City Environmental Quality Review/State Environmental Quality Review Act

ENVIRONMENTAL ASSESSMENT STATEMENT/ ENVIRONMENTAL ASSESSMENT FORM

PART I, GENERAL INFORMATION

RECEIVED
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OFFICE OF ENVIRONMENTAL COORDINATION

Reference Numbers

1. 09DCP007M
CEQR REFERENCE NO. (TO BE ASSIGNED BY LEAD AGENCY)

N/A
BSA REFERENCE NO. IF APPLICABLE

PENDING
ULURP REFERENCE NO. IF APPLICABLE

N/A
OTHER REFERENCE NO. (S) IF APPLICABLE
(e.g., Legislative Intro, CAPA, etc.)

Lead Agency & Applicant Information
PROVIDE APPLICABLE INFORMATION.

2a. CO-LEAD AGENCIES

Metropolitan Transportation Authority NAME OF CO-LEAD AGENCY	New York City Planning Commission NAME OF CO-LEAD AGENCY
Roco Krsulic NAME OF CO-LEAD AGENCY CONTACT PERSON	Robert Dobruskin, AICP NAME OF LEAD CO-LEAD AGENCY CONTACT PERSON
347 Madison Avenue ADDRESS	22 Reade Street, Room 4E ADDRESS
New York NY 10017 CITY STATE ZIP	New York NY 10007 CITY STATE ZIP
212-878-7366 212-878-1055 TELEPHONE FAX	212-720-3423 212-720-3495 TELEPHONE FAX
rkrsulic@mtahq.org EMAIL ADDRESS	rdobrus@planning.nyc.gov EMAIL ADDRESS

2b. APPLICANT INFORMATION

RG WRY LLC
NAME OF APPLICANT

Jesse Masyr, Esq., Wachtel & Masyr, LLP
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

110 East 59th Street
ADDRESS

New York NY 10022
CITY STATE ZIP

212-909-9513 212-909-9429
TELEPHONE FAX

masyr@wmllp.com
EMAIL ADDRESS

Action Description
SEE CEQR MANUAL SECTIONS 2A &2B.

3a. NAME OF PROPOSAL: Western Rail Yard

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S): Please see page 1a

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVALS(S): Please see page 1c

Required Action or Approvals

4. CITY PLANNING COMMISSION ■ Yes ☐ No

■ Change in City Map ☐ Zoning Certification ☐ Site Selection – Public Facility
■ Zoning Map Amendment ☐ Zoning Authorization ■ Disposition – Real Property ☐ Franchise
■ Zoning Text Amendment ☐ Housing Plan & Project ☐ UDAAP ☐ Revocable Consent ☐ Concession
☐ Charter 197-a Plan
■ Zoning Special Permit, specify type: Please see page 1a
☐ Modification of
☐ Renewal of
■ Other Please see page 1a

5. UNIFORM LAND USE PROCEDURE (ULURP) ■ Yes ☐ No

3B. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):

The Metropolitan Transportation Authority (MTA) and the New York City Planning Commission (CPC) are serving as co-lead agencies for the environmental review of a proposed mixed-use development over the western section ("Western Rail Yard") of the MTA-Long Island Rail Road (LIRR) John D. Caemmerer West Side Yard in Manhattan. As shown in Figure 1, the principal actions to be analyzed (collectively, the "Proposed Actions") involve three sites—the Western Rail Yard ("Development Site"), comprising approximately 13 acres, as well as two "Additional Housing Sites": a site near Tenth Avenue and West 48th Street ("Tenth Avenue Site"), and the other at Ninth Avenue near West 54th Street ("Ninth Avenue Site").

The Proposed Actions would include the development of an approximately 6.3-million gross square-foot (5.7 million zoning square feet[1]) mixed-use project in a total of nine buildings at the Development Site (see Figure 2). The mixed-use development is expected to include commercial (retail, office, and/or hotel) space, residential units (both market rate and affordable), a public school, other community facilities, open space, and parking ("Proposed Project"). The Proposed Actions would also include the development of affordable housing units and local retail space at the two Additional Housing Sites. The City has proposed to provide $40 million in subsidy for the construction of affordable housing at these sites.

The Proposed Actions include: (1) the lease of, with option to purchase, the air space over the Western Rail Yard by MTA to a development entity selected by MTA to carry out such mixed-use development; (2) zoning map and text amendments and accessory parking special permits by the City of New York pursuant to the Uniform Land Use Review Procedure (ULURP); (3) the establishment of new legal grades in West 33rd Street between Eleventh and Twelfth Avenues; (4) the site selection for a PS/IS school on the Western Rail Yard; (5) the partial release of MTA's interest in certain property located at the intersection of Ninth Avenue and West 54th Street in Manhattan to the City; and (6) disposition and other land use approvals for this MTA parcel and another parcel located near the intersection of Tenth Avenue and West 48th Street in order to facilitate the development of affordable housing at these two sites.

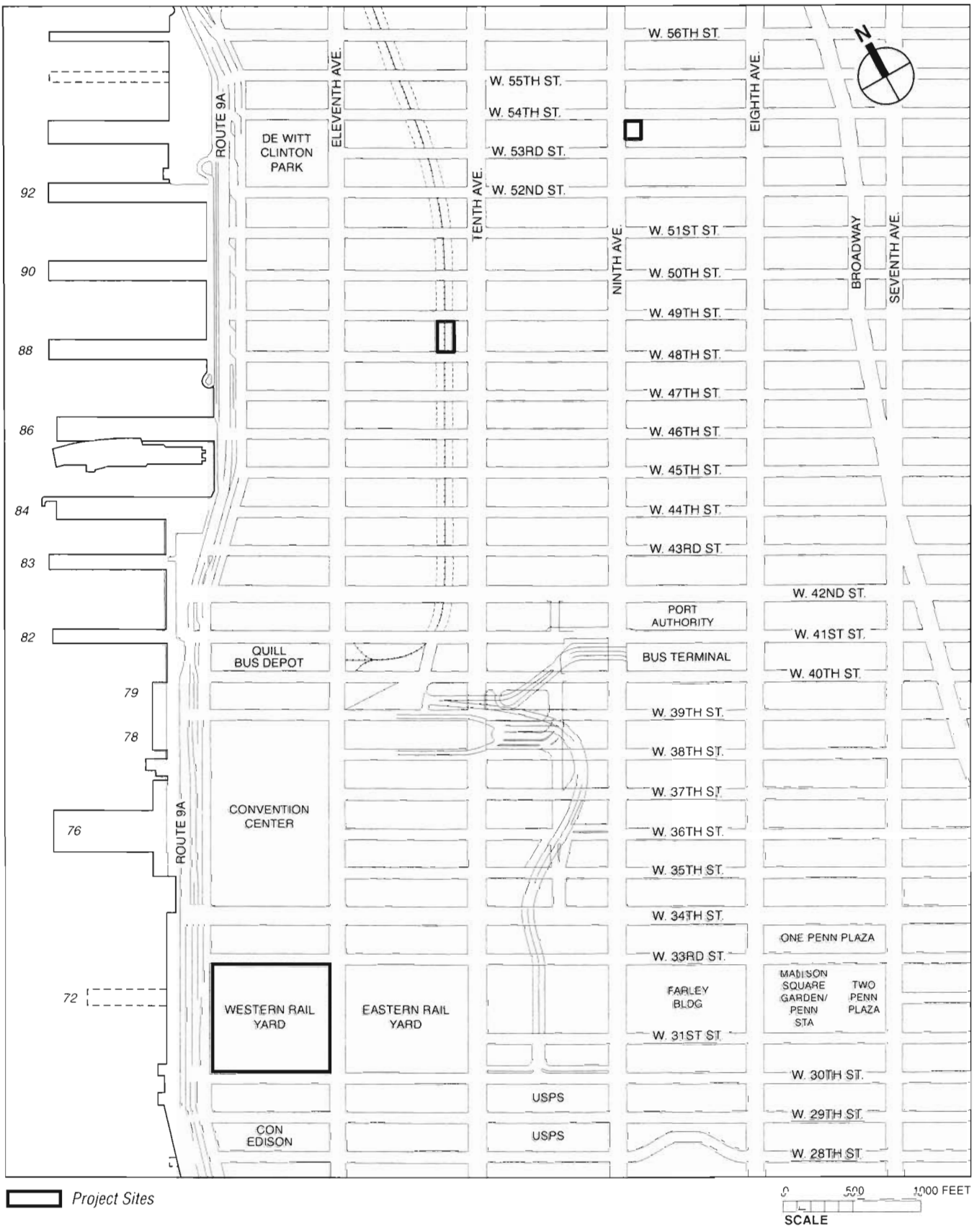
PROPOSED ACTIONS

The Proposed Actions include a number of discretionary City and State approvals, as indicated below.

Development Site

1. Zoning
    - Zoning Map Amendment of Development Site from existing M2-3 district to proposed C6-4/Special Hudson Yards District;
    - Zoning Text Amendments to Special Hudson Yards zoning text to create new subdistrict within Hudson Yards. Establish use, bulk, open space, street wall and other design controls for Development Site and establish certification procedures for open space;
    - Special permit for accessory off-street parking; and
    - Certifications for open space phasing pursuant to Zoning Text Amendments.

[1] The zoning floor area of a building is the gross floor area above grade less space devoted to mechanical uses, loading and parking below a height of 23 feet above curb level, and additional areas noted in the New York City Zoning Resolution. For the Development Site, as part of the Proposed Actions, above-grade space used for a PS/IS school also would not count as zoning square footage.



Project Site Locations
Figure 1



Illustrative Site Plan: Development Site

Figure 2

2. Regulatory approvals/actions as necessary to facilitate the reuse of the High Line.
3. City Map Amendment for re-profiling West 33rd Street between Eleventh and Twelfth Avenues.
4. Project Approval by the MTA. MTA and/or LIRR approval of platform over or improvements within rail yard.
5. Disposition of Development Site by TBTA and MTA, including lease, with option to purchase, easements, and other options.
6. Site Selection for the public school by the School Construction Authority.
7. New York City Housing Development Corporation (HDC)/New York State Housing Finance Agency (HFA) financing approvals/actions for affordable housing.
8. Public financing approvals/actions for other project components.
9. Possible New York State Department of Health Certificate of Need and/or other approvals/actions for possible outpatient health care facility.
10. Possible New York State Department of Environmental Conservation (DEC) State Pollutant Discharge Elimination System (SPDES) and/or other DEC permits.
11. Amendment to the Uniform Tax Exemption Policy (UTEP) by the New York City Industrial Development Agency to expand the boundaries of the UTEP catchment area.

ADDITIONAL HOUSING SITES

12. Disposition by City of the Additional Housing Sites, and possible associated affordable housing financing actions, and

    - Tenth Avenue Site: Text Amendment for a new special permit to allow for the modification of lot coverage and rear yard regulations, and application for such special permit. Application for existing height modification special permit and special permit for building on a rail road right-of-way.[2]
    - Ninth Avenue Site: Application for existing height modification special permit[2]

REASONABLE WORST-CASE DEVELOPMENT SCENARIOS

The Proposed Actions would allow for the development of new uses and higher densities at the Development Site and Additional Housing Sites. Under the proposed zoning changes and other controls, a range of new development could occur within the Development Site, and for analysis purposes, two reasonable worst-case development scenarios have been identified—a maximum residential and a maximum commercial scenario. These scenarios represent the upper bounds of residential and commercial space for the purposes of the impact analysis. The actual development would likely fall between these two scenarios. The two different scenarios associated with the Development Site would assume the same development for the Additional Housing Sites.

As shown in Table 1, the maximum residential scenario and the maximum commercial scenarios would each add approximately 6.3 million gross-square feet (gsf) of new development to the Development Site. However, the distribution of residential and commercial space would differ in these scenarios. The maximum residential scenario would include approximately 4.5 million gsf of residential space, 1.5 million gsf of office space, and 210,000 gsf of retail space. The maximum commercial scenario would include 2.2 million gsf of either (1) office space or (2) a 1,000-room convention-style hotel. Within the 2.2 million gsf, either the office or hotel option could also

[2] It is anticipated that the special permits will be applied for in accordance with specific site plans following issuance of RFPs for affordable housing development and developer selection for the Additional Housing Sites.

include 200,000 gsf of outpatient health care space. The maximum commercial scenario would also include 220,500 gsf of retail space (in addition to the office or hotel space), and 3.8 million gsf of residential space. All scenarios would include an approximately 120,000-gross square- foot PS/IS School.

Table 1

Reasonable Worst-Case Development Scenarios for the Development Site

	Maximum Residential Scenario (GSF)	Maximum Commercial Scenario (GSF)	
Residential	**4,486,125**	**3,811,500**	
Rental Units	2,066[1] units	1,547[1] units	
Condominium Units	3,341 units	3,026 units	
Total Units	5,407 units	4,573 units	
Commercial		**Office Option**	**Hotel Option**
Office	1,495,000	2,185,000 gsf office[2]	1,000-room hotel[2]
Retail	210,000	220,500	220,500
Community Facility		**Office Option**	**Hotel Option**
School	120,000	120,000	120,000
Outpatient Health Care Facility		200,000[2]	200,000[2]
TOTAL	**6,311,125**	**6,337,000**	

Notes: 1. 20 percent of the total rental units would be affordable.

2. Two options are being considered for the commercial building in the Maximum Commercial Scenario. One option would be for a 2,185,000-gsf office building. The other option would be for a 1,000-room convention-style hotel. For either scenario, a 200,000-gsf outpatient health care facility is also being considered for the commercial building, which would replace equivalent gross floor area of either office or hotel space.

The Proposed Actions would also result in the development of residential and local retail at the Additional Housing Sites.

3C. PURPOSE AND NEED FOR THE ACTIONS(S) AND APPROVAL(S)

Developing the air space above the Development Site has been a long-standing goal of both the City and MTA.

Encouraging the development of new residential, commercial, public school, and open space uses within a largely underutilized area of Far West Midtown is intended to enhance the vitality of the Hudson Yards area, build the City's tax base, and help to create a new 24-hour neighborhood that complements the adjacent built-up areas of Midtown and Chelsea and the emerging development in West Chelsea and the Hudson Yards area. The net proceeds from the disposition of the Development Site will be an important source of funds to support the MTA's mission of providing safe, reliable, and convenient public transportation in a cost effective manner.

Development of the Development Site is also important to accommodate the projected growth in population and workers in Manhattan and the region. The Development Site is open, largely below grade, and surrounded primarily by concrete walls. The Proposed Actions would provide a mixed-use development connected to and integrated with the surrounding neighborhoods and open space networks, including the High Line Park, Hudson River Park, the future open space on the eastern portion of the West Side Yard between Tenth and Eleventh Avenues (the "Eastern Rail Yard"), and the future Hudson Park and Boulevard. The affordable housing component of the Proposed Actions, including the development at the two Additional Housing Sites, would help meet the need for increased affordable housing for New York City residents and workers.

SPECIFIC CITY GOALS AND OBJECTIVES

The City's goals for the Proposed Actions include:

- Furthering the redevelopment and revitalization of the Far West Midtown area in accordance with sound planning objectives;
- Developing a mix of uses on the Development Site that will contribute to the economic, social, and recreational life of the Far West Midtown area and the City;
- Creating affordable housing to support the future growth of the City as a place for residents of all economic levels;
- Providing new open space and enhanced connections to existing and proposed open space;
- Facilitating the redevelopment of the High Line;
- Developing the Development Site and the Additional Housing Sites in accordance with sustainable design principles;
- Providing opportunities for jobs and economic development; and
- Providing opportunities for world class architecture.

SPECIFIC MTA GOALS AND OBJECTIVES

The MTA's goals for the Proposed Actions include:

- Maximizing value and revenue for the MTA's capital financial plan;
- Maintaining safe, continuous, and uninterrupted LIRR operations at the Development Site; and
- Creating a site plan and buildings that meet standards of excellence in architecture, urban design, and sustainability.

6. BOARD OF STANDARDS AND APPEALS ☐ Yes ■ No
☐ Special Permit ☐ New ☐ Renewal Expiration Date
☐ Variance ☐ Use ☐ Bulk
Specify affected section(s) of Zoning Resolution

7. DEPARTMENT OF ENVIRONMENTAL PROTECTION ☐ Yes ■ No
☐ Title V Facility ☐ Power Generation Facility ☐ Medical Waste Treatment Facility

PLEASE NOTE THAT MANY ACTIONS ARE NOT SUBJECT TO CEQR. SEE SECTION 110 OF TECHNICAL MANUAL.

8. OTHER CITY APPROVALS ■ Yes ☐ No
☐ Legislation ☐ Rulemaking; specify agency:
☐ Construction of Public Facilities ☐ Funding of Construction, Specify ☐ Funding of Programs, Specify
☐ Policy or plan ☐ Permits, Specify:
Other, explain: See Page 1a

9. STATE ACTIONS/APPROVAL/FUNDING ■ Yes ☐ No
If "Yes" identify See Page 1a

10. FEDERAL ACTIONS/APPROVALS/FUNDING ☐ Yes ■ No
If "Yes," identify

Action Type

11a. ☐ Unlisted; or ■ Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):
617.4 (b)(3); 6.17.4 (b)(5)(v); 617.4 (6)(i); 617.4 (b)(6)(v)

11b. ■ Localized action, site specific ☐ Localized action, change in regulatory control for small area ☐ Generic action

Analysis Year

12. Identify the analysis year (or build year) for the Proposed Action: 2018
Would the proposal be implemented in a single phase? ■ Yes ☐ No ☐ N/A
Anticipated period of construction: 2010-2018
Anticipated completion date: Development Site: 2018
Additional Housing Sites - Ninth Avenue Site: 2016; Tenth Avenue Site: 2018
Would the proposal be implemented in multiple phases? ☐ Yes ■ No ☐ N/A
Number of phases:
Describe phases and construction schedule:

Directly Affected Area

INDICATE LOCATION OF PROJECT SITE FOR ACTIONS INVOVING A SINGLE SITE ONLY (PROVIDE ATTACHMENTS AS NECESSARY FOR MULTIPLE SITES).

13a. LOCATION OF PROJECT SITE
Development Site: 280, 284, 320 Twelfth Avenue; 615, 625, 657 West 30th Street; 319 Eleventh Avenue; 656 West 33rd Street
STREET ADDRESS
Block bounded by West 33rd Street, Eleventh Avenue, West 30th Street, and Twelfth Avenue
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
M2-3 — 8b
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY — ZONING SECTIONAL MAP NO
Block 676, Lot 3 — Manhattan — 4
TAX BLOCK AND LOT NUMBERS — BOROUGH — COMMUNITY DISTRICT NO.

LOCATION OF PROJECT SITE
Additional Housing Site – Tenth Avenue: 705 Tenth Avenue
STREET ADDRESS
This site is located within the right-of-way airspace for Amtrak's Northeast Corridor Line that runs through the western portion of Block 1077, Lot 29. This site is located between West 48th and 49th Streets near Tenth Avenue.
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
R8 with a C2-5 overlay/Clinton Special Purpose District — 8c
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY — ZONING SECTIONAL MAP NO.
Block 1077, Lot 29 — Manhattan — 4
TAX BLOCK AND LOT NUMBERS — BOROUGH — COMMUNITY DISTRICT NO

LOCATION OF PROJECT SITE
Additional Housing Site – Ninth Avenue: 806 Ninth Avenue
STREET ADDRESS
The Ninth Avenue site is located at the southeast corner of Ninth Avenue and West 54th Street. This site is within the western portion of Block 1044, Lot 3, which contains a paved surface parking lot associated with the MTA/New York City Transit (NYCT) facility located on the lot.
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS
R8 with a C1-5 overlay/Clinton Special Purpose District — 8c
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY — ZONING SECTIONAL MAP NO.
Block 1044, Lot 3 — Manhattan — 4
TAX BLOCK AND LOT NUMBERS — BOROUGH — COMMUNITY DISTRICT NO.

13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT

TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR	Development Site: Approximately 570,000 Ninth Avenue Site: TBD Tenth Avenue Site: Approximately 47,000	SQ FT
PROJECT SQUARE FEET TO BE DEVELOPED	Development Site: Approximately 570,000 Ninth Avenue and Tenth Avenue Sites: TBD	SQ FT
GROSS FLOOR AREA OF PROJECT	Development Site: Approximately 6.3 million Ninth Avenue and Tenth Avenue Sites: TBD	SQ FT

"TBD" - To Be Determined

IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED
IN THE NUMBER OF UNITS, SQ FT OR OTHER APPROPRIATE MEASURE N/A % OF

DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: 950′ HEIGHT TBD WIDTH TBD LENGTH

The above describes the proposal at the Development Site. The development at the Additional Housing Sites is to be determined.

LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE:

Development Site
Approximately 800′ along West 33rd Street; approximately 712′ along Eleventh Avenue viaduct; approximately 800′ along West 30th Street; approximately 712′ along Twelfth Avenue.
Ninth Avenue Site
Approximately 135′ along Ninth Avenue; approximately 525′ along West 54th Street.
Tenth Avenue Site
Approximately 250′ along West 48th Street; approximately 225′ along West 49th Street; approximately 200′ along Tenth Avenue.

13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:
N/A

13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT? ☐ Yes ■ No
IF 'YES' IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13A & 13B ABOVE.

Site Description

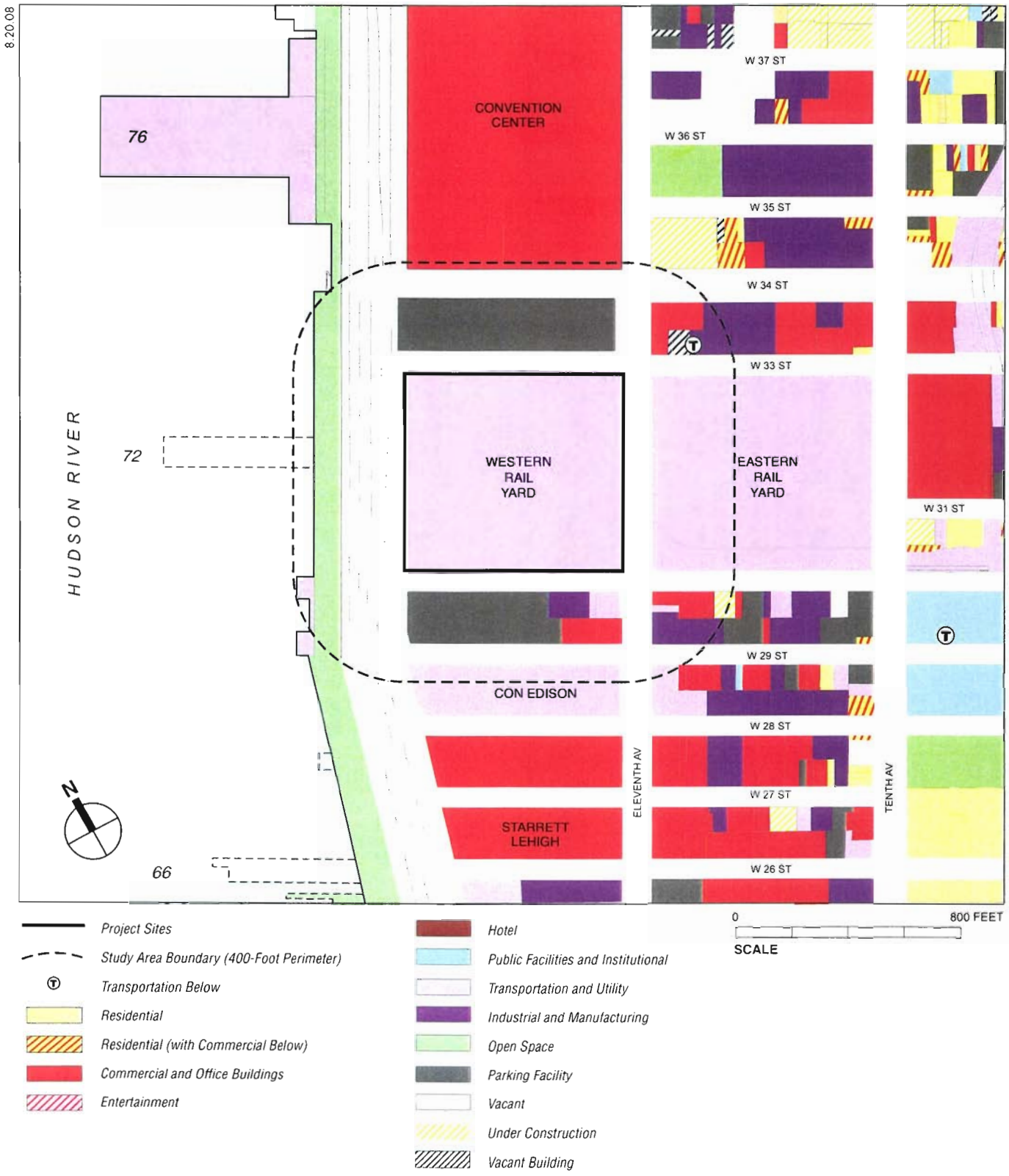
EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

PART II, SITE AND ACTION DESCRIPTION

1. GRAPHICS Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.
Please see Figures 3-8.

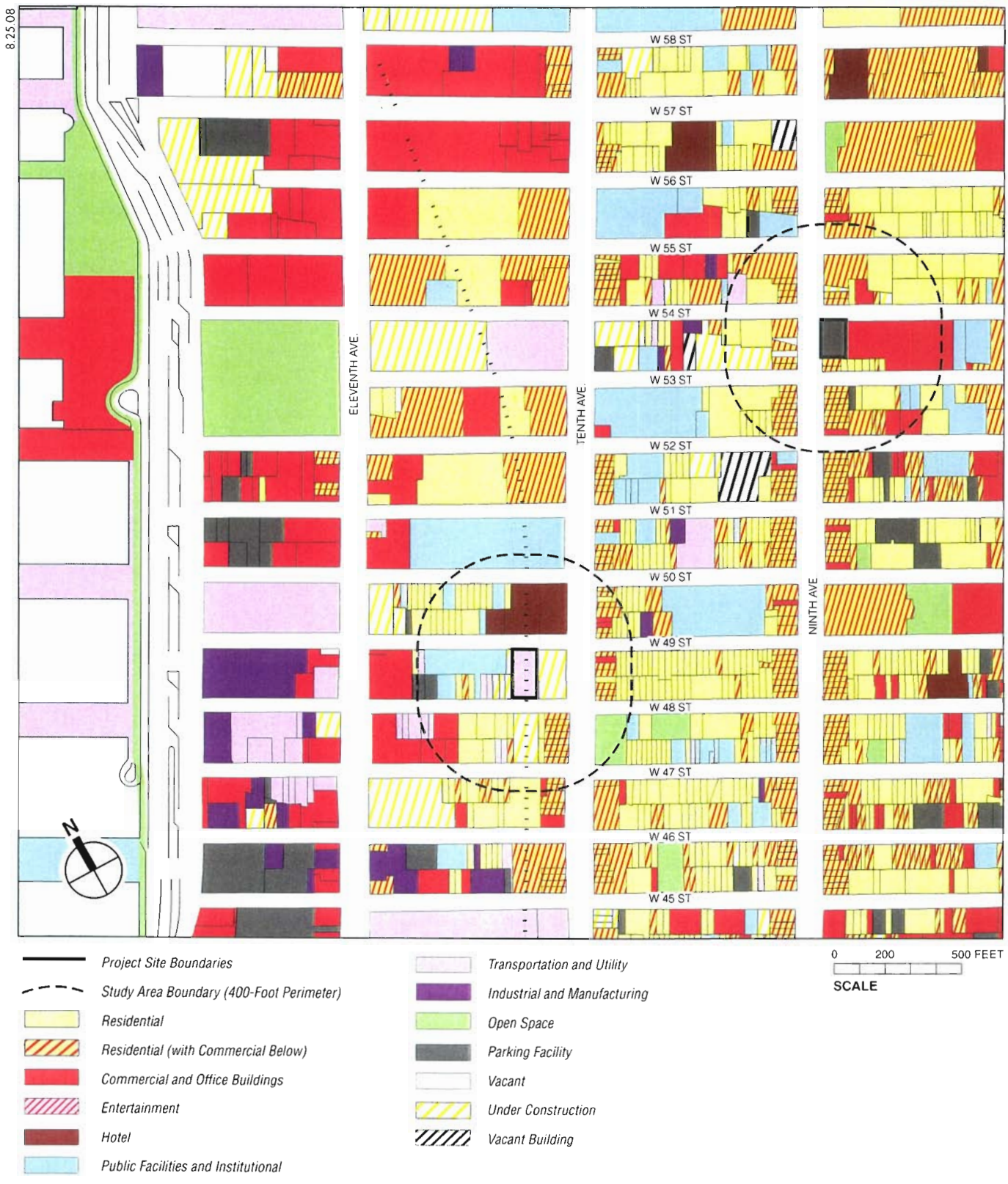
2. PHYSICAL SETTING (both developed and undeveloped areas)

Total directly affected area (sq. ft.):	Development Site: 570,000 Ninth Avenue Site: TBD Tenth Avenue Site: 47,000	Water surface area (sq. ft.):	0
Roads, building and other paved surfaces (sq. ft.):	Development Site 570,000 Ninth Avenue Site: TBD Tenth Avenue Site: 0	Other, describe (sq. ft.):	0



Existing Land Use around Development Site

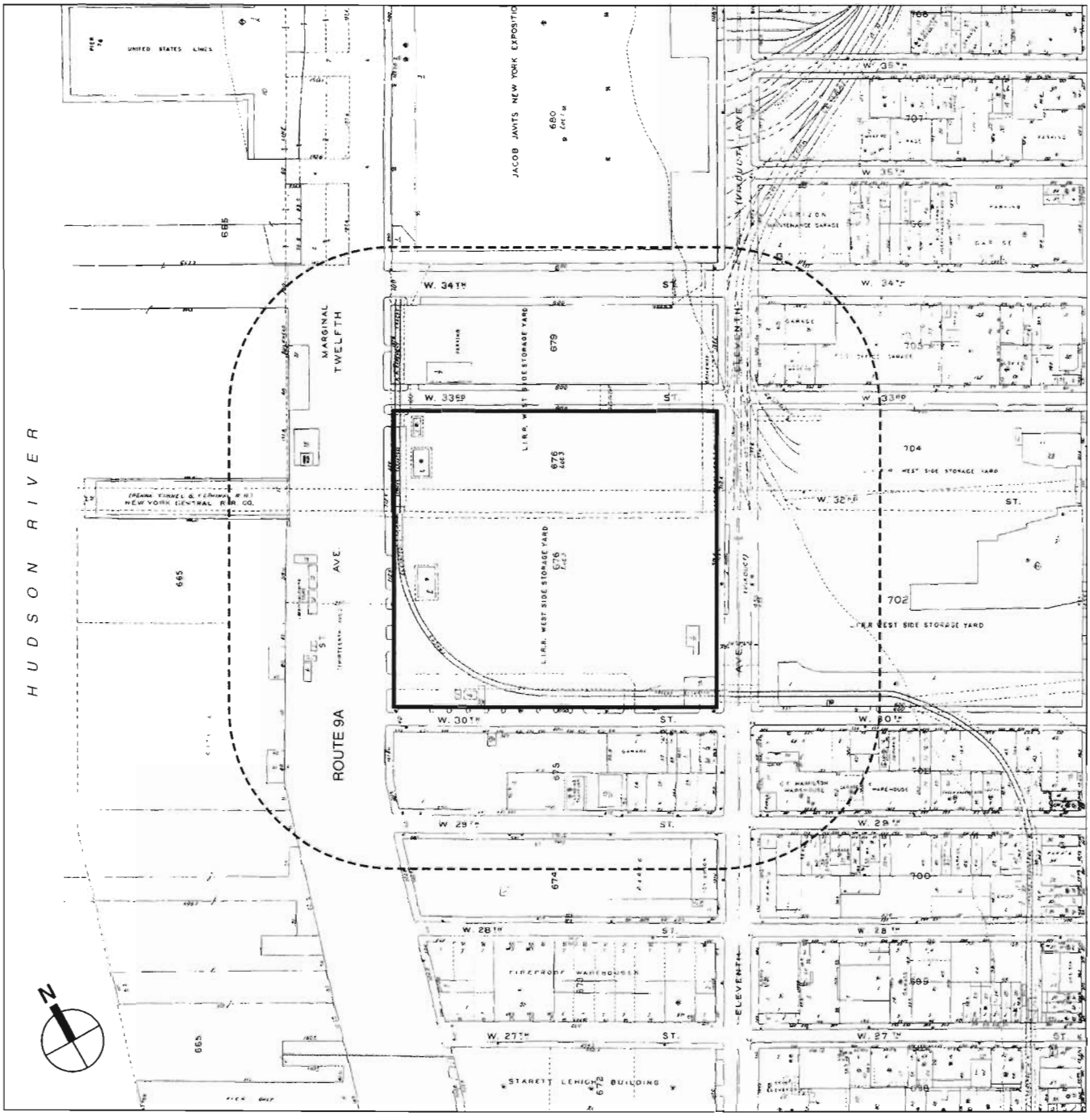
Figure 3



Existing Land Use around Additional Housing Sites

Figure 4

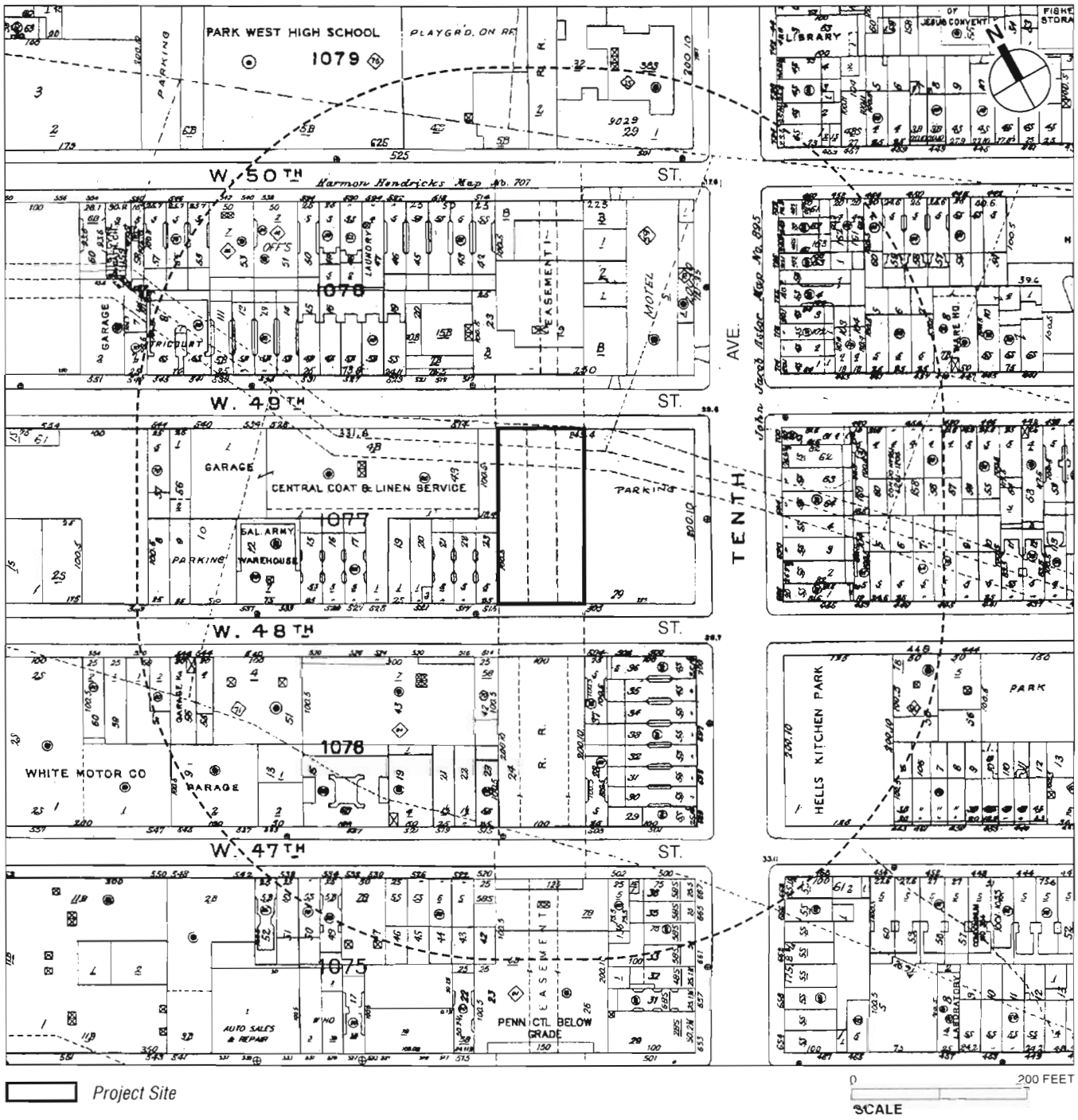
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Project Site Boundary

Study Area Boundary (400-Foot Perimeter)

Sanborn Map
Development Site
Figure 5

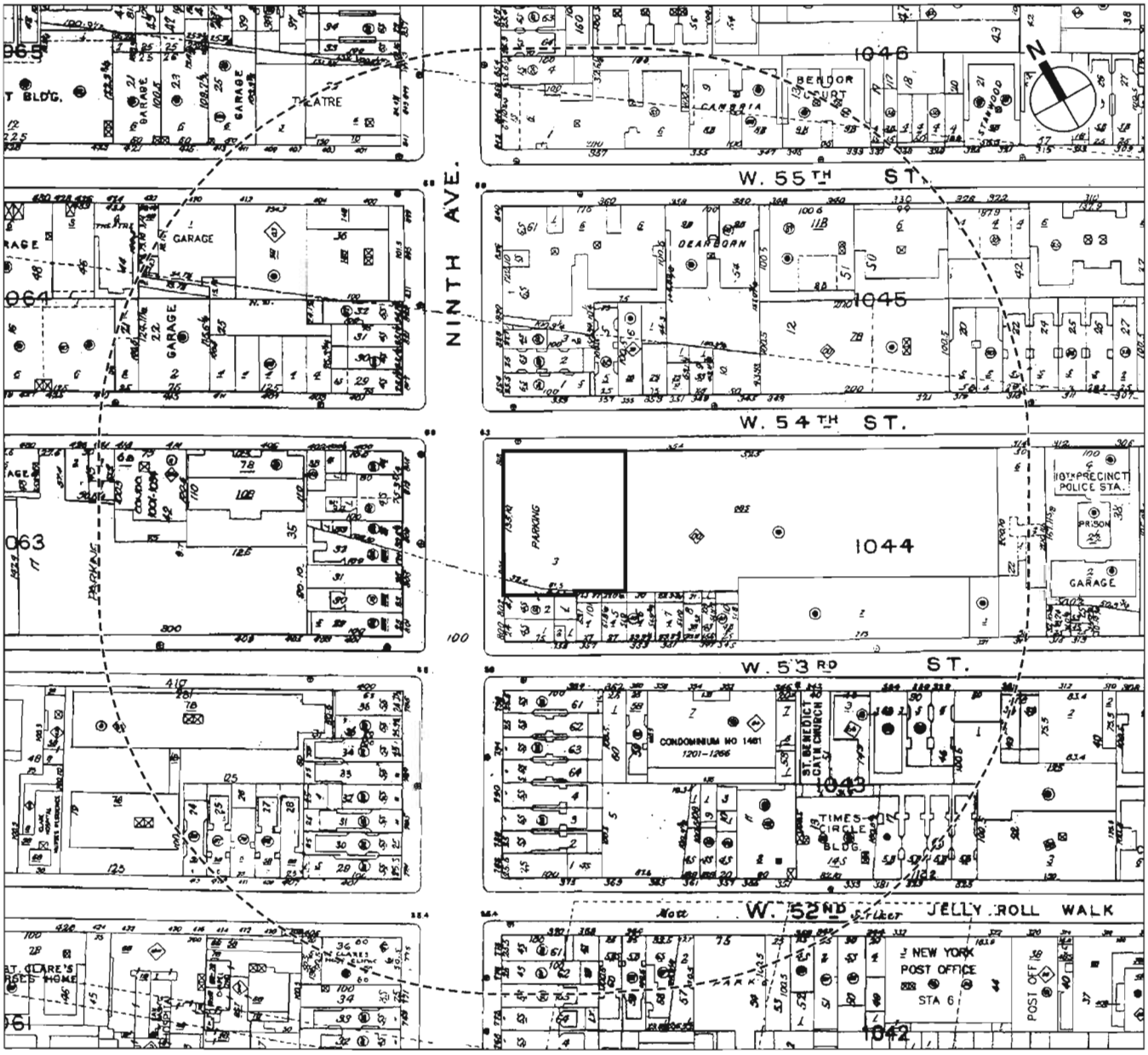


Project Site

400-Foot Study Area

Sanborn Map
Tenth Avenue Additional Housing Site
Figure 6

8.25.08

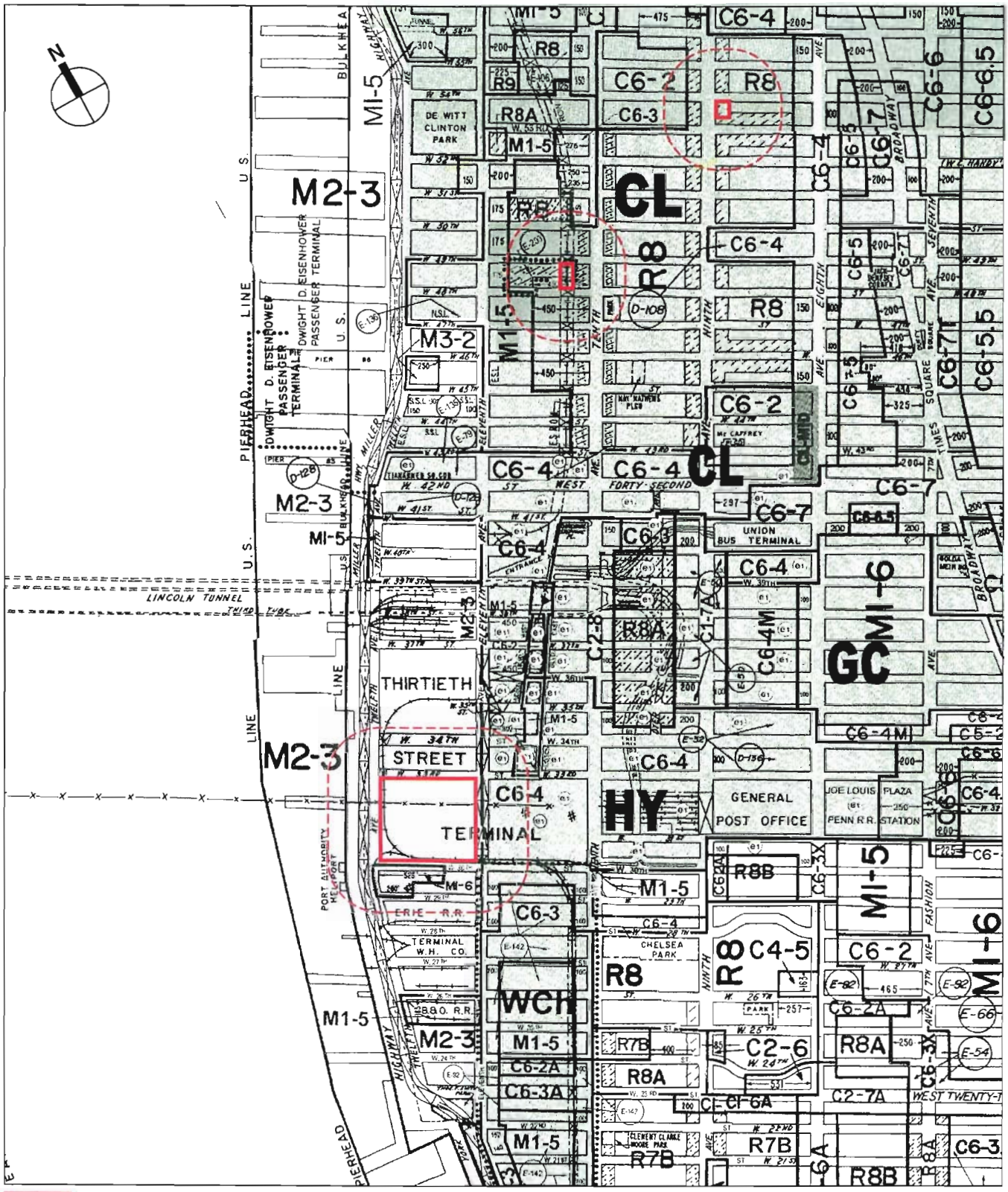


Project Site

400-Foot Study Area

Sanborn Map
Ninth Avenue Additional Housing Site
Figure 7

8.14.08


N
M2-3
M1-5
M3-2
M2-3
M1-5
M2-3
M1-5
M1-5
M2-3
M1-5
M1-5
M1-5

3. **PRESENT LAND USE**

Residential **None**

Total no. of dwelling units:_____ No. of low-to moderate income units:_____
No. of stories:_____ Gross floor area (sq. ft.):_____
Describe type of residential structures: _____

Commercial **None**

Retail: No. of bldgs_____ Gross floor area of each building (sq. ft.):_____
Office: No. of bldgs_____ Gross floor area of each building (sq. ft.):_____
Other: No. of bldgs_____ Gross floor area of each building (sq. ft.):_____
Specify type(s): _____ No. of stories and height of each building:_____

Manufacturing/Industrial **None**

No. of bldgs: _____ Gross floor area (sq. ft.):_____
No. of stories and height of each building:_____
Type of use(s): _____ Open storage area (sq. ft.) _____
If any unenclosed activities, specify:_____

Community facility **None**

Type of community facility:_____
No. of bldgs _____ Gross floor area of each building (sq. ft.):_____
No. of stories and height of each building:_____

Vacant land

Is there any vacant land in the directly affected area? ☐ Yes ■ No
If yes, describe briefly:_____

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? ☐ Yes ■ No
If yes, describe briefly:_____

Does the directly affected area include any mapped City, State or Federal parkland? ☐ Yes ■ No
If yes, describe briefly:_____

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes ■ No
If yes, describe briefly: _____

Other land use **Development Site**

No. of bldgs: **4** Gross floor area of each building (sq. ft.): **Interior Cleaning Storage, 1,500 sf; Yard Operation Building, 3,108 sf; Transportation Building, 5,532 sf; Emergency Facilities Building, 2,475 sf.**

No. of stories and height of each building: **Approximately 1-story each**
Type of use(s): **Storage and facilities to support rail yard** Open storage area (sq. ft.)

4. **EXISTING PARKING**

Garages **None**

No. of public spaces: _____ No. of accessory spaces:_____
Operating hours:_____ Attended or non-attended?_____

Lots **Development Site: Greyhound Bus Storage, LIRR, and Department of Sanitation New York City (DSNY) parking:**
Ninth Avenue Site: MTA/NYCT employee parking

No. of public spaces: **None** No. of accessory spaces: _____
Operating hours: _____ Attended or non-attended? _____

Other (including street parking) – please specify and provide same data as for lots and garages, as appropriate. _____

5. **EXISTING STORAGE TANKS**

Gas or service stations? ☐ Yes ■ No Oil storage facility? ☐ Yes ■ No Other? ☐ Yes ■ No
If yes, specify:

Number and size of tanks: _____ Last NYFD inspection date:____
Location and depth of tanks: _____

6. **CURRENT USERS**

No. of residents: **0**
No. and type of business: **4, LIRR rail yard, DSNY parking, Greyhound parking, MTA/NYCT parking**

SEE CEQR TECHNICAL MANUAL CHAPTER III F., HISTORIC RESOURCES.

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

(a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark, **No.**

(b) is within a designated New York City Historic District; **No.**

(c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places; **Yes.**

(d) is within a New York State or National Register Historic District; or **No.**

(e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places? **No.**

Identify any resource:

The High Line elevated railroad tracks run through the Development Site's southern and western edges at West 30th Street and Twelfth Avenue. The High Line has been determined eligible for the New York State/National Register of Historic Places.

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource **No**

SEE CEQR TECHNICAL MANUAL CHAPTER III K., WATERFRONT REVITALIZATION PROGRAM.

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? ■ Yes ☐ No
(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used. **See Figure 9, "Waterfront Revitalization Program"**

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement? ■ Yes ☐ No

If yes, describe briefly: **The Proposed Actions would result in the demolition and relocation of existing LIRR service buildings on the Development Site.**

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction? ■ Yes ☐ No

If yes, describe briefly: **The Proposed Actions would result in the construction of 6.3 million gross square feet of development at the Development Site. This would include one commercial building, up to eight residential towers (some with ground floor retail and/or community facility uses), a public school, accessory parking, and open space. The project at the Development Site would require the construction of a platform over and foundation walls surrounding the rail yard in addition to the construction of the buildings and open space.**
The Proposed Actions would result in the construction of affordable housing buildings at two additional housing sites. The Tenth Avenue site would require the construction of a platform to facilitate development over the Amtrak rail line.

Project Description
THIS SUBPART SHOULD GENERALLY BE COMPLETED ONLY IF YOUR ACTION INCLUDES A SPECIFIC OR KNOWN DEVELOPMENT AT PARTICULAR LOCATIONS.

10. PROPOSED LAND USE

As described earlier, two reasonable worst-case development scenarios have been identified for the Development Site—a maximum residential and a maximum commercial scenario. The following describes the range associated with the scenarios.

Residential

The following describes the proposal at the Development Site. The amount of residential development at the Additional Housing Sites is to be determined.

Total no. of dwelling units	4,573-5,407	No. of low-to-moderate income units	20 % of rental units	Gross floor area (sq. ft.)	3,811,500-4,486,125
No. of stories	25-70				

Describe type of residential structures:

Up to eight primarily residential buildings are proposed at the Development Site.
One residential building is proposed at the Ninth Avenue Site.
One residential building is proposed at the Tenth Avenue Site.



Waterfront Revitalization Program:
Coastal Zone Boundary
Figure 9

WESTERN **RAIL YARD**

Commercial

The following describes the proposal at the Development Site. Local ground floor retail is also proposed at the Additional Housing Sites, the amount of which is to be determined.

Retail: No. of bldgs.	*	Gross floor area of each building (sq. ft.):	210,000 -220,500
Office: No. of bldgs.	**	Gross floor area of each building (sq. ft.):	1,495,000-2,185,000
Other: No. of bldgs.	**	Gross floor area of each building (sq. ft.):	Hotel: 997,500
		No. of stories and height of each building:	TBD

*** Retail is proposed in the base of most of the buildings at the Development Site**

**** Two options are being considered for the commercial building in the Maximum Commercial Scenario. One option would be to for a 2,185,000-gsf office building. The other option would be for a 1,000-room convention-style hotel instead of office.**

Manufacturing/Industrial **None**

No. of bldgs_____ Gross floor area of each building (sq. ft.)_____

No. of stories and height of each building:_____

Type of use(s): _____ Open storage area (sq. ft.)_____

If any unenclosed activities, specify:_____

Community facility

Type of community facility: **P.S./I.S. public school**
Outpatient health care facility*

No. of bldgs 2* Gross floor area of each building (sq. ft.). **120,000 (school); 200,000 (outpatient health care facility)**

No. of stories and height of each building: **TBD**

***At the Development Site, a 200,000-gsf outpatient health care facility is being considered for the commercial building, which would replace equivalent gross floor area of either office or hotel space.**

Vacant land

Is there any vacant land in the directly affected area? ☐ Yes ■ No

If yes, describe briefly: _____

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area? ☐ Yes ■ No

If yes, describe briefly:_____

Does the directly affected area include any mapped City, State, or Federal parkland? ☐ Yes ■ No

If yes, describe briefly: _____

Does the directly affected area include any mapped or otherwise known wetland? ☐ Yes ■ No

If yes, describe briefly:_____

Approximately 5 acres of publicly accessible open space would be created at the Development Site.

Other land use **No changes are proposed to the rail yard that would disrupt LIRR service.**

Gross floor area (sq. ft.)_____ No. of stories:_____ Type of use:_____

11. PROPOSED PARKING **Development Site**

Garages

No. of public spaces: **None** No. of accessory spaces: **TBD***

Operating hours: **TBD** Attended or non-attended? **Attended**

Lots **None**

No. of public spaces:_____ No. of accessory spaces: _____

Operating hours: _____ Attended or non-attended? _____

Other (including street parking) – please specify and provide same data as for lots and garages, as appropriate_____

No. and location of proposed curb cuts: _____

***The number of accessory parking spaces for the Development Site has not been determined at this time. The terra firma portion of the site could accommodate approximately 500 spaces (with more spaces, estimated by the Developer to be approximately 350, if a below grade level could be constructed); any additional spaces proposed for the platform would require review by MTA, LIRR, and other relevant agencies.**

12. PROPOSED STORAGE TANKS

Gas or service stations ☐ Yes ■ No Oil storage facility ☐ Yes ■ No Other? ■ Yes ☐ No

If yes, specify: TBD

Size of tanks: _____ Location and depth of tanks: _____

13. PROPOSED USERS

The following describes the users at the Development Site. The number of residents and workers at the Additional Housing Sites is to be determined.

No. of residents 7,500-8,870[1] No. and type of businesses: **Office, retail, hotel, community facility**

No. and type of workers by businesses: **Retail: 630-662[2]**
Office: 5,980-8,740[3]
School: 84[4]
Outpatient Health Care Facility: 222[5]
Hotel: 333[6]

No. and type of non-residents who are not workers: **School: 923[7]**
Outpatient Health Care Facility: 6,720[8];
Hotel: 1,600[9]

[1]Based on Community District 4's average household size of 1.64.
[2]Retail: Based on 3 employees per 1,000 square feet.
[3]Office: Based on 1 employee per 250 square feet.
[4]School: Assumed 130 sf per student seat; 1 employee per 11 students.
[5]Outpatient Health Care Facility: Assumed 1 employee per 900 square feet.
[6]Hotel: Assumed 1 employee per 3 hotel rooms.
[7]School: Assumed 130 sf per student seat
[8]Outpatient Health Care Facility: Assumed 33.6 percent trips per 1,000 square feet.
[9]Hotel: Based on an average number of visitors per room of 1.6.

14. HISTORIC RESOURCES (ARCHITECTURAL & ARCHAEOLOGICAL RESOURCES)

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form? ■ Yes ☐ No

If yes, briefly describe: **It is possible that portions of the High Line may be temporarily removed during construction. These portions of the High Line would be restored in place after construction.**

SEE CEQR TECHNICAL MANUAL CHAPTER III B., SOCIO-ECONOMIC CONDITIONS

15. DIRECT DISPLACEMENT

Will the action directly displace specific business or affordable and/or low income residential units? ■ Yes ☐ No

If yes, briefly describe: **Development Site: displacement of Greyhound Bus Storage, LIRR facilities, and Department of Sanitation New York City (DSNY) parking**

SEE CEQR TECHNICAL MANUAL CHAPTER III C., COMMUNITY FACUL-TIES & SERVICES

16. COMMUNITY FACILITIES

Will the action 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? ☐ Yes ■ No

If yes, briefly describe: _____

ZONING INFORMATION

17. What is the zoning classification(s) of the directly affected area?

Development Site: M2-3
Ninth Avenue Site: R8, with C1-5 overlay
Tenth Avenue Site: R8, with C2-5 overlay

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use.

Development Site: 570,000 square feet x 2.0 (max. FAR) = 1,140,000 zoning square feet

Ninth Avenue Site: TBD x 6.02 (max. FAR)

Tenth Avenue Site: 47,000 square feet x 4.2 (max. FAR) = 197,400 zoning square feet

19. What is the proposed zoning of the directly affected area?

Development Site: C6-4/Special Hudson Yards District
Additional Housing Sites: No changes to zoning are proposed.

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use.

Development Site: 570,000 square feet x 10.0 (max. FAR) = 5,700,000[1] zoning square feet
Additional Housing Sites: No changes to zoning are proposed.

[1] Additional five percent bonus would also be available on floor area of buildings combining permanent affordable housing and a floor area allowance would be established for the construction of a PS/IS school.

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the Proposed Action?

Development Site

Transportation, industrial, and commercial uses are predominant within a ¼-mile radius. The Jacob K. Javits Convention Center is a major commercial use to the north, and the eastern portion of the John. D. Caemmerer Rail Yard is a major transportation use to the east.

Between Eleventh and Twelfth Avenues, the predominant zoning classification is M2-3. Small M1-5 and M1-6 districts are present both to the north and south. East of Eleventh Avenue, the predominant zoning districts are C6-3 and C6-4. The areas east of Eleventh Avenue and north of West 30th Street are in the Special Hudson Yards District. South of West 30th Street, the area between Tenth and Eleventh Avenues is within the Special West Chelsea District.

Ninth Avenue Site

Residential and commercial uses are predominant within a ¼-mile radius. There are also several public schools.

Along Ninth Avenue, the predominant zoning districts are C1-5 and R8. R8 is the predominant zoning district between Eighth and Ninth Avenues. Eighth Avenue is predominantly a C6-4 zoning district. East of Eighth Avenue is in the Special Midtown District. West of Ninth Avenue is generally C2-7, C6-2, R8, and is in the Special Clinton District.

Tenth Avenue Site

Residential uses are common in the area east of Tenth Avenue. There are several auto-related uses, particularly west of Eleventh Avenue. These include auto body shops, auto repair shops, gas stations, and car dealerships. There are also several public schools in the ¼-mile radius.

Tenth Avenue is predominantly zoned R8 with a C2-5 overlay. The area between Ninth and Tenth Avenues is R8. The area between Tenth and Eleventh Avenues is R8 and M1-5. The area west of Eleventh Avenue is M1-5 and M2-3. The ¼-mile area is in the Special Clinton District.

Additional Information

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

Analyses

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):
Please see page 9a

a. LAND USE, ZONING, AND PUBLIC POLICY	See CEQR Technical Manual Chapter III.A.
b. SOCIOECONOMIC CONDITIONS	See CEQR Technical Manual Chapter III.B.
c. COMMUNITY FACILITES AND SERVICES	See CEQR Technical Manual Chapter III.C.
d. OPEN SPACE	See CEQR Technical Manual Chapter III.D.
e. SHADOWS	See CEQR Technical Manual Chapter III.E.
f. HISTORIC RESOURCES	See CEQR Technical Manual Chapter III.F.
g. URBAN DESIGN/VISUAL RESOURCES	See CEQR Technical Manual Chapter III.G.
h. NEIGHBORHOOD CHARACTER	See CEQR Technical Manual Chapter III.H.
i. NATURAL RESOURCES	See CEQR Technical Manual Chapter III.I.
j. HAZARDOUS MATERIALS	See CEQR Technical Manual Chapter III.J.
k. WATERFRONT REVITALIZATION PROGRAM	See CEQR Technical Manual Chapter III.K.
l. INFRASTRUCTURE	See CEQR Technical Manual Chapter III.L.
m. SOLID WASTE AND SANITATION SERVICES	See CEQR Technical Manual Chapter III.M.
n. ENERGY	See CEQR Technical Manual Chapter III.N.
o. TRAFFIC AND PARKING	See CEQR Technical Manual Chapter III.O.
p. TRANSIT AND PEDESTRIANS	See CEQR Technical Manual Chapter III.P.
q. AIR QUALITY	See CEQR Technical Manual Chapter III.Q.
r. NOISE	See CEQR Technical Manual Chapter III.R.
s. CONSTURCTION IMPACTS	See CEQR Technical Manual Chapter III.S.
t. PUBLIC HEALTH	See CEQR Technical Manual Chapter III.T.

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above-listed categories. Other methodologies developed or approved by the Co-Lead agencies may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

Applicant Certification

24.

Nancy M. Doon, AICP	**RG WRY LLC**
PREPARER NAME	PRINCIPAL
Technical Director, AKRF, Inc	**Jesse Masyr, Esq., Wachtel & Masyr, LLP**
PREPARER TITLE	NAME OF PRINCIPAL REPRESENTATIVE
Nancy Doon	**Environmental Counsel**
PREPARER SIGNATURE	TITLE OF PRINCIPAL REPRESENTATIVE
8/26/08	
DATE	SIGNATURE OF PRINCIPAL REPRESENTATIVE
	8/26/08
	DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

Impact Significance

PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

LAND USE, ZONING AND PUBLIC POLICY	YES
SOCIOECONOMIC CONDITIONS	YES
COMMUNITY FACILITIES AND SERVICES	YES
OPEN SPACE	YES
SHADOWS	YES
HISTORIC RESOURCES	YES
URBAN DESIGN/VISUAL RESOURCES	YES
NEIGHBORHOOD CHARACTER	YES
NATURAL RESOURCES	YES
HAZARDOUS MATERIALS	YES
WATERFRONT REVITALIZATION PROGRAM	YES
INFRASTRUCTURE	YES
SOLID WASTE AND SANITATION SERVICES	YES
ENERGY	YES
TRAFFIC AND PARKING	YES
TRANSIT AND PEDESTRIANS	YES
AIR QUALITY	YES
NOISE	YES
CONSTRUCTION IMPACTS	YES
PUBLIC HEALTH	YES

2. Are there any aspects of the action relevant to the determination whether the action 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, explain them and state where, as a result of them, the action may have a significant impact on the environment.

3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.

4. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the actions may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.

5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment.

Lead Agency Certification

6.

Roco Krsulic	**Robert Dobruskin, AICP**
Metropolitan Transportation Authority	**New York City Department of City Planning**
NAME OF CO- LEAD AGENCY REPRESENTATIVE	NAME OF CO- LEAD AGENCY REPRESENTATIVE
Director of Real Estate	**Director, Environmental Assessment and Review Division**
PREPARER TITLE	TITLE OF CO- LEAD AGENCY REPRESENTATIVE
Roco K	Robert Dobruskin
SIGNATURE OF CO- LEAD AGENCY REPRESENTATIVE	SIGNATURE OF CO- LEAD AGENCY REPRESENTATIVE
8/26/08	8/26/08
DATE	DATE

ANALYSES

LAND USE, ZONING, AND PUBLIC POLICY

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if the action would result in a significant change in land use or would substantially affect regulations or policies governing land use.

The Proposed Actions will involve zoning map and text amendments and other land use approvals, and has the potential to result in significant adverse impacts to land use and zoning. Therefore, a detailed land use analysis is warranted and will be prepared for the Environmental Impact Statement (EIS) to analyze potential land use and zoning impacts and to provide baseline conditions for other analyses in the EIS to be completed for the Proposed Actions (see EIS Draft Scope of Work).

SOCIOECONOMIC CONDITIONS

The Proposed Actions have the potential to result in changes in population and housing as well as business and employment around the project sites, resulting in significant adverse impacts. Therefore, the EIS will examine the effects of the Proposed Actions on socioeconomic conditions, including population characteristics, increase in economic activity, and the potential direct and secondary displacement of residents, businesses, and employment. In conformance with the *CEQR Technical Manual* guidelines, the assessment will begin with a screening assessment or preliminary assessment. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant impacts (see EIS Draft Scope of Work).

COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the proposed action. According to the *CEQR Technical Manual*, a detailed community facilities analysis is conducted when a project would have a direct or indirect effect on a community facility. A direct effect would occur if a project would physically alter a community facility, whether by displacement of the facility or other physical change. Analysis of police and fire facilities is generally conducted only when a direct impact is expected. An analysis of public schools is required if the project would introduce more than 50 elementary/middle school or 150 high school students. An analysis of libraries is undertaken if the project would result in more than a 5 percent increase in the ratio of residential units to libraries in the borough. An analysis of health care facilities is undertaken with projects of more than 600 low-to moderate-income housing units, and an analysis of day care centers is necessary when a project would introduce more than 50 eligible children (357 low-income or 417 low-moderate-income residential units in Manhattan, as identified in Table 3C-4 of the 2001 *CEQR Technical Manual*).

In accordance with the thresholds of the *CEQR Technical Manual*, detailed analyses are required for public schools, libraries, health care facilities, and day care facilities (see EIS Draft Scope of Work). The Proposed Actions would not directly affect operations or access to and from police and fire facilities, and therefore, would not warrant a detailed assessment in accordance with the

guidelines in the *CEQR Technical Manual*. However, since the Proposed Actions would include more than six million gross square feet of mixed uses, the EIS will assess potential impacts on police and fire services.

OPEN SPACE

Based on the *CEQR Technical Manual*, an open space assessment is typically conducted if the proposed action would directly affect an open space or if the action would increase the population by more than 200 residents or 500 workers. Development associated with the Proposed Actions would exceed both of these thresholds and would have an effect on the utilization of open space and recreational uses in the surrounding area. In accordance with CEQR, an assessment of whether the Proposed Actions will affect the quantitative and qualitative measures of open space adequacy is warranted (see EIS Draft Scope of Work).

SHADOWS

The *CEQR Technical Manual* criteria for a shadows assessment states that actions that result in new shadows long enough to reach a publicly accessible open space (except within an hour of sunrise and sunset), a historic landscape, a historic resource with sunlight dependent features, or an important natural feature warrant analysis. The Proposed Actions would result in the creation of several new buildings that could cast shadows on existing and future nearby sun-sensitive uses. Therefore, an analysis of the potential for the Proposed Actions to result in significant adverse shadows impacts is warranted (see EIS Draft Scope of Work).

HISTORIC RESOURCES

According to the *CEQR Technical Manual*, a historic resources assessment is warranted if there is the potential to affect either archaeological or architectural resources. Actions that could affect archaeological resources and that typically require an assessment are those that involve in-ground disturbance or below-ground construction, such as excavation. Actions that trigger an architectural resource assessment include: new construction, demolition, or significant alteration to any building, structure, or object; a change in scale, visual prominence, or visual context of any building, structure or object, or landscape feature; construction, including but not limited to, excavation, vibration, subsidence, dewatering, and the possibility of falling objects; additions to or significant removal, grading, or replanting of significant historic landscape features; screening or elimination of publicly accessible views; and the introduction of significant new shadows or significant lengthening of the duration of existing shadows over a historic landscape or on a historic structure with sunlight-dependent features (see "Shadows" above).

The Proposed Actions may affect architectural historic resources or potential historic resources located on and near the project sites. Therefore, an analysis of potential impacts of the Proposed Actions on historic resources is warranted (see EIS Draft Scope of Work).

None of the lots on the Development Site was determined to be sensitive for archaeological resources in the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement (FGEIS)*. In addition, the New York City Landmarks Preservation Commission (LPC) was contacted for its preliminary determination of the Additional Housing Sites' potential archaeological sensitivity, and in an Environmental Review letter dated June 26, 2008, LPC determined that the two Additional Housing Sites have no archaeological significance. Therefore, no further consideration of archaeological resources is warranted and the assessment will focus on historic architectural resources (see EIS Draft Scope of Work).

URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, a detailed assessment of urban design and visual resources is undertaken when a proposed action would result in a building or structure substantially different in height, bulk, form, setbacks, size, scale, use, or arrangement than exists; when an action would change block form, demap an active street, map a new street, or would affect the street hierarchy, street wall, curb cuts, pedestrian activity, or other streetscape elements; or when an action would occur in an area that includes significant visual resources.

The Proposed Actions would result in the construction of new structures, and has the potential to result in impacts related to urban design and visual resources. Therefore, an analysis of the project's effects on urban design and visual resources is warranted (see EIS Draft Scope of Work).

NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of buildings, the presence of notable landmarks, and a variety of other features. According to CEQR criteria, a neighborhood character assessment should be conducted if the action would result in a significant impact in the areas of: land use, zoning, and public policy; urban design; visual resources; historic resources; socioeconomic conditions; traffic; or noise. In addition, if the action falls below these thresholds but would result in moderate changes in the elements that contribute to neighborhood character, thereby resulting in a significant impact, an analysis of neighborhood character is warranted. The Proposed Actions could affect the character of the surrounding neighborhood by introducing substantial new residential, commercial, retail, community facility, and open space uses to the project sites. These factors and others could contribute to a change in the character of the neighborhood; therefore, an analysis of neighborhood character is warranted (see EIS Draft Scope of Work).

NATURAL RESOURCES

A natural resources assessment is conducted when a natural resource is present on or near the project site and when an action involves the disturbance of that resource. The *CEQR Technical Manual* defines natural resources as: water resources, including surface water bodies and groundwater; wetland resources, including freshwater and tidal wetlands; upland resources, including beaches, dunes, and bluffs, thickets, grasslands, meadows and old fields, woodlands and forests, and gardens and other ornamental landscaping; and built resources including piers and other waterfront structures. The project sites are located in a fully developed area in Manhattan. A screening analysis should be conducted to identify whether the proposed action would result in significant impacts to natural resources, and if warranted, a detailed analysis will be provided.

HAZARDOUS MATERIALS

According to CEQR criteria, a hazardous material assessment is conducted when elevated levels of hazardous materials exist on a site, when an action would increase pathways to their exposures, either human or environmental, or when an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment of the property is anticipated. The Proposed Actions would involve in-ground construction at the project sites. Therefore an analysis of hazardous materials is warranted (see EIS Draft Scope of Work).

TRANSIT AND PEDESTRIANS

According to CEQR criteria, the transit and pedestrian analyses should be coordinated with the traffic and parking analyses. If an action results in fewer that 200 peak hour rail or bus transit riders, further transit analyses are not typically required. Pedestrian analyses are typically conducted if an action would result in residential or office projects that are 50 percent greater than the levels identified in Table 3O-1 (see *CEQR Technical Manual* page 3O-2). Since the Proposed Actions would result in a sizable development, an analysis of transit and pedestrians is warranted (see EIS Draft Scope of Work).

AIR QUALITY

CEQR criteria require an air quality assessment for actions that can result in either significant mobile source or stationary source air quality impacts. Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. Stationary source impacts could occur with actions that create new stationary sources or pollutants, such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; when they add uses near existing or planned future emission stacks, and these new uses might be affected by the emissions from the stacks; or when they add structures near such stacks, and these structures can change the dispersion of emissions from the stacks so that they begin to affect surrounding uses. Also, impacts on air quality could occur from the proposed parking facilities. An analysis of stationary source, mobile source, and parking facilities is warranted for the Proposed Actions (see EIS Draft Scope of Work).

NOISE

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required: if an action generates or reroutes vehicular traffic; if an action is located near a heavily trafficked thoroughfare; if an action is within 1 mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that receptor); if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes; or if the action would be located in an area with high ambient noise levels resulting from stationary sources. In addition, a noise assessment should be undertaken to determine the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements.

Development resulting from the Proposed Actions would affect traffic which could result in a change in traffic noise levels in the area. In addition, an assessment to determine the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements is warranted (see EIS Draft Scope of Work).

CONSTRUCTION

As recommended in the *CEQR Technical Manual*, construction-related impacts are typically analyzed to determine any disruptive or noticeable effects arising during a project's construction. Construction analyses for most new projects should include an assessment of at least traffic-related impacts, air quality, and noise, and an analysis of the potential for the proposed project to result in construction-period impacts is warranted (see EIS Draft Scope of Work).

WATERFRONT REVITALIZATION PROGRAM

The Development Site is located within New York City's Coastal Zone, while the Additional Housing Sites are not. Therefore, the proposed development at the Development Site will be assessed for its consistency with the City's Local Waterfront Revitalization Program (LWRP). The EIS will undertake a detailed analysis of the LWRP's 10 policies and assess the consistency of the Proposed Actions with the policies.

INFRASTRUCTURE

According to the *CEQR Technical Manual*, an analysis of an action's impact on New York City water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments (e.g., those that use more than 1 million gallons of water per day). In addition, actions located at the extremities of the water system should be analyzed.

According to the *CEQR Technical Manual*, the City is committed to adequately treating all wastewater generated in the city and to maintaining its wastewater treatment plants at or below the capacity permitted by applicable state and federal permits, orders, and decrees. Therefore, only unusual actions with very large flows could have the potential for significant impacts on sewage treatment.

The Proposed Actions are not anticipated to be large enough nor are they located in a water or sewer service area with the capacity deficiencies to require a full infrastructure analysis. A screening level analysis will conducted to determine whether the Proposed Actions have the potential to result in impacts to the area's water and wastewater infrastructure system. If warranted, a detailed analysis will be provided.

SOLID WASTE AND SANITATION SERVICES

According to CEQR criteria, a detailed solid waste and sanitation services assessment is appropriate if an action enacts regulatory changes affecting the generation or management of the City's waste of if the action involves the construction, operation, or closing of any type of solid waste management facility. Therefore, in accordance with the *CEQR Technical Manual*, the EIS will assess the additional demands the Proposed Actions would place on solid waste disposal services based on the demand estimate generated by future residential, commercial, and community facility uses associated with the Proposed Actions (see EIS Draft Scope of Work).

ENERGY

According to the *CEQR Technical Manual*, a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Therefore, in accordance with the manual, the EIS will assess the additional demands the Proposed Actions would place on the energy supply (see EIS Draft Scope of Work).

TRAFFIC AND PARKING

For this area of Manhattan, the *CEQR Technical Manual* specifies that if an action would result in development of more than 115,000 gsf of office use, quantified traffic and parking assessments may be warranted (see Table 3O-1 in the *CEQR Technical Manual*). In addition, the *CEQR Technical Manual* further specifies that if an action would result in more than 50 peak hour vehicle trips, quantified analyses are warranted. The Proposed Actions would result in development that would exceed these thresholds, indicating the need for quantified traffic and parking analyses (see EIS Draft Scope of Work).

PUBLIC HEALTH

According to the *CEQR Technical Manual*, public health comprises the activities that society undertakes to create and promote a community's wellness. Public health may be jeopardized by poor air quality resulting from traffic or stationary sources, hazardous materials in soil or groundwater used for drinking water, significant adverse impacts related to noise or odors, solid waste management practices that attract vermin and pest populations, and actions that result in exceedances in city, state, or federal standards (see EIS Draft Scope of Work)