Chapter 2: Framework for Analysis

A. INTRODUCTION

The Proposed Actions would allow for a mix of residential, commercial, community facility, and open space uses over the Development Site and the development of permanently affordable housing units and retail space at the Tenth Avenue Site and the Ninth Avenue Site. The Metropolitan Transportation Authority (MTA) and the New York City Planning Commission (CPC), serving as co-lead agencies for the environmental review, have determined that the Proposed Actions require the preparation of an Environmental Impact Statement (EIS). This chapter provides an overview of the analytical framework used to guide the EIS technical analyses presented in subsequent chapters of this document.

B. ENVIRONMENTAL REVIEW PROCESS

Most state, county, and local government agencies in New York, except the State Legislature and the courts, must comply with the State Environmental Quality Review Act (SEQRA) when undertaking or approving discretionary actions that could affect the environment. New York City has promulgated City Environmental Quality Review (CEQR) procedures to implement SEQRA for such actions involving City agencies.

In the case of the Proposed Actions, discretionary actions by numerous agencies would be required for the developments contemplated at both the Development Site and the Additional Housing Sites (see Chapter 1, "Project Description"). As set forth below, the SEQRA/CEQR process for this EIS follows a prescribed path, to enable the agencies to make informed decisions after public disclosure of the expected environmental impacts of the Proposed Actions.

LEGISLATIVE APPLICABILITY

This document has been prepared pursuant to SEQRA, Article 8 of the Environmental Conservation Law, and its implementing regulations (6 NYCRR Part 617); and CEQR requirements as established in Executive Order No. 90, 1977, and as set forth in its implementing Rules and Procedures, Title 62, Chapter 5, of the Rules of the City of New York.

PROCESS OVERVIEW

The following section provides a summary of the procedural framework utilized to comply with environmental review regulations.

ESTABLISHING A LEAD AGENCY

Under SEQRA and CEQR, the "lead agency" is the public entity responsible for conducting the environmental review of a proposed action. Where the proposed action is governmental in nature, the lead agency is also the entity primarily responsible for carrying out, approving, or funding the proposed action. Other agencies can also participate in the review process as involved or interested

agencies. Involved agencies are those with discretionary decisions to make regarding some aspect of the proposed action. Interested agencies are agencies without jurisdiction to fund, approve, or undertake an action, but that wish to comment during the review process.

The lease of, with option to purchase, the air space over the Western Rail Yard must be approved by MTA to carry out the Western Rail Yard mixed-use development, and is an action subject to review under SEQRA. The proposed zoning text and map amendments require approval by CPC and the New York City Council ("City Council") under Sections 200 and 201 of the City Charter and the City's Uniform Land Use Review Procedure (ULURP), and are actions subject to review under SEQRA and CEQR. MTA and CPC are serving as co-lead agencies to carry out a single, comprehensive environmental analysis for the Proposed Actions under the SEQRA and CEQR process. This co-lead determination was made on September 2, 2008.

DETERMINATION OF SIGNIFICANCE

A lead agency's first decision is to determine whether a proposed action might have a significant adverse impact on the environment. This is based on an Environmental Assessment Statement (EAS) pursuant to CEQR, or an Environmental Assessment Form (EAF) pursuant to SEQRA, both of which include information about the existing environmental setting of the proposed action, as well as a screening analysis to determine its potential to have significant adverse impacts. On reviewing the combined EAS/EAF completed for the Proposed Actions, MTA and CPC determined that the Proposed Actions could have a significant adverse impact on the environment, requiring that an EIS be prepared. MTA and CPC issued a Positive Declaration (i.e., a determination of potential significant impacts) for the Proposed Actions on September 2, 2008.

SCOPING

Once a lead agency issues a Positive Declaration, the scope of the environmental studies to be undertaken as part of the EIS is established and shared with interested and involved agencies and the public. "Scoping" is the process of focusing the environmental impact analyses on the key issues that are to be studied and creating an opportunity for the public to comment on the intended effort. The lead agency provides a draft scope to all involved agencies and makes it available to anyone who has written to express interest in the project. Although SEQRA does not mandate public scoping, CEQR requires a public scoping meeting. Under CEQR, involved governmental agencies and the public are given the opportunity to provide comments on the draft scope of work. After considering such comments, the lead agency prepares and issues a final scope of work.

For the Proposed Actions, a draft scoping document (the "Draft Scope") was issued by MTA and CPC on September 2, 2008. A public scoping meeting was held on October 2, 2008 at the Jacob K. Javits Convention Center, 665 West 34th Street, Room IA-03-05. The public review period for agencies and the public to review and comment on the Draft Scope was open through October 14, 2008. A final scoping document (the "Final Scope") was issued on May 8, 2009, and served as the framework for the Draft EIS (DEIS) analyses.

PREPARATION OF THE DEIS

The DEIS is a comprehensive document used to consider systematically the probable environmental effects of a proposed action, evaluate reasonable alternatives, and identify feasible mitigation measures that, to the maximum extent practicable, can address any potentially significant adverse environmental impacts of a proposed action. The lead agency

reviews all aspects of the document to determine its adequacy and adherence to the work effort outlined in the Final Scope. Once the lead agency is satisfied that the DEIS is complete for purposes of public review, it issues a Notice of Completion and circulates the DEIS for public review. When a DEIS is required, it must be certified as complete before the formal public review period under ULURP, described below, can proceed.

PUBLIC REVIEW

Public review of a DEIS begins with publication of the DEIS and issuance of the Notice of Completion. During this review period, which must extend for at least 30 days, the public may comment on the DEIS, either in writing or at a public hearing convened for the purpose of receiving such comments. A public hearing is required for CEQR review and is optional for SEQRA review. Where a SEQRA review is coordinated with a City process that requires a public hearing, the hearing may be held jointly. The lead agency must publish a notice of the hearing at least 14 days before it takes place and must accept written comments for at least 10 days following the close of the hearing. All substantive comments received during the public review process become part of the record, and must be summarized and responded to in the Final EIS (FEIS).

The co-lead agencies have determined that the DEIS is complete for purposes of public review and comment, and that the document satisfactorily addresses key issues as set forth in the Final Scope. The DEIS, along with the Notice of Completion, has been circulated among public agencies and the general public. Circulation of the DEIS marked the beginning of a public review period, during which time a public hearing will be held to solicit comments on the DEIS. Because ULURP is required for various CPC actions, public review of this EIS will be coordinated with the review requirements of the ULURP process (see discussion below). The public hearing for the DEIS prepared for the Proposed Actions will be a joint CEQR/ULURP hearing. It will be held on a date to be announced.

On May 15, 2009, the co-lead agencies issued the DEIS Notice of Completion, the land use applications were certified, and the formal public review period under ULURP began.

PREPARATION AND COMPLETION OF THE FEIS

After the close of the public comment period for the DEIS, the lead agency prepares the FEIS. The FEIS must include a summary of the substantive comments received and the lead agency's responses to the comments. When the lead agency has reviewed the FEIS and determines it is a complete and adequate document, a Notice of Completion of the FEIS is issued. The completed FEIS is available to agencies and the public for a minimum of 10 days before the lead agency and the involved agencies can make their respective findings as to the expected environmental impacts of a proposed action, after which such agencies are in a position to make their respective decisions on a proposed action.

<u>On October 9, 2009, the co-lead agencies issued the FEIS Notice of Completion.</u>

STATEMENT OF FINDINGS

The lead agency and each involved agency must adopt a formal set of written findings based on the FEIS, reflecting its conclusions about the potential significant adverse environmental impacts of a proposed action, potential alternatives, and potential mitigation measures. The Statement of Findings (SOF) may not be adopted until 10 days after the Notice of Completion for the FEIS has been issued.

In accordance with 6 NYCRR Part 617.11(e), for actions located in coastal areas, written findings must first be issued that that action is consistent to the maximum extent practicable with the local waterfront revitalization program before any agency can make a final decision.

In accordance with 6 NYCRR Part 617.11(d), a SEQRA Findings Statement issued in connection with a project approval must (i) consider the relevant environmental impacts, facts, and conclusions disclosed in the FEIS; (ii) weigh and balance environmental impacts with relevant social, economic, and other considerations; (iii) provide the rationale for the agency's decision; (iv) certify that the requirements of 6 NYCRR Part 617.11(d) were met; and (v) certify that consistent with social, economic, and other essential considerations, and considering the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures identified as practicable.

Once the findings are adopted, the SEQRA/CEQR process is completed, and the lead agency and involved agencies may approve and implement the proposed action.

COORDINATION WITH OTHER REVIEW PROCESSES

The SEQRA/CEQR process is intended to provide decision-makers with an understanding of the environmental consequences of proposed actions presented before an agency. Often, the environmental review process is integrated and coordinated with other government agencies' decision-making processes. For the proposed Western Rail Yard project, two other public processes are important milestones in implementing the project: ULURP and Waterfront Revitalization. Each is summarized below.

UNIFORM LAND USE REVIEW PROCEDURE

The zoning map amendments, special permits, city map amendment, and site selection associated with the Proposed Actions are subject to ULURP. Zoning text amendments are not subject to ULURP, but are subject to review by CPC and the City Council under Sections 200 and 201 of the New York City Charter, and will be reviewed concurrently with ULURP applications.

ULURP, mandated by Sections 197-c and 197-d of the City Charter, is a process specifically designed to allow public review at four levels: Community Board, Borough President, CPC, and City Council. The procedure sets time limits for each review, with a maximum period of approximately seven months.

The process begins with certification by CPC that the ULURP application is complete; certification will be made when there is compliance with SEQRA/CEQR, through issuance of a Negative Declaration (i.e., a determination of no significant impact), issuance of a Conditional Negative Declaration, or issuance of the Notice of Completion for the DEIS.

The application is then referred to the relevant Community Board (for the Proposed Actions, Manhattan Community Board 4 [CB4]). CB4 has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt a recommendation regarding the actions. Once this is complete, the Borough President has up to 30 days to review the ULURP application and issue a recommendation. CPC then has up to 60 days to approve, disapprove, or approve with modifications, and during that time, a ULURP public hearing is held. When a DEIS accompanies the ULURP application, as with this proposal, the CEQR public hearing is held jointly with the ULURP hearing. Comments made at the DEIS public hearing are incorporated into an FEIS; the

FEIS must be completed at least 10 days before any action by CPC on the ULURP application. In the event of an approval or an approval with modifications, CPC forwards the application to the City Council, which has 50 days to review it (subject to an extension to 65 days in the event the Council were to propose modifications). Following the Council's vote, the Mayor, at his discretion, may choose to veto the action. The City Council can override that veto.

WATERFRONT REVITALIZATION

The City has adopted the Local Waterfront Revitalization Program (LWRP) pursuant to the New York Sate Waterfront Revitalization of Coastal Areas and Inland Waterways Act. CPC serves as the City's Coastal Commission under the LWRP. Actions that are subject to ULURP Sections 200 and 201 of the New York City Charter are also reviewed by CPC in its capacity as the Coastal Commission for consistency with the program's policies. The City Council approved an LWRP in October 1999. The plan replaced 56 City and State policies with 10 policies designed to simplify and clarify the consistency review process. Discretionary actions subject to CEQR and occurring within the program's boundaries are to be reviewed by the lead agency for consistency with the program's policies. Since the Development Site is located within the designated Coastal Zone of New York City, the LWRP consistency assessment is incorporated into this EIS. As described above, written findings must be issued that Proposed Actions are consistent to the maximum extent practicable with the LWRP before any agency can make a final decision.

C. FRAMEWORK FOR ENVIRONMENTAL ANALYSIS OF THE PROPOSED ACTIONS

SCOPE OF ENVIRONMENTAL ANALYSIS

As set forth in the Positive Declaration, the co-lead agencies have determined that the Proposed Actions may result in one or more significant adverse environmental impacts and thus require preparation of an EIS. This document applies methodologies and follows the guidelines set forth in the *CEQR Technical Manual*, where applicable. These are generally considered to be the most appropriate technical analysis methods and guidelines for the environmental impact assessment of projects in the City and are consistent with SEQRA.

For each technical analysis in the EIS, the assessment includes a description of (1) existing conditions, (2) an assessment of conditions in the Future without the Proposed Actions, and (3) an assessment of conditions in the Future with the Proposed Actions. Identification and evaluation of impacts of the Proposed Actions are based on a comparison between conditions in the Future without the Proposed Actions and conditions in the Future with the Proposed Actions. Where significant adverse environmental impacts are identified, potential mitigation measures are proposed and analyzed. An important element of the EIS is the analysis of alternatives that reduce or eliminate the significant adverse effects disclosed in the technical analyses; such alternatives also include a "No Action" alternative, as described at the end of this chapter.

ANALYSIS YEARS

OPERATIONAL ANALYSIS

An EIS analyzes the effects of a proposed action on its environmental setting. Since a proposed action, if approved, would take place in the future, the action's environmental setting is generally not the current environment, but the environment as it would exist at project completion. Therefore,

future conditions must be projected. This prediction is made for a particular year, generally known as the "analysis year" or "Build year," which is the year when the proposed action would become substantially operational.

For the Proposed Actions, as described in Chapter 1, "Project Description," construction at the Development Site would take place over an approximately 8-year period, starting with platform construction in 2011 and finishing with the completion of the last residential buildings in 2019. Construction at the Additional Housing Sites is expected to be completed by 2016 for the Ninth Avenue Site and by 2018 for the Tenth Avenue Site.

The analysis of the Proposed Actions has been performed for the expected year of completion of the Proposed Actions, which is 2019. An assessment of the Proposed Actions' potential environmental impacts was also undertaken for a 2017 "interim year" of development, when the first three buildings (out of a total of eight) are projected to be constructed and occupied on the Development Site. This interim year assessment was undertaken for the purposes of determining: (i) whether any significant adverse impacts identified with the completion of the Proposed Actions would occur in 2017; (ii) the availability and feasibility of mitigation measures for significant adverse impacts projected to occur in 2017; and (iii) the potential for any significant adverse impacts to occur in 2017 that would be eliminated by the completion of the full development program for the Proposed Actions. In addition, an examination has been undertaken to determine whether any significant adverse environmental impacts identified in 2017 would occur in an earlier year. The availability and feasibility of mitigation measures at that time has also been considered.

For each analysis year, the Future without the Proposed Actions condition provides a baseline condition that is evaluated and compared with the incremental changes due to the Proposed Actions. The Future without the Proposed Actions condition uses existing conditions as a baseline and adds to it projects that are currently in construction, expected, or proposed to be in place by the analysis year.

CONSTRUCTION ANALYSIS

The construction analyses address conditions during peak construction at the project sites. As appropriate, some of the construction analyses, such as air quality, also address a second scenario that would analyze the effects of project-related construction during the period of the highest cumulative construction activities for the Development Site and for other nearby construction projects. This would be based primarily on the largest air quality emissions generation potential at nearby construction areas of the No. 7 subway line station at Eleventh Avenue and West 34th Street, the Eastern Rail Yard development, the Access to the Region's Core (ARC) project, and individual development sites in the Hudson Yards and West Chelsea areas.

The construction analysis years have been selected to address the worst-case impacts for the discrete technical areas being analyzed. In the case of traffic and parking, it is estimated that the worst-case impact would occur in 2017. For the construction air quality analyses, worst-case periods are identified for different pollutants in 2012, 2014, and 2016. Chapter 21, "Construction Impacts," describes the likely construction schedule and evaluates potential construction-related impacts.

DEFINITION OF STUDY AREAS

The Proposed Actions involve three project sites: the Development Site and the two Additional Housing Sites. For each technical area examined in the EIS, an appropriate study area or multiple study areas are defined for the specific analysis. A study area is the geographic area

likely to be affected by the Proposed Actions for a given technical area or the area in which impacts of that type could occur. Appropriate study areas differ depending on the type of impact being analyzed. The methods and study areas for addressing impacts are discussed in the individual technical analysis chapters.

DEFINING BASELINE CONDITIONS

EXISTING CONDITIONS

For each technical area assessed in the EIS, the current conditions are first described. The assessment of existing conditions establishes a baseline—not against which the Proposed Actions are measured, but from which future conditions are projected. The projection of future conditions begins with an assessment of existing conditions, because these can be measured and observed. Existing conditions are generally studied, where relevant, during the time periods that reasonable worst-case conditions would be expected with the Proposed Actions. For example, the time periods when the greatest number of new vehicular, pedestrian, and transit trips to and from the project sites would occur are measured for the traffic analysis. The project impacts are then assessed for those same traffic peak periods. The description of existing conditions for the EIS relies on the most current information and available data regarding the surrounding study areas.

DEFINITION OF THE FUTURE WITHOUT THE PROPOSED ACTIONS

The Future without the Proposed Actions condition uses existing conditions as baselines and adds to them changes known or expected to be in place by the time of the 2019 full Build year (or the 2017 interim year). For many technical areas, the Future without the Proposed Actions condition incorporates known development projects that are likely to be built by these analysis years, including developments currently under construction or that can be reasonably expected due to the current level of planning and applications for public approvals. The Future without the Proposed Actions analyses for some technical areas, such as traffic, also use a background growth factor to account for a more general increase expected in the future. Such growth factors may also be used in the absence of known development projects. The Future without the Proposed Actions analyses must also consider other future changes that will affect the environmental setting. These could include technology changes, such as advances in vehicle pollution control and roadway improvements, and changes to City policies, such as zoning regulations.

A substantial number of development projects that have been announced, are in planning or approval processes, or in construction ("No Build projects") with estimated completion dates on or before 2019 have been identified within approximately ½ mile of all three project sites. These projects are included in the Future without the Proposed Actions condition. Although it is unlikely that all of these plans and proposals would be completed by 2019, this EIS conservatively assumes their completion and full build-out, and also that all these developments would also be completed by the 2017 analysis year. Since each technical area in the EIS defines an appropriate study area or multiple study areas, the No Build projects have been summarized below in two lists—those within approximately ½-mile of the Development Site (see Table 2-1 and Figure 2-1) and those within approximately ½-mile of the Additional Housing Sites (see Table 2-2 and Figure 2-2).

For the Development Site, these include 77 No Build projects (see Table 2-1) representing a total of approximately 36.9 million gross square feet (gsf) of new development, including: 18.2 million gsf of new office space, 2.7 million gsf of new retail space, 406,186 gsf of new community facility space, 15,438 new residential units, and 5,517 new hotel rooms. The amount of No Build development surrounding the Development Site reflects the zoning and public policy initiatives to accommodate and attract new development to the Far West Side.

5.14.09



Development Site Boundary

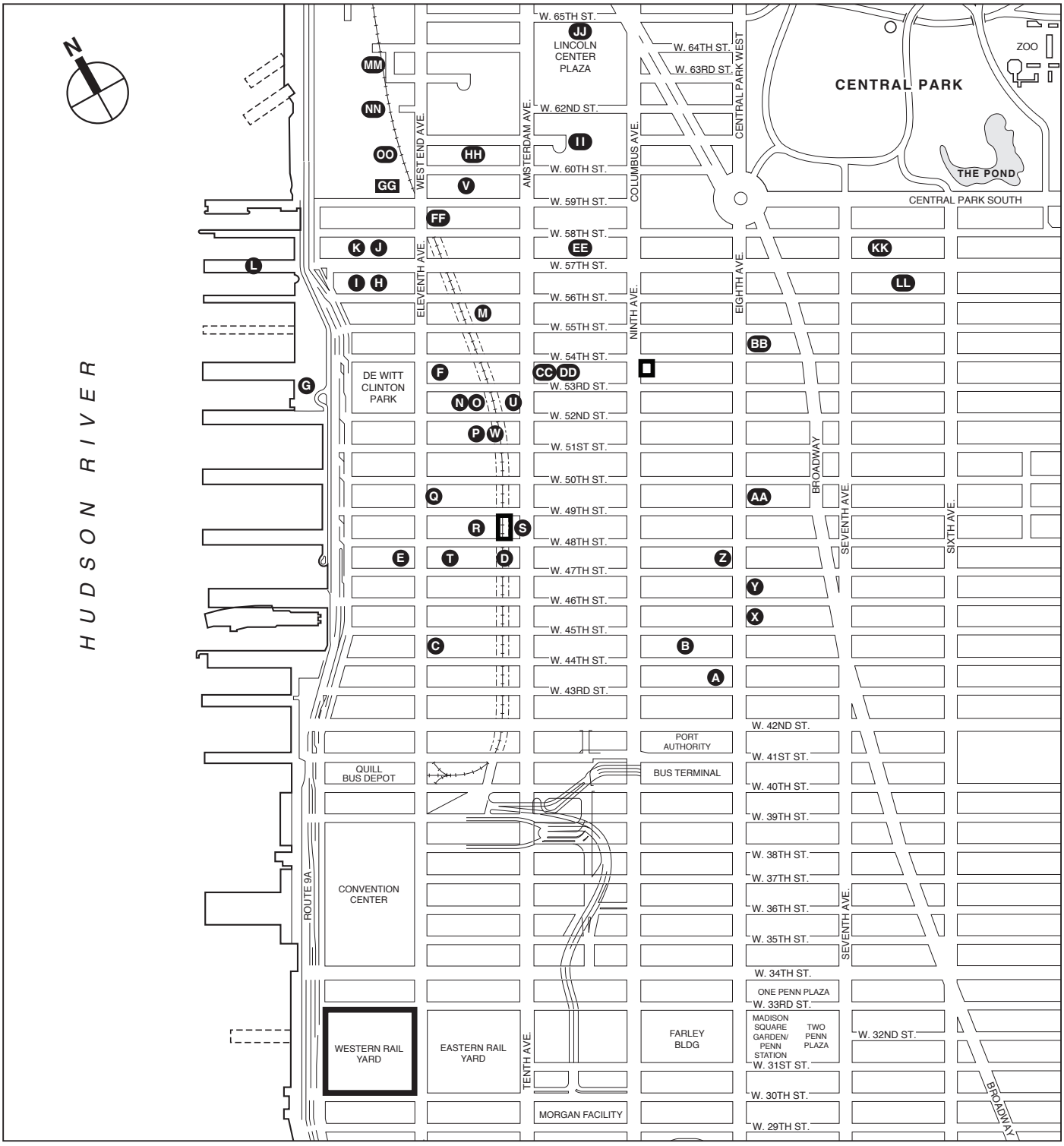
1 No Build Project to be Completed by 2019

S Subway Station Entrance for No. 7 Subway Line Extension

No Build Projects in Development Site Study Area

Figure 2-1

5.14.09



Project Sites

A *No Build Project to be completed by 2017*

B *No Build Project to be completed by 2019*

No Build Projects in Additional Housing Sites Study Area

Figure 2-2

For the Additional Housing Sites, these include 41 No Build projects (which are separate from the 77 projects listed in Table 2-1 and shown in Figure 2-1), representing a total of approximately 12.3 million gsf of new development, including 1.7 million gsf of new office space, 753,320 gsf of new retail space, 10,608 new residential units, and 1,626 new hotel rooms.

As described in Chapter 1, "Project Description," the Development Site and surrounding area was analyzed in the 2004 Hudson Yards Final Generic Environmental Impact Statement ("*Hudson Yards FGEIS"*). Significant adverse environmental impacts were identified in the *Hudson Yards FGEIS*, and associated mitigation measures were proposed to fully or partially mitigate those impacts. Since publication of the *Hudson Yards FGEIS*, there have been substantial changes to conditions and the development program assumed in the *Hudson Yards FGEIS*. Therefore, the mitigation measures identified in the *Hudson Yards FGEIS* were determined to be inappropriate for inclusion in the analyses of future conditions for this EIS. The analyses of community facilities, traffic and parking, and transit and pedestrians describe in more detail why the associated mitigation from the *Hudson Yards FGEIS* was excluded and how improvements that may be needed as a result of future development in the Hudson Yards area would be addressed.

RELATIONSHIP TO OTHER ACTIONS IN THE FUTURE WITHOUT THE PROPOSED ACTIONS

Several significant public projects and actions have recently been completed or are anticipated to be completed prior to the 2019 analysis year for the Proposed Actions. Therefore, analyses of the Proposed Actions also consider those projects and actions. The following section describes how they relate to the Proposed Actions.

Hudson Yards Rezoning

The Hudson Yards rezoning was approved by the City Council in January 2005, after the completion of a comprehensive environmental review process that included the *Hudson Yards FGEIS*, completed in late 2004. The Hudson Yards area is generally bounded by West 30th Street to the south, Seventh and Eighth Avenues to the east, West 43rd Street to the north, and Twelfth Avenue to the west. The Hudson Yards Development Program is an effort on the part of the City (through the Hudson Yards Development Corporation) to transform the Hudson Yards area from a neighborhood characterized by parking lots, warehouses, auto body shops, and open rail cuts into a vibrant mixed-use district to complement the Midtown central business district, as well as provide job growth and new housing for the City's growing population. Development projects by 2019 under the Hudson Yards rezoning are included in the Future without the Proposed Actions condition. Included within the Hudson Yards rezoning area is the eastern portion of the Caemmerer Rail Yard—the Eastern Rail Yard[1]—which is expected to include, in accordance with existing zoning, approximately 3.55 million square feet (sf) of office space, 966,000 sf of retail space, 295 hotel rooms, 1,904 residential units, 200,000 sf of community facility space, 1,000 parking spaces, and approximately seven acres of publicly accessible open space, of which approximately two acres would be enclosed.

[1] The Eastern Rail Yard and the Western Rail Yard together comprise the Caemmerer Rail Yard, a rail storage yard operated by the Long Island Rail Road (LIRR). As discussed in Chapter 1, "Project Description," the Caemmerer Rail Yard is an electrified and signalized train yard with storage tracks for LIRR trains. The Eastern Rail Yard is a 13-acre area located directly east of the Development Site between Eleventh Avenue to the west, West 30th Street to the south, Tenth Avenue to the east, and West 33rd Street to the north (see Table 2-1, Site 1).

Table 2-1
Development Under Construction or Proposed within ½-mile of the Development Site Expected to Be Completed in the Future Without the Proposed Actions by 2019

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
1	Eastern Rail Yard: between W. 30th and W. 33rd Streets and Tenth and Eleventh Avenues	3,553,500	367,500	295	966,000	1,904	200,000	1,000 spaces	Open Space: 5.2 acres (outdoor, unenclosed only)
2	Hudson Yards Site 2, Extell Development: east side Eleventh Avenue between W. 33rd and W. 34th Streets	1,496,180			78,750				
3	316 Eleventh Avenue (east side) between W. 29th and W. 30th Streets (Block 701, Lots 62, 68, and 70)				4,820	365			
4	Hudson Yards Site 4, Moinian Group: east side Eleventh Avenue between W. 34th and W. 35th Streets	1,430,630			75,300	359			
5	Hudson Park and Boulevard: W. 33rd to W. 36th Streets								Open Space: 2.12 acres
6	Related Companies: midblock on south side W. 30th Street between Tenth and Eleventh Avenues				25,000	368		40,250 sf	
7	Related Companies: southwest corner of Tenth Avenue and W. 30th Street (Block 701, Lots 30, 33, 36, 37, 42-44)				30,000	382		23,000 sf	
8	Avalon Bay Properties: Eleventh Avenue at W. 28th Street, northeast corner (Block 700, Lots 1, 9, 18)					600			
9	Taxi Garage Site: Tenth Avenue between W. 28th and W. 29th Streets (Block 700, Lots 27, 42, 44, 45, 32, 34, 38)		38,850	78		46			
10	Extell Development - Hudson Yards Potential Site 62: east side Tenth Avenue between W. 31st and W. 30th Streets		235,750	472		220			
11	Rockrose - Hudson Yards Site 11: west side of Tenth Avenue between W. 37th and W. 38th Streets				65,320	855			
12	Expanded Moynihan Project - Farley Building: block between Eighth and Ninth Avenues and W. 31st and W. 33rd Streets	235,000	125,000	125	553,100				Retail: destination retail 300,000 sf train station 86,000 sf transit retail

Table 2-1 (cont'd)
Development Under Construction or Proposed within ½-mile of the Development Site Expected to Be Completed in the Future Without the Proposed Actions by 2019

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
13	Expanded Moynihan Project - Penn West: Eighth Avenue between W. 33rd and W. 34th Streets		574,175	574	36,602	492			Existing retail and open space uses to be removed
14	Expanded Moynihan Project - Penn East: Seventh Avenue between W. 33rd and W. 34th Streets	1,942,577			70,508				Retail: destination retail existing parking garage to remain
15	Cambria Suites Madison Square Garden Hotel: 325 West 33rd Street - north side between Eighth and Ninth Avenues		200,760	239					
16	Expanded Moynihan Project - Penn Station: block between W. 31st and W. 33rd Streets and Seventh and Eighth Avenues								Reconstruction of existing facility, no net new development
17	River Place II: Eleventh Avenue between W. 41st and W. 42nd Streets					1,349			
18	Moinian Group - Hudson Yards Site 18: south side of W. 43rd Street between Eleventh and Twelfth Avenues				37,950	1,000			2 buildings
19	Related Companies - Hudson Yards Site 19, Theater Row II: east side of Tenth Avenue between W. 41st and W. 42nd Streets		230,000	250	12,500	774		360 parking spaces	50,000 sf Equinox 70,000 sf theater
20	515 West 41st Street				28,580	333			
21	Port Authority Bus Terminal office tower: west side of Eighth Avenue between W. 42nd and W. 41st Streets	1,300,000							
22	11 Times Square, W 42nd Street and Eighth Avenue	938,950			49,420				
23	Rockrose - Hudson Yards Site 23: east side of Tenth Avenue between W. 37th and W. 38th Streets				20,900	388			
24	Dermot Company - Hudson Yards Site 24, Hudson Mews I (North): Dyer Avenue between W. 37th and W. 38th Streets					448	7,460	170 parking spaces	
25	345 W. 35th Street between Eighth and Ninth Avenues		100,500	200					

Table 2-1 (cont'd)
Development Under Construction or Proposed within ½-mile of the Development Site Expected to Be Completed in the Future Without the Proposed Actions by 2019

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
26	Tower 37: LLC south side of W. 37th Street, near Ninth Avenue (Block 760, Lots 10, 67, 68)					208			
27	Wyndham Garden Inn, Metropolis Group: 339 W. 36th Street		188,160	224					Open Space: 3,660 sf
28	Dermot Company - Hudson Yards Site 28, Hudson Mews II (South): Dyer Avenue between W. 36th and W. 37th Streets				16,100	361			
29	Glenwood Management - 310-328 W. 38th Street: midblock on W. 37th and W. 38th Streets between Eighth and Ninth Avenues				10,600	569			
30	307-311 W. 37th Street (north side W. 37th Street near Eighth Avenue)		93,319	187					
31	Sam Chang Hotels: 585 Eighth Avenue		82,906	169					
32	Brookfield Properties - Hudson Yards Sites 32/33: west side Ninth Avenue between W. 31st and W. 33rd Streets	4,615,700			82,300				
33	Bush Tower Annex: 140 W. 42nd Street	140,000							
34	Fairfield Inn and Four Points Hotel: 340-342 W. 40th Street		420,000	500					
35	Mehta Family, Staybridge Suites Times Square: 334 W. 40th Street		260,400	310					
36	Sam Chang - Hudson Yards Potential Sites 68,70: mid-block bounded by W. 39th and W. 40th Streets, Eighth and Ninth Avenues (five budget hotel properties, total 1,061 rooms)		891,240	1,061					
37	Hudson Yards Site 37: midblock on W. 38th and W. 39th Streets between Eighth and Ninth Avenues (Block 762, lot 6)	381,990			8,520				
38	Majestic Hotel Corp, Strand Hotel: 33 W. 37th Street,		149,520	178					

Table 2-1 (cont'd)
Development Under Construction or Proposed within ½-mile of the Development Site Expected to Be Completed in the Future Without the Proposed Actions by 2019

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
39	Hotel Pennsylvania: 15 Penn Plaza, Seventh Avenue between W. 32nd and W. 33rd Streets	1,819,004	-1,213,320		181,520				Trading Floor Use: 228,114 sf Mechanical Space: 312,623 sf Lobby Area, Amenity Space, Service, Loading Areas: 109,420 sf
40	885 Sixth Avenue and W. 32nd St	21,500			25,600	338			
41	855 Sixth Avenue, west side between W. 30th and W. 31st Streets				38,468	433			
42	835 Sixth Avenue, west side between W. 29th and W. 30th Streets		290,000	290	26,368	302			
43	REMY: 815 Sixth Avenue at W. 28th Street				59,000	269			
44	145 W. 27 Street, north side, midblock between Sixth and Seventh Avenues				1,029	11			
45	101 W. 24th Street (735 Sixth Avenue)				16,000	199			
46	124 W. 24th Street, south side, midblock between Sixth and Seventh Avenues				1,965	21			
47	133 W. 22nd Street, between Sixth and Seventh Avenues				2,211	89			
48	241-53 W. 28th Street	227,730			11,990				
49	261 W. 28th Street, north side, midblock between Seventh and Eighth Avenues				5,145	55			
50	Savanna REF: 415 Eighth Avenue at southwest corner of W. 31st Street (Block 754 Lot 44)				10,000	106			
51	Hudson River Park, portions of Segment 5								Parkland: 9.2 acres
52	West Chelsea Projected Site 4: 547-59 W. 27th Street (Block 699, Lot 5)				15,548	118			Conversion of existing building
53	West Chelsea Projected Site 5: 507-17 W. 27th Street (Block 699, Lots 9, 22-27, 44)				39,976	283			
54	West Chelsea Projected Site 6: 299-311 Tenth Avenue (Block 699, Lots 29, 31-33, 37)				28,637	159			

Table 2-1 (cont'd)
Development Under Construction or Proposed within ½-mile of the Development Site Expected to Be Completed in the Future Without the Proposed Actions by 2019

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
55	Otis Elevator Building: 550 - 558 W. 27th Street (Block 698, Lot 1)	57,500							
56	520 W. 27th Street, south side, midblock between Tenth and Eleventh Avenues	43,400							
57	Spindler Site: W. 26th Street and Tenth Avenue (Block 698, Lots 28, 32)		26,250	53		31			
58	West Chelsea Projected Site 9: 507 W. 25th Street (Block 697, Lots 27 and 31)				8,888	175			
59	420 W. 25th Street, south side, midblock between Ninth and Tenth Avenues				7,110	76			
60	West Chelsea Projected Site 10: 550 W. 25th Street (Block 696, Lot 58)						110,598		
61	245 Tenth Avenue					18			
62	High Line 519: 519 W. 23rd Street, north side, midblock between Tenth and Eleventh Avenues					11			
63	200 Eleventh Avenue					16			
64	552 W. 24th Street					15			
65	HL 23: W. 23rd Street					11			
66	10 Chelsea: 500 W. 23rd Street					68			
67	Time Warner Garage site: W. 21st Street/W. 22nd Street (Block 693, Lot 23)		155,925	312					
68	High Line Open Space								Open space: 4.41 acres
69	West Chelsea Projected Site 13: 550 W. 21st Street (Block 692, Lots 7, 61, 63)				7,331	133			
70	West Chelsea Projected Site 14: 540-542 W. 21st Street (Block 692, Lots 53, 57)						88,128		
71	West Chelsea Projected Site 15: 521-527 W. 20th Street(Block 692, Lots 28, 30)				43,240	87			
72	Nouvel on W. 19th Street: W. 19th Street and Eleventh Avenue					72			
73	Metal Shutter Houses: W. 19th Street					9			

Table 2-1 (cont'd)
Development Under Construction or Proposed within ½-mile of the Development Site Expected to Be Completed in the Future Without the Proposed Actions by 2019

Map #	Sbite Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
74	520 West Chelsea: 520 W. 19th Street					26			
75	High Line Bonus Site C: West Chelsea Subarea G, Tenth Avenue between W. 18th and W. 19th Streets					341			
76	High Line Bonus Site B: West Chelsea Subarea H (Block 689, Lot 17)					945			
77	Jacob K. Javits Convention Center Expansion								100,000 sf expansion, including 40,000 sf of exhibition space and 60,000 sf of space used for support functions
	Total	18,203,661	3,216,935	5,517	2,702,295	15,438 units [12,350,400 sf][1]	406,186		
	TOTAL[2]	**36,879,477 sf**							

Note: See Figure 2-1
1. Based on an average residential unit size of 800 gsf
2. Total excludes parking.

Table 2-2
Development Under Construction or Proposed within ½-mile of the Additional Housing Sites Expected to Be Completed in the Future Without the Proposed Actions by 2019

Ref #	Site Description	Proposed Development by Land Use Category Gross Square Feet				
		Office	Hotel Rooms	Retail	Residential Units	Other/Comments
A	Tishman Hotel: 306 W. 44th Street, 691-699 Eighth Avenue		621	3,640 retail; 6,000 restaurant		
B	Hotel conversion/addition (Sam Chang project): 345 W. 44th Street		60			
C	592-608 Eleventh Avenue between W. 44th and W. 45th Streets			20,000	1,170	new public school (replace and expand existing PS 51 school)
D	Centro 505: 505 W. 47th and 506 W. 48th Streets between Tenth and Eleventh Avenues (Block 1076, Lot 24)		222		109	Residential condominium units in two buildings
E	Vu Hotel: 653 Eleventh Avenue (Block 1095, Lot 35)					conversion and expansion of existing building; 17-stories
F	Two Trees: 770 Eleventh Avenue between W. 53rd and 54th Streets			8,000 sf food market 800 sf other local retail	900 (180 affordable)	330,000 sf auto sales and repair, 20,000 sf health club, 36,000 sf NYPD mounted police, 225 parking spaces
G	Pier 92/94: between W. 51st and W. 54th Streets					Renovation and alteration of trade show and exhibit space. Expand up to 400,000 sf of trade show facility
H	Avalon 57 Project: 622 W. 57th Street, west side of Eleventh Avenue			60,000 sf destination; 15,000 sf local; 50,000 sf supermarket	750	225,000 sf auto dealership; 500 public parking spaces
I	DSNY garage: 650 W. 57th Street/780-786 Twelfth Avenue (Block 1103, Lot 44; Block 1104, Lot 1)					206,497 sf vehicle storage and maintenance to relocate facilities on Pier 97
J	Durst Commercial Project : 623 W. 57th Street (Block 1105, Lots 14, 19, 43)			165,000		399 parking spaces
K	Helena II: 631 W. 57th Street (Block 1105, Lot 1, 5)			118,000	450	
L	Pier 97 - expansion of Clinton Cove Park					1-acre addition to Hudson River Park
M	Harborview Terrace Houses Expansion: 525 W. 55th Street (Block 1084, Lot 9)				342	Mixed income units in two 15-story buildings; NYC Housing Authority and HPD development; 37 parking spaces (replacing existing spaces to be displaced)
N	533-541 W. 52nd Street (Block 1081, portion Lot 1)				100	up to 100% affordable units; retail; requires zoning change
O	530-548 W. 53rd Street (Block 1081, portion Lot 1)				100	up to 100% affordable units; community gardens requires zoning change
P	501-505 W. 51st Street Phase I (Block 1080, portion Lot 25)			1,315	12	100% low-income units; 6-stories; rehabilitation
Q	700 Eleventh Avenue (Block 1078, Lot 1)					New Con Ed Substation: 42,655 sf; 2-stories
R	Real Estate Industries, Inc./ Red Cross Project: portion of block between W. 48th and W. 49th Streets and Tenth and Eleventh Avenues				148	88 parking spaces (31 accessory and 57 public) 80/20 residential units
S	City Water Tunnel No. 3 Shaft Site 25B: 705 Tenth Avenue					0.23-acre passive open space area below-grade structure with at-grade access

Table 2-2 (cont'd)
Development Under Construction or Proposed within ½-mile of the Additional Housing Sites Expected to Be Completed in the Future Without the Proposed Actions by 2019

Ref #	Site Description	Proposed Development by Land Use Category Gross Square Feet				
		Office	Hotel Rooms	Retail	Residential Units	Other/Comments
T	Sam Chang hotel: 548 W. 48th Street		90			
U	Archstone Clinton - Clinton Green: 510 W. 52nd Street, between Tenth and Eleventh Avenues (Block 1081, Lot 39 and portion Lot 29, Block 1080, portion Lot 25)			23,000	627	60,000 sf not-for-profit theater space (675 seats) 83 parking spaces; 13,500 sf pubic open space 80/20 residential units
V	Element: 555 W. 59th Street; 248-264 W. 60th Street (Block 1151, Lots 5, 9, 51, 52, 53)				198	190 parking spaces; 33 stories
W	501-505 W. 51st St. Phase II (Block 1080, portion Lot 25)				10	100% low-income units integrated with Phase I of project
X	Boston Properties: 740 Eighth Avenue	860,500		21,479		412 parking spaces
Y	The Platinum: 750 - 754 Eighth Avenue				187	
Z	The Esplanade: 785 Eighth Avenue				120	
AA	Hotel conversion and expansion: 233 W. 49th Street		78			
BB	Boston Properties: 910-922 Eighth Avenue, 261-265 W. 55th Street	817,943		26,425		3,000 sf theater-related rehearsal space
CC	Former SONY/BMG Studio: 460 W. 54th Street (Block 1063, Lot 61)				96	
DD	The Dillon: 405-425 W. 53rd Street (Block 1063, Lot 17)				85	37 accessory parking spaces 7-stories
EE	Hudson Hill: 462 W. 58th Street (Block 1067, Lot 17)				67	
FF	John Jay Expansion: 521 W. 58th Street (Block 1087, Lots 1, 5, 25)					513,500 sf community facility space
GG	Riverside South Parcels L, M, N		300	209,200	2,500 (300 affordable)	97,000 sf community facility (public school) 1,800 parking spaces; 168,050 sf automotive service/showroom; Build year: 2018
HH	Adagio 60 - Algin Management: 243 W. 60th Street	4,420 (medical office)		10,340	342	160 public parking spaces
II	Fordham Center Master Plan (Phase I)				876	400,000 sf academic space 695 dormitory beds; 360 parking spaces
JJ	Lincoln Center Redevelopment: Expansion of Juilliard School					45,000 sf expansion Julliard School improvements to North Plaza, narrowing W. 65th Street;
KK	Extell Development: 153-166 W. 57th Street		200		120	Approx. 700,000 sf mixed-use development
LL	Hilton Hotels: 102, 108 W. 57th Street		55			
MM	Riverside South Parcels I: 80 Riverside Boulevard	4,577			284	326 parking spaces
NN	Riverside South Parcels J1 and J2: 60 Riverside Boulevard/400 W. 63rd Street	4,569		7,953	495	250 parking spaces
OO	Riverside South Parcels K1 and K2: 40 Riverside Boulevard/401 W. 61st Street	4,581		7,168	520 (188 affordable)	535 parking spaces
	Total	1,696,590	1,626 [1,365,840 sf][1]	753,320	10,608 [8,486,400 sf][2]	
	Total	**12,302,150 sf**				

Note: See Figure 2-2
1. Based on an average hotel size of 840 sf.
2. Based on an average residential unit size of 800 sf.

The Development Site is being planned and designed to complement the expected development on the Eastern Rail Yard. As shown in Table 2-1, the Eastern Rail Yard project is expected to include 3.55 million sf of office space, 966,000 sf of retail space, 295 hotel rooms, 1,904 residential units, 200,000 sf of community facility space, 1,000 parking spaces, and approximately seven acres of publicly accessible open space, of which approximately two acres would be enclosed. At present, West 33rd Street, adjacent to the Eastern Rail Yard between Tenth and Eleventh Avenues, slopes downward from the avenues to a low point located at the midblock. Due to the vertical clearance requirements of the platform over the Eastern Rail Yard, and the grades and elevations of Hudson Park and Boulevard and the 34th Street Station entrance for the No. 7 subway line extension, West 33rd Street will be raised as much as 12 feet above existing grade at this midblock location and connect with the existing grade at the street's intersections with the avenues.

In addition to the rezoning from primarily manufacturing to medium-to high-density commercial and residential development, the project also includes the creation of new parks and public open space throughout the Hudson Yards area. As part of the new open space network, Hudson Park and Boulevard, a broad open space and boulevard system in the midblocks between Tenth and Eleventh Avenues, will extend from West 33rd Street to West 39th Street. This system will run at an angle between Tenth and Eleventh Avenues and will include a total of approximately four acres of open space. Hudson Park and Boulevard is expected to be built in two phases. The first segment would run from West 33rd to West 36th Streets and would be completed by 2013. The remaining segment between West 36th and West 39th Streets and a pedestrian bridge connecting the northern terminus at West 39th Street with West 42nd Street would be completed after 2019 and, therefore, is not considered in this analysis.

The *Hudson Yards FGEIS* identified 45 projected development sites and 52 potential development sites. The analysis focused primarily on the "projected" development sites, which were considered most likely to be developed, although the *Hudson Yards FGEIS* also acknowledged that some potential sites could be developed instead of comparable projected sites. Economic analysis estimated that the total development resulting from the rezoning of the Special Hudson Yards District would be approximately 45 million sf and that all of the development would likely be completed by 2035. Understanding that the total development, as a worst case, could be achieved earlier, the *Hudson Yards FGEIS* took 2025 as its full-build analysis year.

As shown in Table 2-1, 11 of the projected development sites and one of the potential sites are expected to be completed by 2019 (see Table 2-1). Therefore, this document considers how the 12 development sites in the Special Hudson Yards District relate to activities associated with the Proposed Actions.

No. 7 Subway Line Extension

In the Future without the Proposed Actions, the No. 7 subway line will be extended to serve the Hudson Yards area. The No. 7 subway line would extend approximately one mile, starting from its current terminal point at Times Square, westward beneath West 41st Street, and then southward beneath Eleventh Avenue to a new terminal station at West 34th Street and Eleventh Avenue—just one block north of the Development Site. The subway extension is expected to be completed by late 2013. This EIS considers the relationship of the No. 7 subway line extension to the Proposed Actions. Chapter 18, "Transit and Pedestrians," provides details of the No. 7 subway line extension.

West Chelsea Rezoning

The *Special West Chelsea District Rezoning and High Line Open Space FEIS* was approved in 2005. The West Chelsea area is bounded generally by Tenth and Eleventh Avenues from West 30th Street to West 16th Street. This rezoning created the Special West Chelsea District to provide opportunities for new residential and commercial development, facilitate the reuse of the High Line elevated rail line as a unique linear open space, and enhance the neighborhood's thriving art gallery district. The *Special West Chelsea District Rezoning and High Line Open Space FEIS* identified 25 projected development sites likely to be developed by 2013, which would result in 4,809 dwelling units, 574,128 sf of retail space, 160,000 sf of office space, 76,425 sf of accessory parking for off-site government use, and 227,564 sf of community facility space. In addition to the 25 projected development sites, the FEIS identified 28 potential development sites. This document considers how the Special West Chelsea District projected development relates to activities associated with the Proposed Actions.

DEFINING THE ACTION FOR ENVIRONMENTAL ANALYSIS

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. For analysis purposes, two reasonable worst-case development scenarios have been identified for that site—a Maximum Residential Scenario and a Maximum Commercial Scenario. The Maximum Residential Scenario would include (in addition to community facilities, open space, and parking) between 5,347 and 5,762 residential units and either (1) 1.5 million gsf of office space; or (2) a 1,200-room convention-style hotel. The Maximum Commercial Scenario would include (in addition to community facilities, open space, and parking) 4,624 residential units and 2.2 million gsf of office space. These two reasonable worst-case development 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 EIS therefore examines the scenario with the greater potential environmental impact for each impact area. The two different scenarios associated with the Development Site assume the same development for the Additional Housing Sites.

As shown in Table 2-3, the Maximum Residential Scenario and the Maximum Commercial Scenario would add between 2.7 and 3.9 million gsf of new development to the Development Site by 2017. This would include between 1.4 and 1.5 million gsf of residential space, adding between 1,896 and 1,948 rental units. As described in Chapter 1, "Project Description," 20 percent of all rental units on the Development Site would be affordable housing units under the terms of the applicable 80/20 program, provided that said affordable unit commitment is subject to (1) the allocation of sufficient tax-exempt bond cap or other equivalent low-cost financing to the Developer for each building of rental housing as and when required, and (2) the availability to the Developer of such other incentives, programs, exemptions, credits or abatements are then generally available for the development of 80/20 housing in the City. Therefore, it is expected that there would be between 379 and 390 affordable rental units. The Proposed Actions would also provide between 152,250 and 162,750 gsf of retail space, and a 120,000-sf school that is expected to contain 420 elementary school seats and 330 intermediate school seats. There would also be either office space measuring 1.5 million gsf and a 1,200-room hotel or an additional 700,000 gsf of office space. These development projections represent the net increase, or incremental difference, in residential, commercial office, and retail land uses on the Development Site with the Proposed Actions and thus provide the basis for the environmental review of the Proposed Actions with respect to that site.

Table 2-3
Reasonable Worst-Case Development Scenarios for the Development Site: 2017

Development Program	Maximum Residential Scenario (GSF)		Maximum Commercial Scenario (GSF)
	Office Option[1]	Hotel Option[1]	
Residential	1,460,813	1,460,813	1,422,225
Residential Units			
Rental Units	1,948 units	1,948 units	1,896 units
Condominium Units	0 units	0 units	0 units
Total Units	**1,948 units**	**1,948 units**	**1,896 units**
Affordable Units (rental)	390 units[2]	390 units[2]	379 units[2]
Market Rate Units (rental and condo)	1,558 units	1,558 units	1,517 units
Commercial			
Office	1,495,000	0	2,185,000
Hotel	0	1,008,000 1,200 rooms	0
Retail	162,750	152,250	162,750
Community Facility			
Public School	120,000	120,000	120,000
TOTAL	**3,238,563**	**2,741,063**	**3,889,975**

Notes:
1. Two options are being considered for the commercial building in the Maximum Residential Scenario. One would be for a 1,495,000-gsf office building. The other would be for a 1,200-room convention-style hotel.
2. Twenty percent of all rental units on the Development Site would be affordable housing units under the terms of the applicable 80/20 program.

By 2019, the Maximum Residential Scenario and the Maximum Commercial Scenario would include between 6.2 and 6.4 million gsf of new development at the Development Site (see Table 2-4). This would include between 3.8 and 4.8 million gsf of residential space, including the rental units that would be completed by 2017, and between 2,728 and 3,814 condominium units. By 2019, there would also be between 210,000 and 220,500 gsf of retail space, a 120,000-sf public school, and either 1.5 and 2.2 million gsf of office space or a 1,200-room hotel.

The Proposed Actions would also include development of permanently affordable housing at the Additional Housing Sites. By 2016 at the Ninth Avenue Site, the Proposed Actions would allow the development of approximately 108 permanently affordable housing units, 6,750 gsf of retail space, 30,000 gsf of office space, and below-grade parking for up to 15 emergency vehicles to be used by New York City Transit ([NYCT] see Table 2-5). At the Tenth Avenue Site, the Proposed Actions would result in the development of 204 permanently affordable housing units and 10,800 gsf of retail space by 2018. The 312 total residential units to be developed at the Additional Housing Sites would be permanently affordable for low- to moderate-income households. Table 2-6 summarizes the reasonable worst-case development scenarios assumed for the Proposed Actions, including the Development Site and the Additional Housing Sites, for 2017 and 2019.

Table 2-4
Reasonable Worst-Case Development Scenarios for the Development Site: 2019

Development Program	Maximum Residential Scenario (GSF)		Maximum Commercial Scenario (GSF)
	Office Option[1]	Hotel Option[1]	
Residential	4,469,063	4,836,563	3,837,225
Residential Units			
Rental Units	1,948 units	1,948 units	1,896 units
Condominium Units	3,399 units	3,814 units	2,728 units
Total Units	**5,347 units**	**5,762 units**	**4,624 units**
Affordable Units (rental)	390 units[2]	390 units[2]	379 units[2]
Market Rate Units (rental and condo)	4,957 units	5,372 units	4,245 units
Commercial			
Office	1,495,000	0	2,185,000
Hotel	0	1,008,000 1,200 rooms	0
Retail	220,500	210,000	220,500
Community Facility			
Public School	120,000	120,000	120,000
TOTAL	**6,304,563**	**6,174,563**	**6,362,725**

Notes:
1. Two options are being considered for the commercial building in the Maximum Residential Scenario. One would be for a 1,495,000-gsf office building. The other would be for a 1,200-room convention-style hotel.
2. Twenty percent of all rental units on the Development Site would be affordable housing units under the terms of the applicable 80/20 program.

Table 2-5
Development Scenario: Additional Housing Sites

Development Program	Ninth Avenue Site (GSF)	Tenth Avenue Site (GSF)	TOTAL (GSF)
Residential	96,300	176,300	272,600
Affordable Units	108 units	204 units	312 units
Commercial			
Office	30,000[1]	0	30,000
Retail	6,750	10,800	17,550
TOTAL	**133,050**[2]	**187,100**	**320,150**

Notes:
1. Office space to be used by NYCT.
2. The development would allow for NYCT below-grade parking for emergency vehicles (approx. 15 vehicles)

Table 2-6
Reasonable Worst-Case Development Scenarios for the Proposed Actions

Development Program	Maximum Residential Scenario (GSF)		Maximum Commercial Scenario (GSF)
	Office Option	Hotel Option	
2017			
Residential Units			
Affordable Units	498 units[1]	498 units[1]	487 units[2]
Market Rate Units	1,558 units	1,558 units	1,896 units
Total Units	**2,056 units**	**2,056 units**	**2,004 units**
Office	1,495,000	0	2,185,000
NYCT Office	30,000	30,000	30,000
Hotel	0	1,008,000 1,200 rooms	0
Retail	169,500	159,000	169,500
Public School	120,000	120,000	120,000
TOTAL 2017	**3,371,613**	**2,874,113**	**4,023,025**
2019			
Residential Units			
Affordable Units	702 units[3]	702 units[3]	691 units[2]
Market Rate Units	4,957 units	5,372 units	4,245 units
Total Units	**5,659 units**	**6,074 units**	**4,936 units**
Office	1,495,000	0	2,185,000
NYCT Office	30,000	30,000	30,000
Hotel	0	1,008,000 1,200 rooms	0
Retail	238,050	227,550	238,050
Public School	120,000	120,000	120,000
TOTAL 2019	**6,624,713**	**6,494,713**	**6,682,875**

Notes:
1. Includes 108 units at the Ninth Avenue Site and 390 units at the Development Site.
2. Includes 108 units at the Ninth Avenue Site and 379 units at the Development Site
3. Includes 108 units at the Ninth Avenue Site, 204 units at the Tenth Avenue Site and 390 units at the Development Site.
4. Includes 108 units at the Ninth Avenue Site, 204 units at the Tenth Avenue Site and 379 units at the Development Site.

GENERIC ANALYSIS FOR RELOCATION OF DSNY FACILITIES

The Proposed Actions would result in the interim relocation of the New York City Department of Sanitation (DSNY) Garage M6, which includes certain facilities currently located on a portion of the terra firma on the Development Site. At present, sites have not been identified for the interim relocation of the DSNY uses. Chapter 15, "Solid Waste and Sanitation Services," contains a generic analysis of the potential environmental impact that could result from relocating the DSNY facilities from the Development Site.

MITIGATION

Potential mitigation measures for significant adverse impacts identified in this FEIS are described in Chapter 24, "Mitigation." CEQR and SEQRA require that any significant adverse impacts identified in the EIS be minimized or avoided to the fullest extent practicable, given costs and other factors. In the DEIS, options for mitigation were presented for public review and discussion, without the co-lead agencies having selected those for implementation. Where no practicable

mitigation is available, the EIS must disclose that fact and indicate the potential for unmitigated significant adverse impacts.

Where significant adverse impacts from the Proposed Actions have been identified in this FEIS, specific mitigation measures to minimize or eliminate the significant adverse impacts have been defined and evaluated. Where necessary, measures to further mitigate significant adverse impacts were refined and evaluated between the DEIS and FEIS. This FEIS includes a description of all practicable mitigation measures to be implemented with the Proposed Actions.

ALTERNATIVES

Chapter 25, "Alternatives," assesses several alternatives to the Proposed Actions. CEQR and SEQRA require that a description and evaluation of the range of reasonable alternatives to an action be included in the EIS at a level of detail sufficient to allow a comparative assessment of the significant environmental impacts of these alternatives. If the environmental assessment and consideration of alternatives identify a feasible alternative that eliminates or minimizes adverse impacts while substantially meeting the project goals and objectives, the lead agency considers whether to adopt that alternative. CEQR and SEQRA require consideration of a "No Action Alternative," which compares environmental conditions that are likely to occur in the Future without the Proposed Actions with conditions that would occur in the Future with the Proposed Actions. This EIS also considers a Reduced Density Alternative, and—if the technical analyses identify one or more significant adverse impacts that cannot be mitigated—an alternative that frames a level of development small enough to eliminate all such significant, unmitigated adverse impacts ("No Unmitigated Significant Adverse Impact Alternative"). In addition, the chapter analyzes an option to include an on-site Tri-Generation energy facility on the Development Site. ✷