.84	20	8	0.63	4	3.99	378	A	B
PM PEAK HOUR											
86th Street Between York and East End Avenues											
North sidewalk	1 and 2	291	0.885	20	8	0.69	4	3.99	349	A	B
SATURDAY PEAK HOUR											
86th Street Between York and East End Avenues											
North sidewalk	1 and 2	241	0.86	20	8	0.58	4	3.99	410	A	B

2020 Future Conditions with the Proposed Action

Sidewalk Features

The Applicant, the existing restaurant in the ground floor of 1634-1636 York Avenue (aka 501 East 86th Street), proposes to open an unenclosed sidewalk café along the East 86th Street side of the restaurant. If the proposed action is taken, the restaurant, The Mansion, would establish and operate an unenclosed sidewalk café, which would occupy a 365 sf area that would be 51'6" long and 7'1" wide. It would consist of two rows of tables, one of them adjacent to the building wall, with a serving lane between the two rows. There would be a total of 47 seats at 23 tables. Access to the existing restaurant would be via an existing door on 86th Street that would open onto the café. There would be a remaining sidewalk width of 12'11" between the sidewalk café and the curb and a clear pedestrian path of 8'7" at the narrowest points (between the café and two existing tree pits). To free up additional pedestrian space, the restaurant would move its bicycle racks (used by its delivery persons) from the 86th Street side to the York Avenue side of the property. The effective width is assumed to be at 6'7" feet for the future with the proposed action which would include sidewalk café operation.

Pedestrian Volumes

The With-Action condition pedestrian volumes would be the same as those under the No-Action scenario, but the effective width for the sidewalk would change due to the proposed project (sidewalk café operation).

Pedestrian LOS Analysis

The With-Action pedestrian conditions were evaluated for the sidewalk, and level of service (LOS) results are summarized in Table 16-4. As shown in that table, the sidewalk would operate at LOS A without Platoon and LOS B with Platoon during all peak hours.

Table 16-4											
Pedestrian Levels of Service (LOS) analysis_ Midday, PM and Saturday Peak Hours											
2020 Future With-Action Conditions											
Sidewalk	movements	Volume Both Direction Vped p/hr	PHF	Actual Width W	Effective Width	Flow RATE PER Unit Width Vp=Vped/60*w*phf	Free Flow Walk Speed ft/sec. Spf	Adjusted Walk Speed Sp=(1-(0.0078v*v)Sf	Avg Ped Space Ap=60*Sp/Vp	LOS	Platoon Adj LOS
MIDDAY PEAK HOUR											
86th Street Between York and East End Avenues											
North sidewalk	1 and 2	255	0.84	20	6.58	0.77	4	3.98	311	A	B
PM PEAK HOUR											
86th Street Between York and East End Avenues											
North sidewalk	1 and 2	291	0.885	20	6.58	0.83	4	3.98	287	A	B
SATURDAY PEAK HOUR											
86th Street Between York and East End Avenues											
North sidewalk	1 and 2	241	0.86	20	6.58	0.71	4	3.98	337	A	B

Conclusion

Based on the above pedestrian assessment, the proposed action would have no significant pedestrian impacts on future pedestrian movements along the affected East 86th Street sidewalk.

Appendix 1: Zoning Text Amendment

Mansion Cafe Sidewalk Cafe Text Amendment

August 9, 2019

Matter in underline is new, to be added;

Matter in ~~strikeout~~ is to be deleted;

Matter with # # is defined in Section 12-10;

* * * indicates where unchanged text appears in the Zoning Resolution

Article I: General Provisions

Chapter 4 – Sidewalk Cafe Regulations

14-41

Locations Where Certain Sidewalk Cafes Are Not Permitted

Manhattan:

86th Street – from the East River to 125 feet east of York Avenue and from York Avenue to Fifth Avenue

14-42

Locations Where Enclosed Sidewalk Cafes Are Not Permitted

Manhattan:

86th Street – from the East River to Fifth Avenue

* * *

Appendix 2: Proposed Plan for an Unenclosed Sidewalk Café

SWA

THE OFFICE OF S. STEVE WYGODA
ARCHITECTS AND PLANNERS
190 EAST MAIN STREET
HUNTINGTON, NY 11743
PHONE: 631-424-8480 FAX: 631-547-4193

IT IS A VIOLATION OF N. Y. STATE LAWS FOR ANY PERSON, UNLESS DIRECTED BY A REGISTERED ARCHITECT OR PROF. ENGINEER TO ALTER ANY ITEM IN ANY WAY.

ISSUE DATES:

NO. DATE DESCRIPTION

REVISIONS:

NO. DATE DESCRIPTION

DCA #:
ULURP #:
COMMUNITY BOARD #: 108
BLOCK #: 1583 LOT #: 1
OF TABLES: 23 # OF SEATS: 47
CAFE AREA: 438 SQ. FT.

UNENCLOSED SIDEWALK CAFE FOR:

THE MANSION RESTAURANT

1634 YORK AVENUE,
NEW YORK, NY 11028

DRAWING TITLE

PROPOSED PLAN AND SITE PLAN

SEAL & SIGNATURE

DATE: 08-13-18

PROJECT No.:

DRAWING BY: K.M.M.

CHK BY: S.S.W.

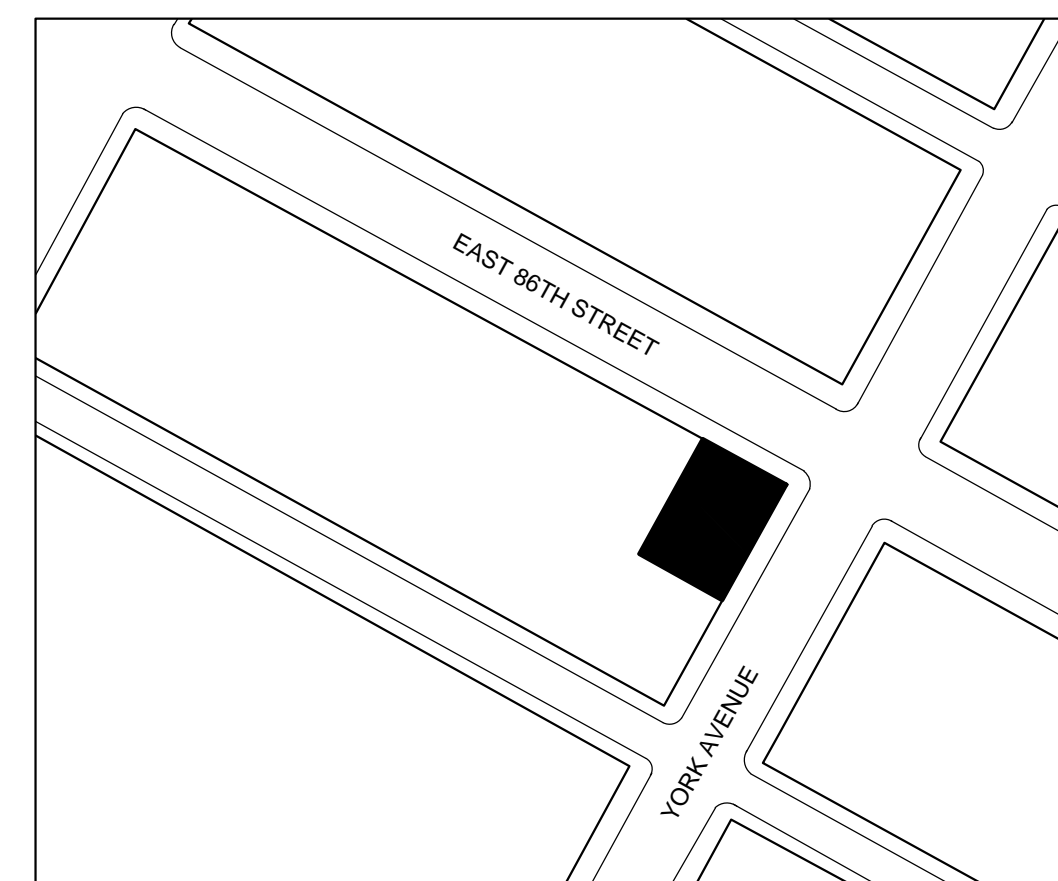
DWG No.:

A-001.00

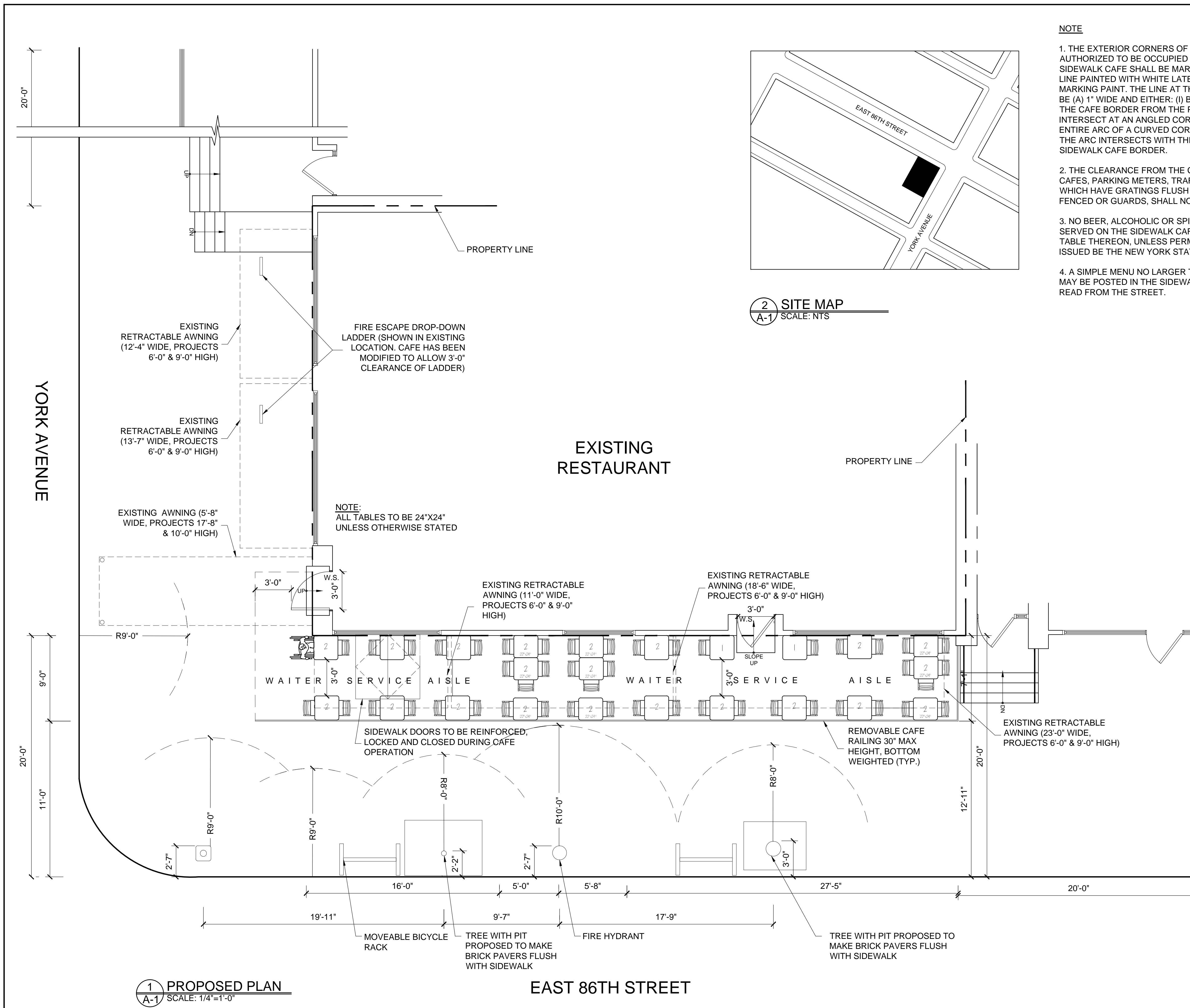
APPL. No.:

NOTE

1. THE EXTERIOR CORNERS OF THE BORDER OF THE SPACE AUTHORIZED TO BE OCCUPIED BY AN UNENCLOSED SIDEWALK CAFE SHALL BE MARKED ON THE SIDEWALK BY A LINE PAINTED WITH WHITE LATEX TRAFFIC AND ZONE MARKING PAINT. THE LINE AT THE OUTSIDE CORNER SHALL BE (A) 1" WIDE AND EITHER: (I) BE 3" LONG ON EACH SIDE OF THE CAFE BORDER FROM THE POINT WHERE THE BORDERS INTERSECT AT AN ANGLED CORNER, OR (B) MARK THE ENTIRE ARC OF A CURVED CORNER FROM THE POINT WHERE THE ARC INTERSECTS WITH THE STRAIGHT PORTION OF THE SIDEWALK CAFE BORDER.
2. THE CLEARANCE FROM THE CORNERS OF THE SIDEWALK CAFES, PARKING METERS, TRAFFIC SIGNS, AND TREES WHICH HAVE GRATINGS FLUSH TO THE GRADE, WITHOUT FENCED OR GUARDS, SHALL NOT COUNT AS OBSTRUCTIONS.
3. NO BEER, ALCOHOLIC OR SPIRITOUS LIQUORS SHALL BE SERVED ON THE SIDEWALK CAFE PREMISES OR AT ANY TABLE THEREON, UNLESS PERMITTED UNDER A LICENSE ISSUED BY THE NEW YORK STATE LIQUOR AUTHORITY.
4. A SIMPLE MENU NO LARGER THAN THREE SQUARE FEET MAY BE POSTED IN THE SIDEWALK CAFE, SO THAT IT MAY BE READ FROM THE STREET.



2 SITE MAP
A-1 SCALE: NTS



1 PROPOSED PLAN
A-1 SCALE: 1/4" = 1'-0"

EAST 86TH STREET

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SWA

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190 EAST MAIN STREET
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PHONE: 631-424-8480 FAX: 631-547-4193

IT IS A VIOLATION OF N. Y. STATE LAWS
FOR ANY PERSON, UNLESS DIRECTED BY A
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TO ALTER ANY ITEM IN ANY WAY.

ISSUE DATES:

NO. DATE DESCRIPTION

REVISIONS:

NO. DATE DESCRIPTION

DCA #:
ULURP #:
COMMUNITY BOARD #:108
BLOCK #: 1583 LOT #: 1
OF TABLES: 23 # OF SEATS: 47
CAFE AREA: 438 SQ. FT.

UNENCLOSED SIDEWALK CAFE FOR:

**THE MANSION
RESTAURANT**

1634 YORK AVENUE,
NEW YORK, NY 11028

DRAWING TITLE

**PROPOSED
ELEVATIONS**

SEAL & SIGNATURE

DATE: 08-13-18

PROJECT No.:

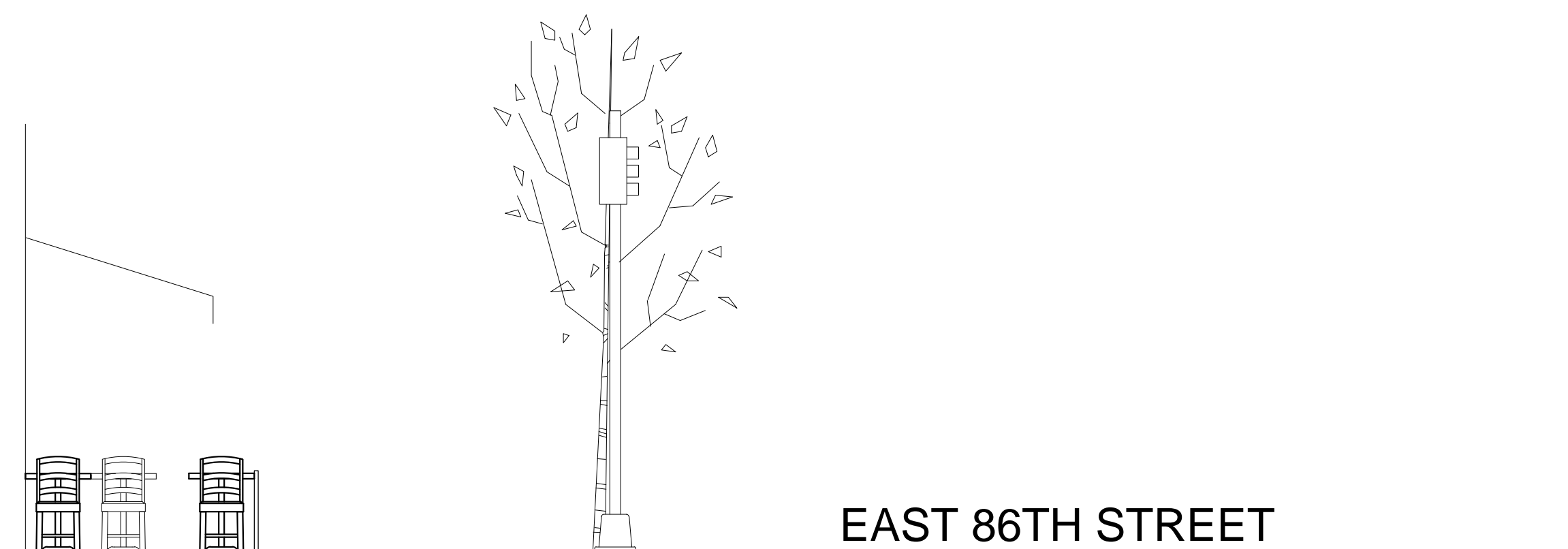
DRAWING BY: K.M.M.

CHK BY: S.S.W.

DWG No.:

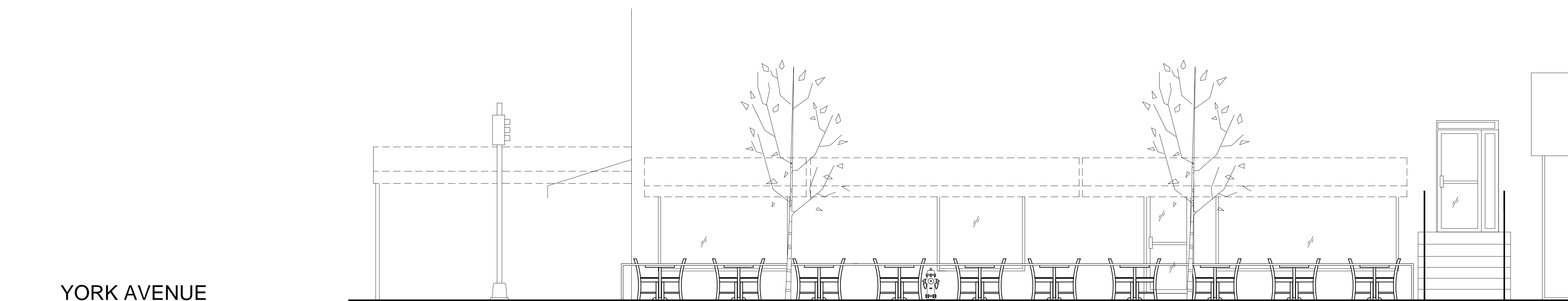
A-002.00

APPL. No.:



EAST 86TH STREET

1 PROPOSED SIDE ELEVATION
A-2 SCALE: 1/4"=1'-0"



YORK AVENUE

EAST 86TH STREET

1 PROPOSED ELEVATION
A-2 SCALE: 1/4"=1'-0"

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