Scope of Work for the
Preparation of a Supplemental Environmental Impact Statement—
625 West 57th Street

A. INTRODUCTION

~~DFR 57 LLC~~ Durst Development L.L.C. ("the applicant") proposes a rezoning of a portion of the block bounded by West 57th and West 58th Streets, between Eleventh and Twelfth Avenues (Block 1105, the "project block") in Manhattan, along with special permits, modifications to existing special permits and a Restrictive Declaration and other related land use actions, to facilitate the development of approximately ~~871,500~~ 965,000 zoning square feet (zsf) (approximately ~~1,076,400~~ 1.1 million gross square feet [gsf]) of residential, commercial, community facility, and parking uses on the project block (Block 1105) (see **Figure 1**). The eastern portion of the block is already developed with a residential building with ground floor retail and parking uses (The Helena) and a building with mini-storage uses. The entire block was the subject of a previous Environmental Impact Statement and Land Use Approval in 2001 (*West 57th Street Rezoning Final Environmental Impact Statement* [2001 *FEIS*], CEQR No. 00DCP041M and ULURP Nos. 000148ZMM, 010149ZSM, 010150ZSM, 010151ZSM, and 010152ZSM). The project block is located in Manhattan Community District 4.

The proposed actions are being requested to facilitate the applicant's proposed project, in which it intends to build approximately 1.1 million gsf on the project block consisting of approximately 850,000 gsf of residential space (up to 863 residential rental units, including up to 151 affordable units, or 20 percent of the units on projected development site 1); approximately 80,000 gsf of commercial office; 62,000 gsf of retail; 28,000 gsf of community facility space; and 285 additional accessory parking spaces. The proposed actions would result in the construction of a new building on the western and midblock portions of the project block (Lots 1, 5, 14, 19, p/o 36, and 43, collectively, projected development site 1), a one to two story midblock community facility building (also located on projected development site 1), the renovation and conversion of the mini-storage facility to residential, retail, and community facility use (p/o Lot 36, projected development site 2), and the creation of new retail space in the existing Helena apartment building. For analysis purposes, it is anticipated that the proposed project, including both projected development site 1 and projected development site 2, would be complete by 2015.

Development of the proposed project requires approvals from the CPC for the following discretionary actions:

- Rezoning of a portion of the project block from M1-5 to C6-2. The C6-2 district has a floor-area ratio (FAR) of 6.0 for all uses except community facility uses, which is a 6.5 FAR. This change would provide an adjusted FAR across the entire zoning lot of 8.63 with the 6.0 FAR and a maximum 8.8 FAR with the additional community facility FAR (given the maximum 10.0 FAR within the existing C4-7 district) (see **Figure 2**);

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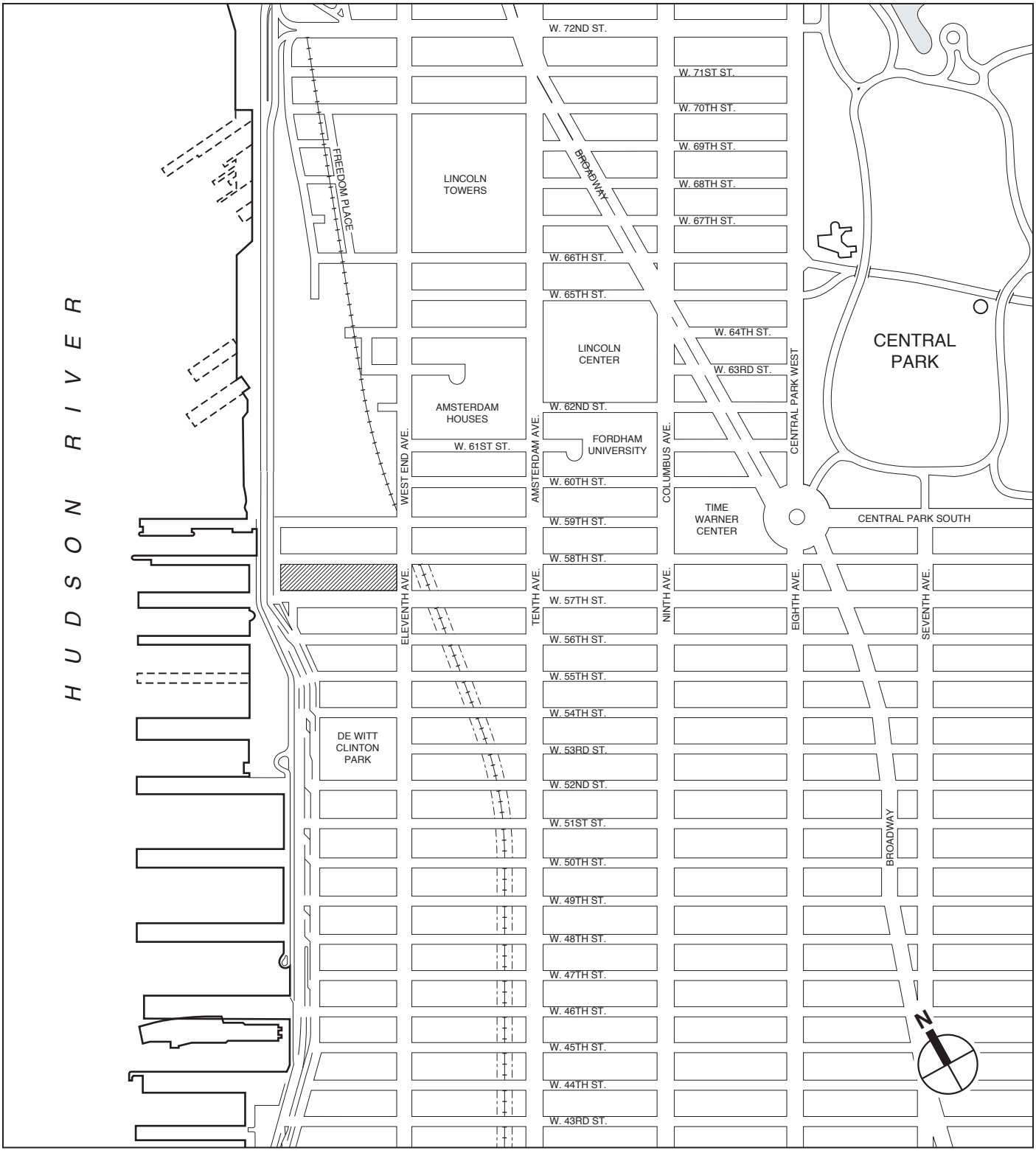

Project Block

Project Location

Figure 1

625 WEST 57TH STREET

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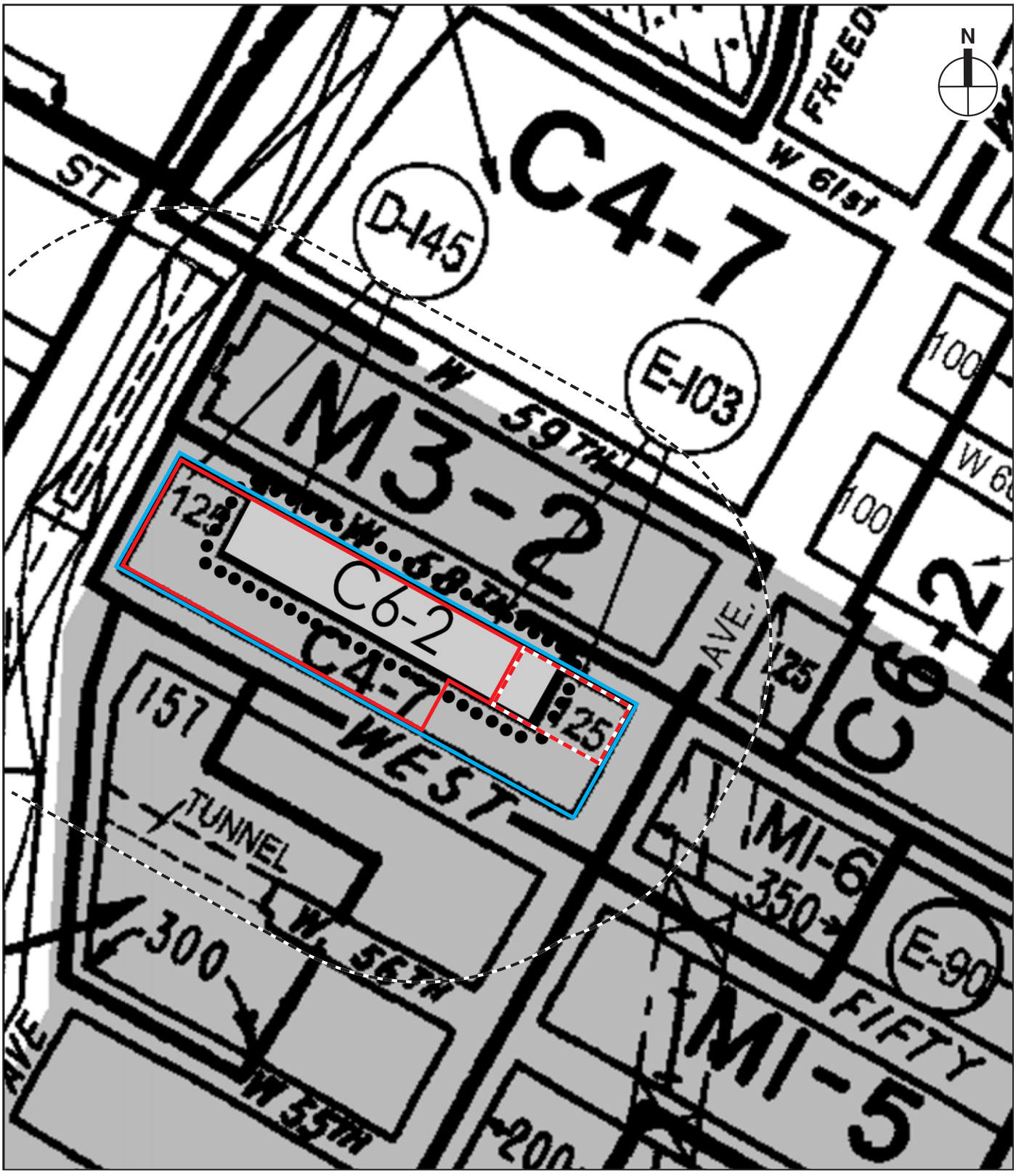


Projected Development Site 1

Projected Development Site 2

Project Block

400-Foot Perimeter

Zoning District Boundary

Clinton Special Purpose District

0 200 400 FEET

SCALE

Proposed Zoning

Figure 2

625 WEST 57TH STREET

- Special permit pursuant to Section 74-743 of the New York City Zoning Resolution to allow, in a large-scale development, (1) floor area to be distributed across the entire zoning lot, (2) buildings to be located without regard for distance between building regulations, and (3) to permit the location of buildings without regard to height and setback regulations;
- Special permit pursuant to Section 13-561 of the New York City Zoning Resolution for a 285 space accessory parking garage;
- Modification of the Large Scale General Development site plan associated with the existing special permits (Amendment to ULURP No. C010151 ZSM); and
- Modification of the existing Restrictive Declaration (Amendment to Restrictive Declaration No. D-145 associated with ULURP No. C010148 ZMM).

In order to develop the proposed project, discretionary actions from the New York City Planning Commission (CPC) are required. Therefore, the proposed project is subject to environmental review under City Environmental Quality Review (CEQR) regulations and guidelines. The CPC, in coordination with the Department of City Planning (DCP) will be the lead agency for the environmental review. In addition, the project is subject to review under the Uniform Land Use Review Procedure (ULURP).

Because development of the proposed project may potentially result in significant adverse environmental impacts that were not identified in the 2001 *FEIS*, a Supplemental Environmental Impact Statement (SEIS) will be prepared.

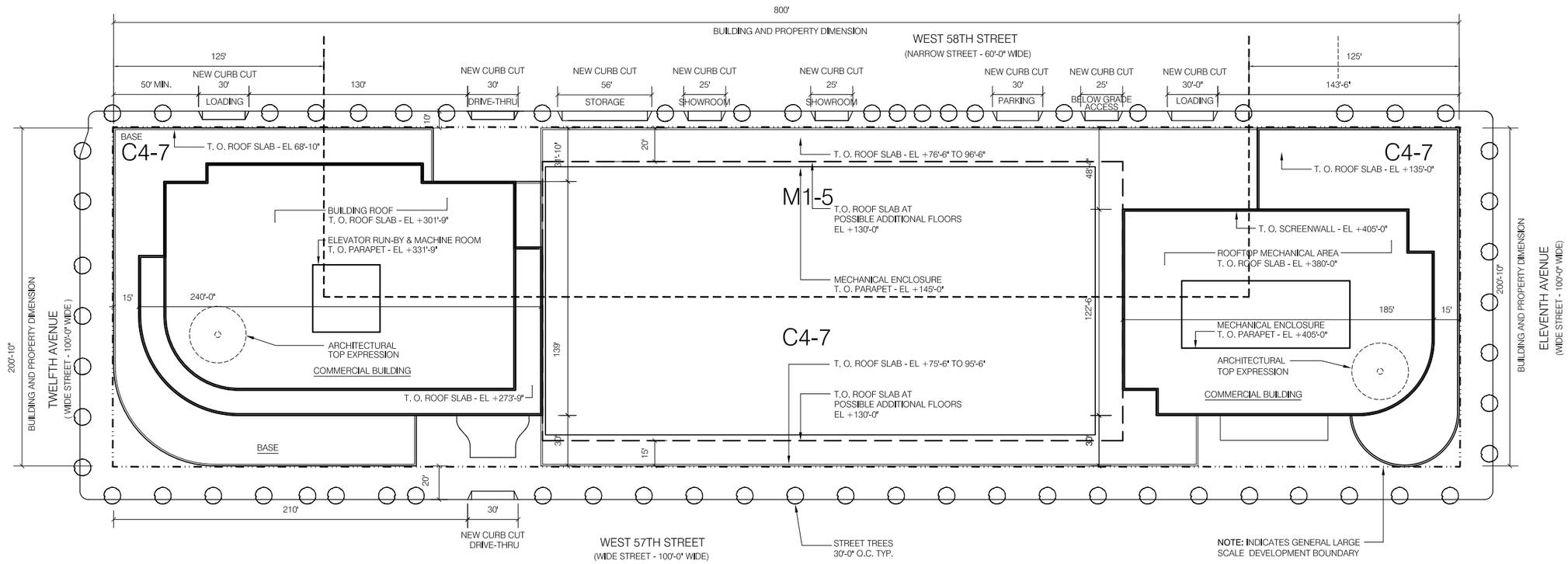
Scoping is the first step in the preparation of an SEIS, and provides an early opportunity for the public and other agencies to be involved in the SEIS process. It is intended to determine the range of issues and considerations to be evaluated in the EIS. This draft scope for the SEIS has been prepared to describe the proposed project, present the proposed framework for the SEIS analysis, and discuss the procedures to be followed in the preparation of the draft SEIS (DSEIS). The ~~2010~~ 2012 *CEQR Technical Review Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the project's potential effects on the various environmental areas of analysis.

B. PROJECT DESCRIPTION

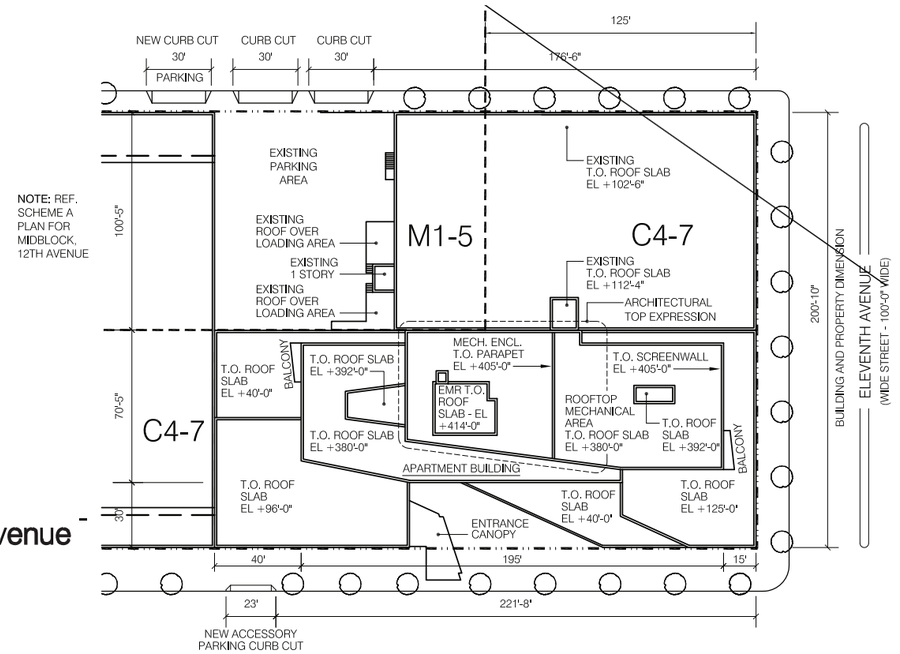
HISTORY OF THE PROJECT BLOCK

2001 ENVIRONMENTAL REVIEW AND APPROVALS

In 2001, the project block was the subject of a rezoning from an M2-3 zoning district to a C4-7 district within 125 feet of the avenues and in the midblock along West 57th Street (to a depth of approximately 100 feet), and to an M1-5 zoning district in the midblock facing West 58th Street. The proposed actions analyzed in the 2001 *FEIS* also included a special permit pursuant to ZR Section 74-743(a)(3) for the modification of height and setback regulations, a special permit pursuant to ZR Section 74-744(b) to allow residential uses to locate on the same level or below commercial uses, and two special permits pursuant to ZR Sections 74-52 and 13-562 for one 239-space above grade public parking garage on the ~~eastern~~ western portion of the block, and for one 399-space public parking garage on the ground and cellar floors on the ~~western portion~~ eastern and midblock portions of the block ~~(see **Figure 2**)~~. **Figure 3** shows the site plan of the previously approved project. A Restrictive Declaration placed on the site in connection with the prior approvals requires that if the project block is developed in whole or part in accordance with the 2001 large



Site Plan / Roof Plan Scheme A (Office - Office)



Partial Site Plan / Roof Plan @ 11th Avenue - Scheme B (Commercial - Residential)

NOTE: This site plan has been constructed

Previously Approved Project-Site Plan
Figure 3

scale permits, the block must be developed substantially in accordance with the special permit approved plans. The Helena building was constructed utilizing the special permits, and accordingly the remainder of the block is required to comply with the approved plans. Those plans specifically limit residential development to up to 520,800 zsf on the Eleventh Avenue portion of the site, and assumed a maximum of 600 dwelling units (The Helena has 597 dwelling units and approximately 519,860 ~~residential~~ zsf). The approved plans further limit the remainder of the block to non-residential uses and specifically limit certain retail uses (Use Groups 6A, 6C, and 10A, except radio and television studios) an aggregate of no more than 125,000 zsf, including no more than ~~to~~ 78,000 zsf of Use Group 10A retail uses. The plans also include, among other things, maximum envelopes for buildings on the site, setback requirements from each of the streets, and other bulk limitations. The actions were approved by the City Council in April 2001.

The previously approved office-residential scenario presented in the 2001 *FEIS* included up to 1,574,250 gsf of development, which ~~was~~ comprised ~~of~~ approximately 511,500 gross square feet of office use in a building on the western portion of the project block; 270,000 gross square feet of light manufacturing uses in the midblock; 536,450 gsf of residential use in a building on the eastern portion of the block (600 residential units); and the remainder in retail, storage, and other uses, as well as a total of 638 public parking spaces.

The 2001 *FEIS* identified potentially significant impacts on hazardous materials and traffic. Mitigation measures included:

- Hazardous Materials: In order to avoid any adverse effects on the project block~~, and in accordance with a Brownfield Cleanup Agreement with the New York State Department of Environmental Conservation (DEC)~~, a Remedial Action Plan was to be submitted to the New York State Department of Environmental Conservation (~~NYS~~DEC), groundwater monitoring under the project block would be conducted, a dewatering system would be implemented if necessary, asbestos-containing materials (ACM) would be abated before the state of demolition of any structure containing asbestos, and any ACMs, polychlorinated biphenyls (PCBs), and lead based paint encountered during demolition would be removed/disposed of in accordance with all applicable Federal, State, and local regulations. (In addition, since the 2001 *FEIS*, all buildings on the western and midblock portions of the project block have been demolished, site investigation has been completed in coordination with DEC, and cleanup is underway in coordination with DEC. See "Hazardous Materials," below, for additional information.)
- Traffic and Transportation: The 2001 *FEIS* analyzed the effects of the office-residential scenario on traffic and transportation, and identified measures designed to reduce potential impacts to traffic and transportation including a) facilitating access/egress to the future expanded Route 9A; b) creating a two-way service drive to reduce conflicts on West 57th Street and enhance circulation; c) eliminating curb cuts from the key frontages of Eleventh Avenue, Twelfth Avenue, and West 57th Street; and d) widening West 58th Street adjacent to the site to accommodate two-way traffic and all of the project's service needs. Mitigation measures consisted of parking regulation and lane configuration changes at two intersections, and signal timing changes at five intersections. All measures were subject to review and approval by the New York City Department of Transportation (NYCDOT) prior to implementation.
- Noise: In order to preclude the potential for significant adverse noise impacts, the 2001 *FEIS* identified a closed window condition with a minimum of 35 dB(A) window/wall attenuation to maintain an interior noise level of 45 dB(A) for residential uses. An (E) designation was placed on the site to reflect this requirement.

The project block is currently zoned C4-7 and M1-5, within the Special Clinton District (see **Figure ~~3~~ 4**).

DEVELOPMENT SINCE 2001

In 2004, the applicant requested a modification of the existing special permits to allow an additional curb cut on West 57th Street for access to the 100-space accessory parking garage in The Helena. The modification was approved and the Restrictive Declaration covering the site was modified to reflect the changes to the approved plans.

Since 2001, the eastern portion of the project block has been developed pursuant to the 2001 approvals. Specifically, The Helena, a 38-story, 597-unit residential apartment building with approximately 12,000 square feet of ground floor retail and 100 accessory parking spaces ~~has been~~ was completed in 2004 pursuant to the 2001 approvals as modified in 2004 and fully ~~occupied on~~ occupies the southeastern corner of the block. The 2001 *FEIS* assumed that the new residential development along Eleventh Avenue would include Lot 36 on the northeastern corner of the project block. However, this lot was not included in the development of The Helena; instead, Manhattan Mini-Storage currently occupies a 98,500 square foot, 6-story building with an approximately 20 space accessory parking area on this lot. The buildings on the western portions of the project block ~~has remained~~ were demolished subsequent to the 2001 *FEIS* and the lots are now vacant.

~~In 2004, the applicant requested a modification of the existing special permits to allow an additional curb cut on West 57th Street for access to the 100-space accessory parking garage in the Helena development. The modification was approved and the restrictive declaration covering the site was modified to reflect the changes to the approved plans.~~

In 2008, an application was submitted to the New York City Board of Standards and Appeals (BSA) for a special permit pursuant to ZR Section 73-19 to permit the development of a 1,750 seat school (Use Group 3) for grades Pre-K through 12 on a site partially within an M1-5 zoning district. The special permit was approved, but the project is not being pursued.

In 2010, the applicant demolished the building on the western portion of the block and filed ~~for a new building~~ an application for a building permit with the New York City Department of Buildings (DOB) for a new building ~~development~~ on the mid- and western portions of the block pursuant to the existing zoning ~~and~~ approvals for the site. Under this application, the mid- and western portions of the block would be developed with approximately 331,300 gsf of office use; 67,500 gsf of retail uses; and 538 public parking spaces. Subsequent to that filing, the applicant determined it would not construct new below-grade parking at the site, and amended the application to include only the 239 car above-grade public garage permitted under the existing special permits. As discussed below, absent the proposed project this new building would be completed in the future without the proposed project~~(the "No Build scenario")~~.

PROPOSED PROJECT

The proposed actions are being requested to facilitate the applicant's proposed project, in which it intends to build ~~development of~~ approximately ~~1,076,400~~ 1.1 million gsf on the project block consisting of approximately ~~750,100~~ 850,000 gsf of residential space (up to 863 residential rental units, including up to 151 affordable units, or 20 percent of the units on projected development site 1); approximately ~~109,000~~ 80,000 gsf of commercial office; ~~85,000~~ 62,000 gsf of retail; 28,000 gsf of community facility space; ~~399 public parking spaces,~~ and ~~125~~ 285 additional accessory parking spaces (see **Table 1**). As discussed below, the proposed actions would result in the construction of a new building on the western

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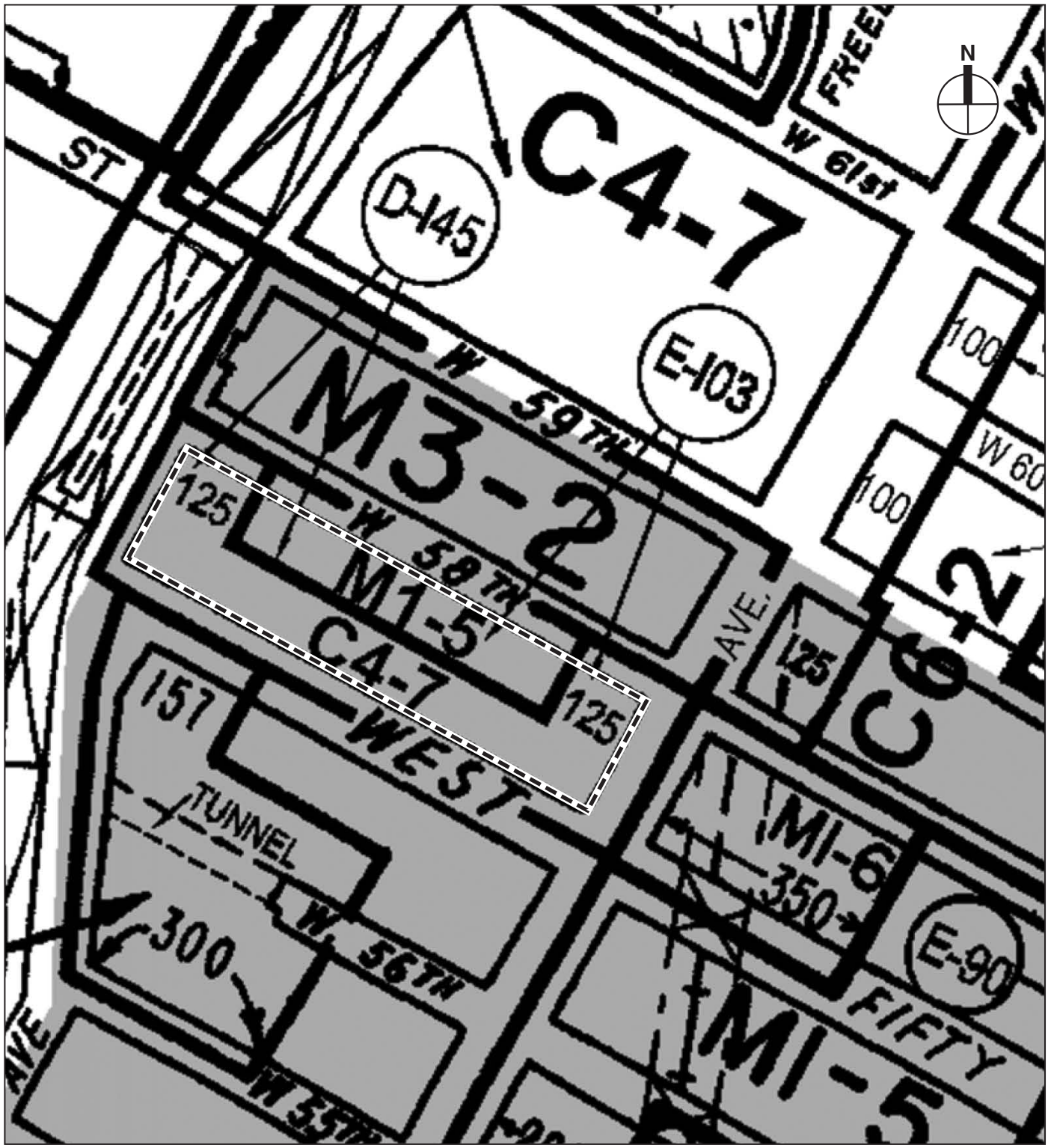


0 200 400 FEET

SCALE

Project Block

Zoning District Boundary

Clinton Special Purpose District

Existing Zoning

Figure 4

625 WEST 57TH STREET

and midblock portions of the project block (Lots 1, 5, 14, 19, p/o 36, and 43, collectively "projected development site 1"), a one- to two-story midblock community facility building, the renovation and conversion of the mini-storage facility to residential, retail, and community facility use (p/o Lot 36, "projected development site 2"), and the creation of new retail space in the existing Helena apartment building (see **Figure 4 5**). For analysis purposes, it is anticipated that the proposed project, including both projected development site 1 and projected development site 2, would be complete by 2015.

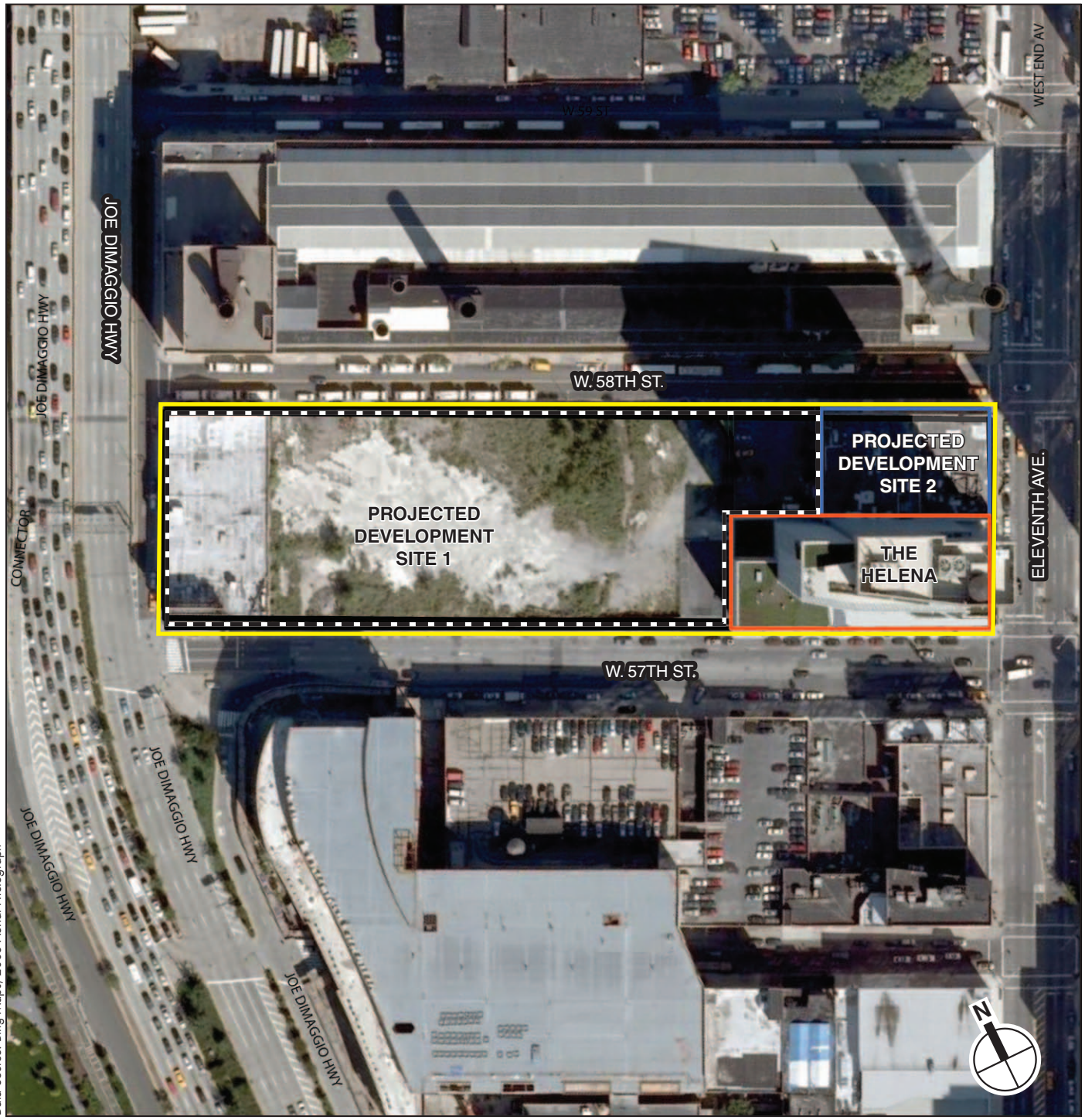
Table 1
Proposed Project Development Program

Project Components	Projected Development Site 1 (GSF)	Projected Development Site 2 (GSF)	Total (GSF)	Proposed Zoning Floor Area	Approx. Proposed FAR
Residential ~~GSF~~[1]	~~673,682~~ 760,000	~~76,425~~ 90,000	**~~750,107~~ 850,000**	**810,000**	**5.0**
Total Residential Units	*753*	*110*	***~~863~~***	***NA***	***NA***
Affordable Residential Units	*151*[2]	*0*	***~~151~~***	***NA***	***NA***
Commercial Office ~~GSF~~	~~109,342~~ 80,000[3]	0	**~~109,342~~ 80,000**	**75,500**	**0.5**
Retail GSF	~~70,114~~ 55,000	~~12,885~~ 5,000	**~~84,999~~[1] 62,000**[4]	**52,000**	**0.3**
Community Facility ~~GSF~~	~~27,600~~[2] 13,000[5]	~~0~~ 15,000	**~~27,600~~ 28,000**	**27,600**	**0.2**
Above-Grade Parking ~~GSF~~	~~2,100~~ 50,000	0	**~~2,100~~ 50,000**	**0**	**0.0**
~~Below-Grade Parking GSF~~	~~102,220~~	~~0~~	**~~102,220~~**	***~~NA~~***	***~~NA~~***
~~*Public Parking Spaces*~~[2]	~~*399*~~	~~*0*~~	***~~399~~***	***~~NA~~***	***~~NA~~***
Accessory Parking Spaces[6]	*~~125~~ 285*	*0*	***~~125~~ 285***	***NA***	***NA***
Mechanical and Loading	50,000	0	**50,000**	**0**	**0.0**
Total ~~GSF~~	**~~985,058~~**	**~~89,310~~**	**~~1,076,368~~1,120,000**	**965,100**[7]	**6.0**[7]

Note: GSF = gross square feet
[1] The residential gsf includes residential amenity, lobby, and storage space.
[2] It is expected that 20 percent or up to 151 units on projected development site 1 would be affordable.
[3] The commercial office GSF may be allocated as commercial space, residential space, amenity space, or community facility space. To provide for a conservative analysis, it is analyzed as office space. If it were allocated to residential space, it would not affect the overall number of units in the proposed project.
[4] The total retail gsf includes approximately 2,000 gsf of new retail that would be created by closing and converting the existing Helena garage entrance on West 57th Street.
[5] ~~Approximately 14,800 gsf of~~ The community facility ~~space would be located in the mixed-use building and 12,800 gsf~~ use on projected development site 1 would be located in the midblock community facility building.
[6] The proposed project would include a ~~399-space public parking garage and a 125-~~ new 285 space accessory parking garage. ~~expansion of~~ The existing 100-space accessory parking garage ~~on the project block~~ under The Helena would be retained. ~~Residential space includes associated mechanical space, lobby, and amenity space.~~
[7] The total proposed zoning floor area and FAR presented in this table includes floor area that may be allocated as commercial space, residential space, amenity space, or community facility space as both residential floor area and office floor area.
Source: Durst Development L.L.C.; SLCE Architects, LLP

PROJECTED DEVELOPMENT SITE 1

Projected development site 1 would be developed with two buildings—a mixed-use building and a midblock community facility use building—containing ~~a total of approximately 985,000 gsf of~~ residential, office, retail, community facility, and parking uses (see **Figures ~~5, 6a, 6b, and 7~~ 6, 7a, 7b, and 8**). The mixed-use building would occupy the majority of projected development site 1 (Lots 1, 5, 14, 19, and 43) and would contain approximately ~~673,700~~ 760,000 gsf of residential space; approximately ~~109,000~~ 80,000 gsf of commercial office; ~~70,000~~ and 55,000 gsf of retail~~; and 14,800 gsf of community facility uses~~. The midblock community facility use building would be located on a portion of Lot 36 adjacent to projected development site 2 ~~and would contain approximately 12,800 gsf of the total 27,600 gsf of community facility use on projected development site 1. The remaining 14,800 gsf of community facility space on projected development site 1 would be located in the proposed mixed-use building~~. It is currently expected that the community facility space would be occupied by medical office uses. ~~As restricted by the proposed modifications to the~~ Restrictive Declaration, it is assumed that the Projected development site 1 would include up to 753 residential rental units ~~(based on an average unit size of approximately 895 gsf), of which up to 151 (20 percent of the units) would be affordable~~. The



Projected Development Site 1 Boundary

Project Block Boundary

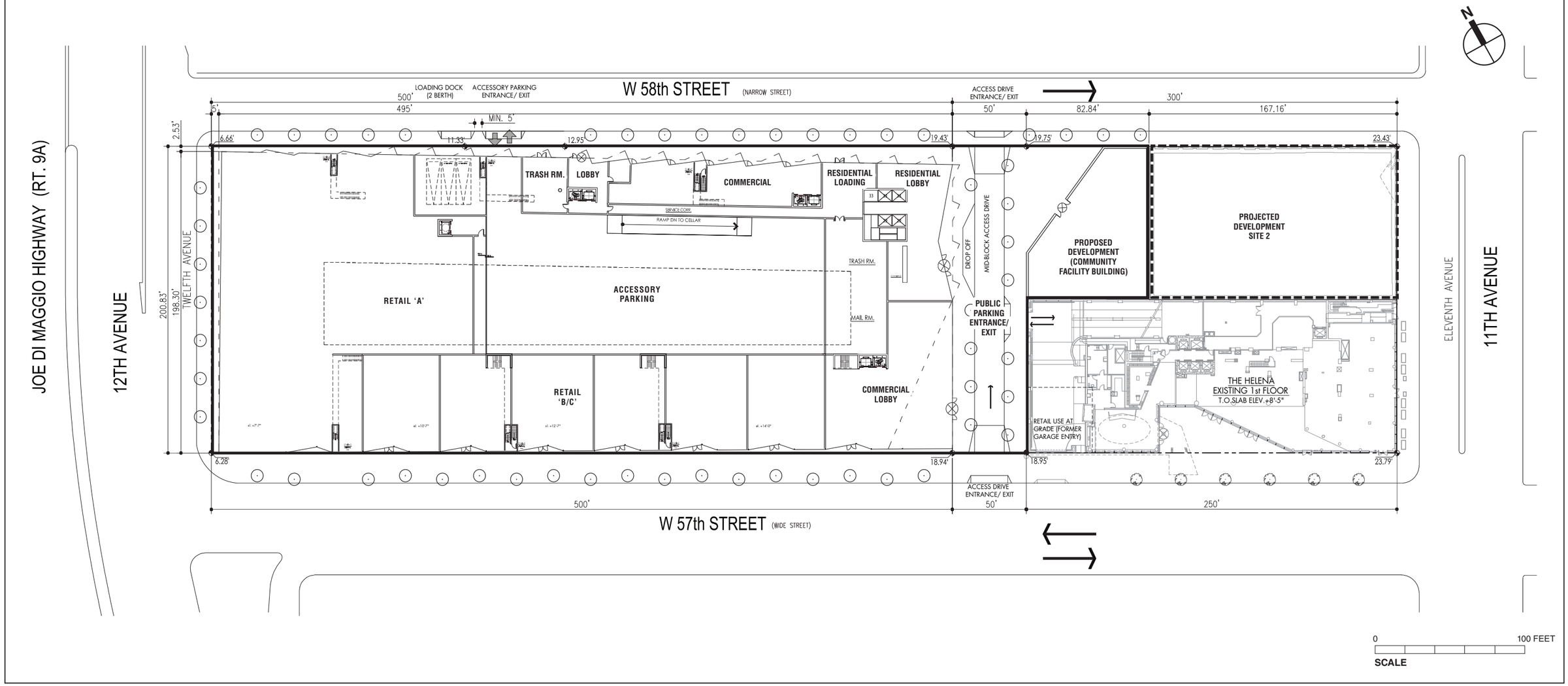
0 100 200 FEET

SCALE

Project Block Aerial Photo

625 WEST 57TH STREET

Figure 5

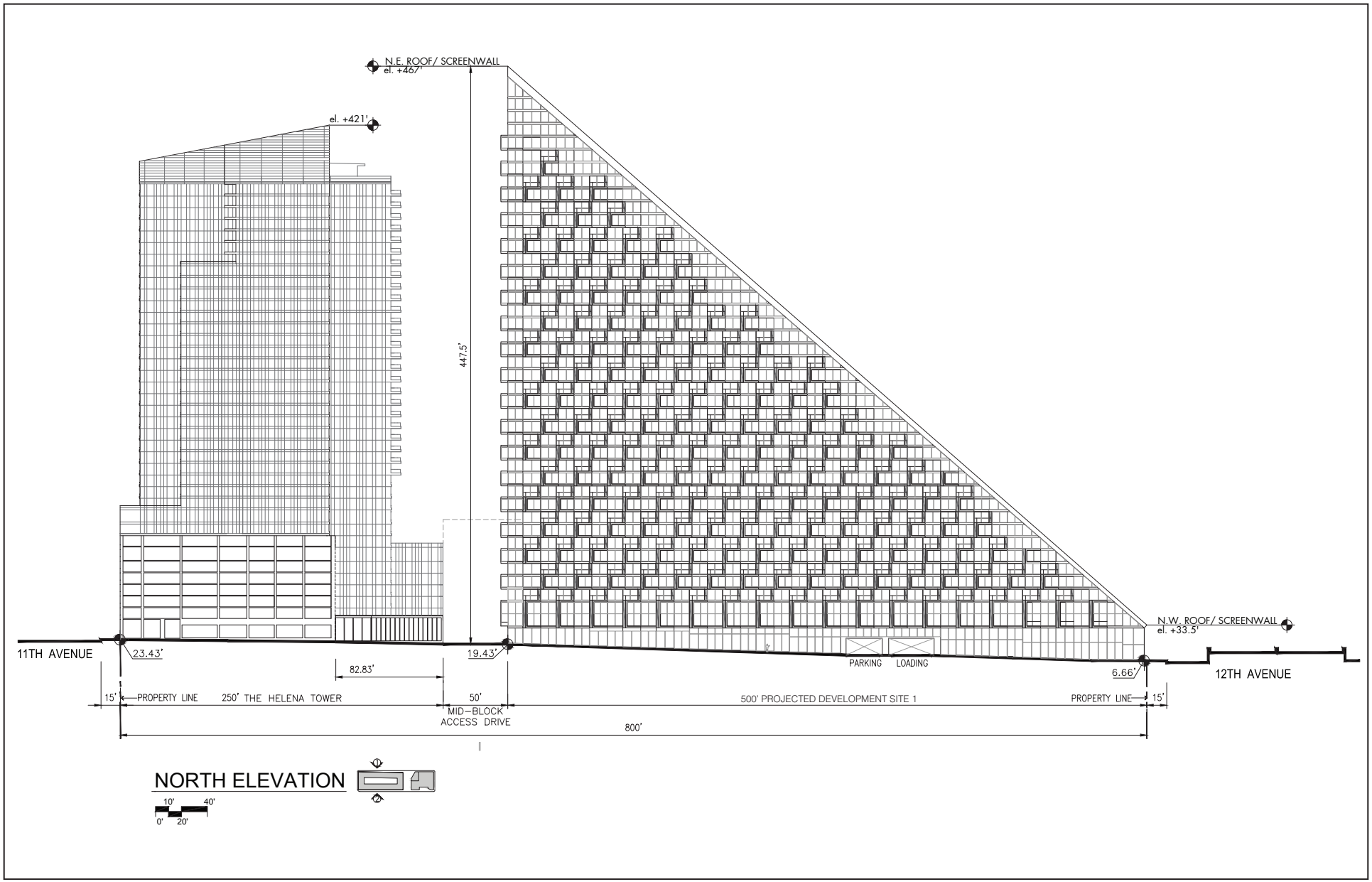


Projected Development Site 1 Boundary

Projected Development Site 2 Boundary

Projected Development Site 1-Ground Floor Plan

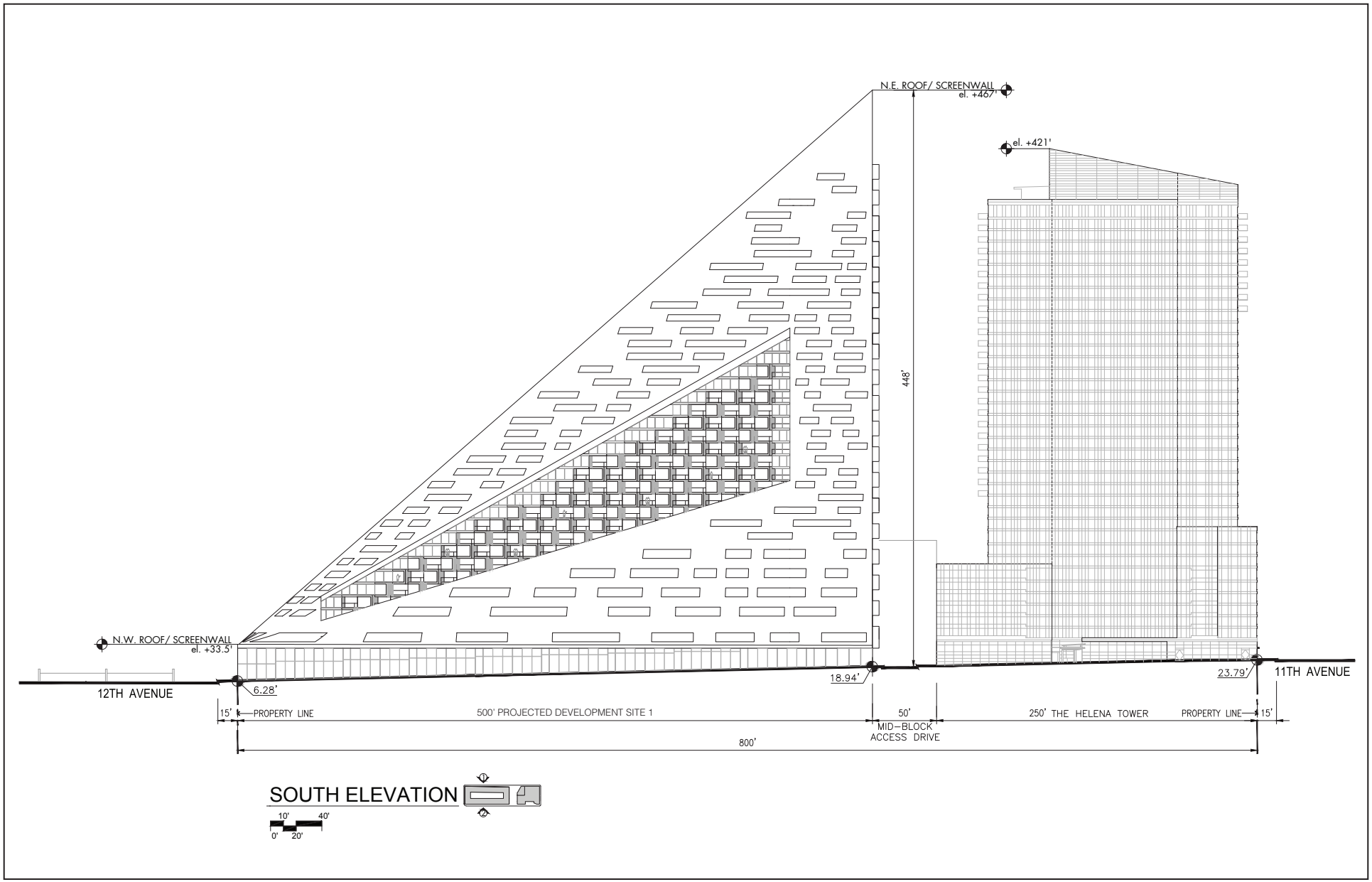
Figure 6



625 WEST 57TH STREET

Proposed Project - North Elevation

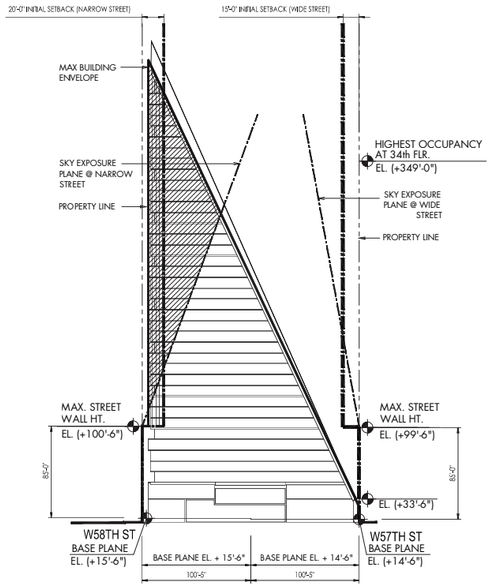
Figure 7a



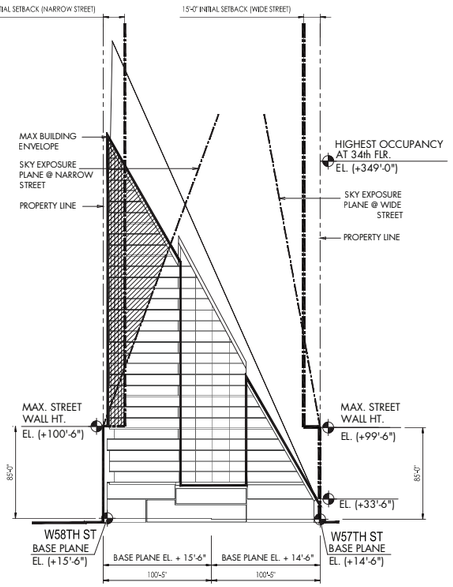
Proposed Project - South Elevation

625 WEST 57TH STREET

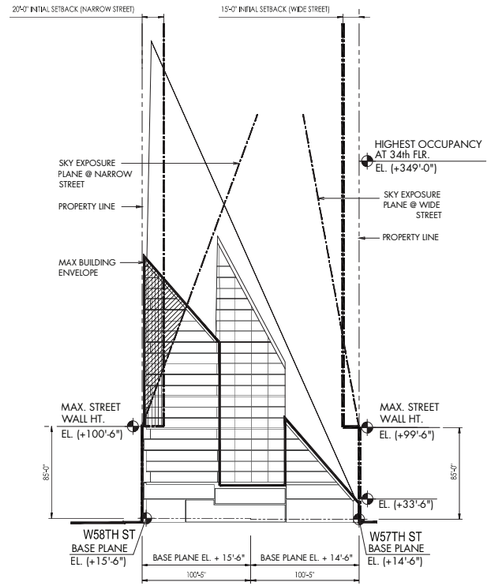
Figure 7b



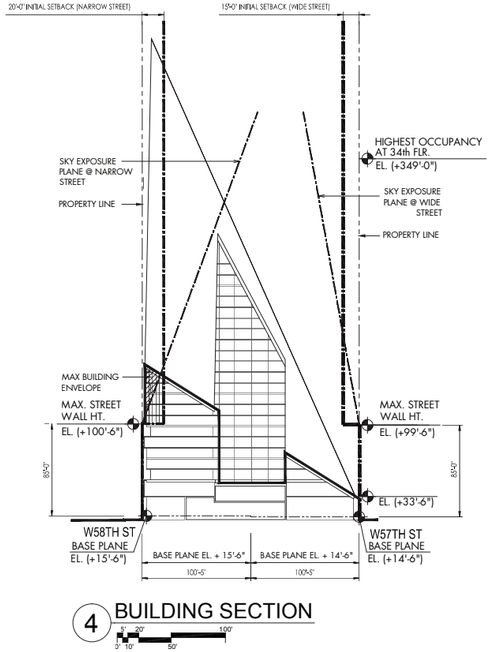
1 BUILDING SECTION



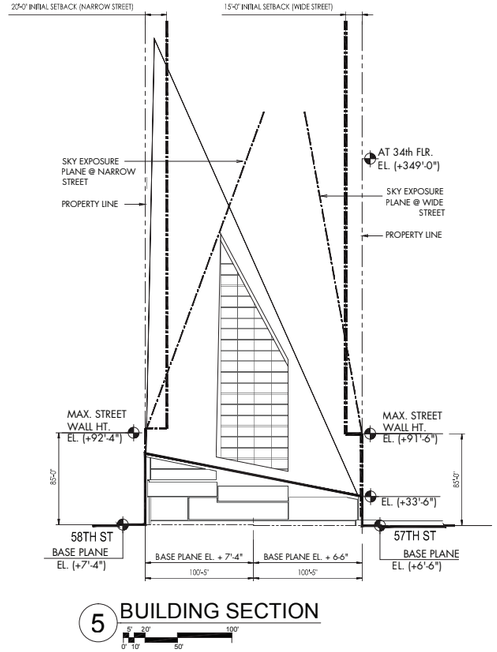
2 BUILDING SECTION



3 BUILDING SECTION



4 BUILDING SECTION



5 BUILDING SECTION

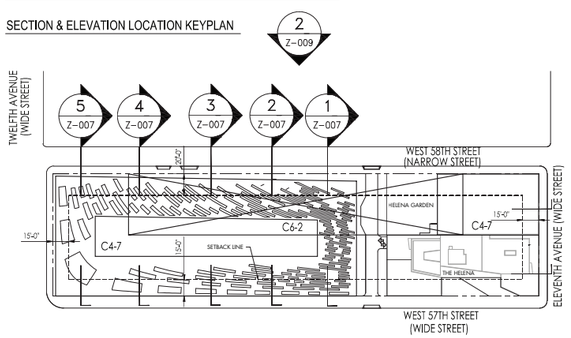
	HEIGHT & SETBACK REGULATIONS	
23-632 33-432 35-62 74-743	Street Wall Height	85' maximum
	Initial Setback	20' (narrow street) / 15' (wide street)
	Sky Exposure Plane	2.7:1 (narrow street) / 5.6:1 (wide street)

LEGEND

HEIGHT & SETBACK NON-COMPLIANCE, WAIVER REQUIRED PURSUANT TO ZONING RESOLUTION (74-743)

SKY EXPOSURE PLANE NON-COMPLIANCE, WAIVER REQUIRED PURSUANT TO ZONING RESOLUTION (74-743)

SECTION & ELEVATION LOCATION KEYPLAN



Projected Development Site 1-Section
Figure 8

proposed development includes a set-aside of 20 percent of the residential units on projected development site 1 (or up to 151 units) as affordable housing units for a period of 35 years following completion of construction, with affordable housing defined as dwelling units affordable to families or individuals whose incomes at the time of initial occupancy do not exceed the applicable percentage of median income and family size thresholds. The applicant will seek to participate in both the New York State Housing Finance Agency's (HFA) "80/20" Housing Program, as applied to a rental building with affordable units in which the applicant would receive tax-exempt financing, as well as the New York City Department of Housing Preservation and Development's 421-a Affordable Housing Program, in which the applicant would receive property tax exemptions, in exchange for the reservation of 20 percent of the rental units on projected development site 1 as affordable housing. Even without these programs, the overall number of units on projected development site 1 would not change.

The proposed project would also include ~~524~~ 285 accessory parking spaces above-grade on projected development site 1, in addition to the~~, resulting in a total of 624 parking spaces on the project block. The parking spaces would consist of a 399-space public parking garage and a 225-space accessory garage (including~~ 100 ~~existing~~ accessory parking spaces currently in The Helena on the project block, resulting in a total of 385 accessory parking spaces on the project block. (As described above in "History of the Project Block," the 2001 approvals included special permits for a 239-space above-grade public parking garage on the western portion of the block, and for a 399-space below-grade public parking garage on the eastern portion and midblock portions of the block.) ~~The public parking would be located on the cellar and sub-cellar levels in the mid-block portion of the project site and beneath the Helena. As part of the project, the 100 existing accessory parking spaces in the Helena would be converted to public parking spaces and are included in the 399 public parking spaces. The accessory parking would be located on the ground floor and cellar in the mid-block portion of the project site.~~ The Helena parking garage ~~public parking spaces~~ would be accessed from a midblock access drive that would extend between West 57th and West 58th Streets. ~~The accessory parking spaces would be accessed from a midblock entrance along West 58th Street.~~

The proposed project on projected development site 1 would ~~be approximately 467~~ rise to an elevation of approximately 470 feet ~~in height,~~ or 35 stories ~~tall~~. The building would approximate a ~~pyramid~~ hexahedron shape around an interior courtyard, with the lowest portions along Twelfth Avenue and West 57th Street. For the purposes of presenting a reasonable worst case analysis, this DSEIS analyzes a building design with a closed condition on the top 77 feet of the building. However, between the DSEIS and the FSEIS, the proposed design may be modified on the top 77 feet of the building to have an open design with structural elements on all sides. The building would slope up toward the northeast, with the tallest point at the northeast corner. The midblock community facility use building would be one ~~story tall~~ to two stories.

PROJECTED DEVELOPMENT SITE 2

In order to present a conservative analysis, it is assumed that the proposed actions would also facilitate the renovation and conversion of the mini-storage facility; specifically, this would include demolition of the existing core, addition of three floors at the top of the existing building, renovation of the interior, and conversion to a mixed use building with ground floor retail, community facility, and residential above. ~~to residential and retail uses.~~ For analysis purposes it is assumed that the building on the mini-storage site would be converted to up to 110 residential rental units (approximately ~~76,000~~ 90,000 gsf residential), 15,000 gsf community facility use, and approximately ~~12,885~~ 5,000 gsf of ground-floor retail. In the future with the

proposed project, projected development site 2 would rise to an elevation of approximately 135 feet, or 9 stories. **Figures ~~8 and 9~~ 9 and 10** show the illustrative ~~site~~ ground-floor plan and building section for projected development site 2.

THE HELENA

~~With the construction of the new building on projected development site 1, the garage spaces on the development site would connect with the existing accessory garage under the Helena. As a result, the parking spaces under the Helena would be accessed from the a new garage entrances created~~ As part of the proposed project, ~~and~~ the existing entrance to The Helena garage on West 57th Street would be ~~closed~~ relocated to the midblock access drive that would extend between West 57th and West 58th Streets and converted to approximately 2,000 gsf of new retail space.

PROPOSED ACTIONS

Development of the proposed project requires approvals from the CPC for the following discretionary actions:

- Rezoning of a portion of the project block from M1-5 to C6-2. The C6-2 district has a floor-area ratio (FAR) of 6.0 for all uses except community facility uses, which is a 6.5 FAR. This change would provide an adjusted FAR across the entire zoning lot of ~~8.62~~ 8.63 with the 6.0 FAR and a maximum 8.8 FAR with the additional community facility FAR (~~maximum 8.62 FAR within C6-2 district,~~ given the maximum 10.0 FAR within the existing C4-7 district) (see **Figure ~~10~~ 2**);
- Special permit pursuant to Section 74-743 of the New York City Zoning Resolution to allow, in a large-scale development, (1) floor area, ~~dwelling units, and other bulk calculations~~ to be distributed across the entire zoning lot, (2) buildings to be located without regard for distance between building regulations, and (3) to permit the location of buildings without regard to height and setback regulations;
- ~~Special permit pursuant to Section 74-744 of the New York City Zoning Resolution to permit residential uses on a story lower than commercial uses;~~
- Special permit pursuant to Section 13-561 of the New York City Zoning Resolution for a 285 space accessory parking garage;
- Modification of the Large Scale General Development site plan associated with the existing special permits (Amendment to ULURP No. C010151 ZSM); and
- ~~Modification of prior special permits to reflect the revised site plan; and~~
- ~~New special permit or modification of the existing special permit pursuant to Sections 13-562 and 74-52 of the New York City Zoning Resolution for a 399-car public parking garage; and~~
- Modification of the existing Restrictive Declaration (Amendment to Restrictive Declaration No. D-145 associated with ULURP No. C010148 ZMM).

The Restrictive Declaration currently encumbering the project block provides that the project site shall be developed in substantial conformity with the plans approved in connection with the 2001 large-scale permits as modified in 2004. As mentioned above, those plans specifically limit residential uses on the block to 520,800 ~~zoning square feet~~ zsf and further limits certain retail uses (use groups 6A, 6C and 10A, except radio or television studios), an aggregate of no more than 125,000 zsf, including no more than ~~to~~ 78,000 ~~zoning square feet~~ zsf of Use Group 10A retail uses. As noted above, the eastern portion of the project block currently contains The

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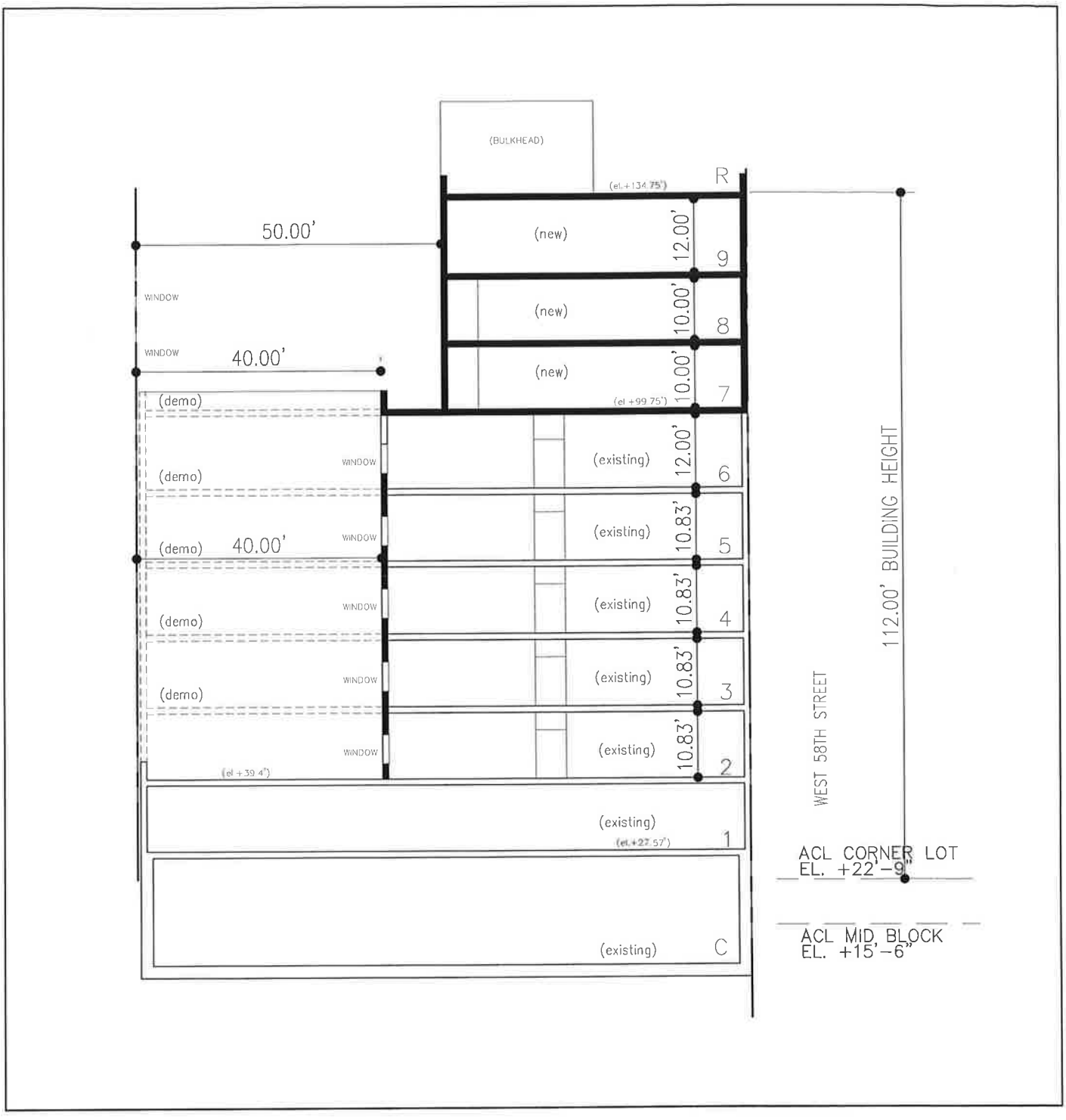
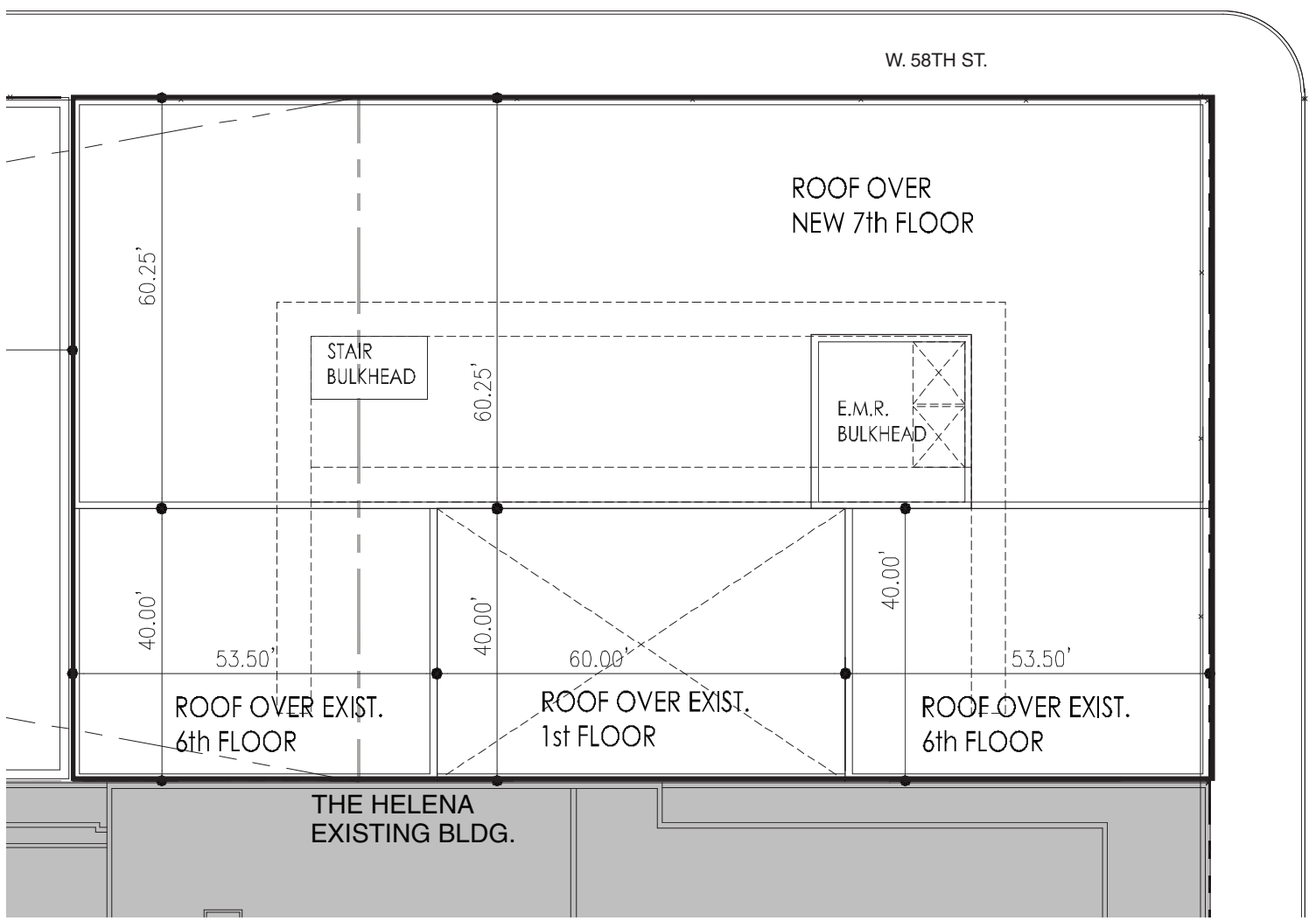


Projected Development Site 2
Building Section

Figure 9

625 WEST 57TH STREET



Projected Development Site

Projected Development Site 2 - Site Plan

625 WEST 57TH STREET

Figure 10

Helena apartment building (the Eleventh Avenue tower in the 2001 *FEIS*). The Helena contains approximately 519,860 zsf of ~~residential~~ floor area and 597 residential units, which nearly maximizes the allowable residential use under the existing special permit. Therefore, the Restrictive Declaration would need to be modified to permit any additional residential uses on the zoning lot. The plans approved in 2001, as modified, also include, among other things, maximum envelopes for buildings on the project site, setback requirements from each of the streets, a through-block driveway near the western portion of the block, and other bulk limitations. Thus, modification of the Restrictive Declaration and special permit is also necessary for the proposed massing of the new buildings on the project site.

The proposed actions listed above would increase the total permitted residential floor area on the zoning lot to 1,386,~~855~~554 zsf and the Restrictive Declaration will limit the number of residential units on the project block to 1,460. The 1,460 units would include the existing Helena with its existing 597 units, and up to 863 new units on the project block. The height, setback, floor area, and overall site plan size of the proposed buildings on projected development site 1 and projected development site 2 would be restricted by the special permit drawings (see **Figures 11 and 12**).

For the affordable housing component, it is expected that the proposed project would seek financing through the New York State ~~Housing Finance Agency's (~~HFA~~)~~ "80/20" program. The applicant will also seek to participate in the New York City Department of Housing Preservation and Development's 421-a Affordable Housing Program, as applied to a rental building with affordable units in which the applicant would receive property tax exemptions, in exchange for the reservation of 20 percent of the rental units on projected development site 1 as affordable housing. However, the applicant has not made a formal application to the HFA and accordingly, the proposed project will not undergo coordinated review with HFA.

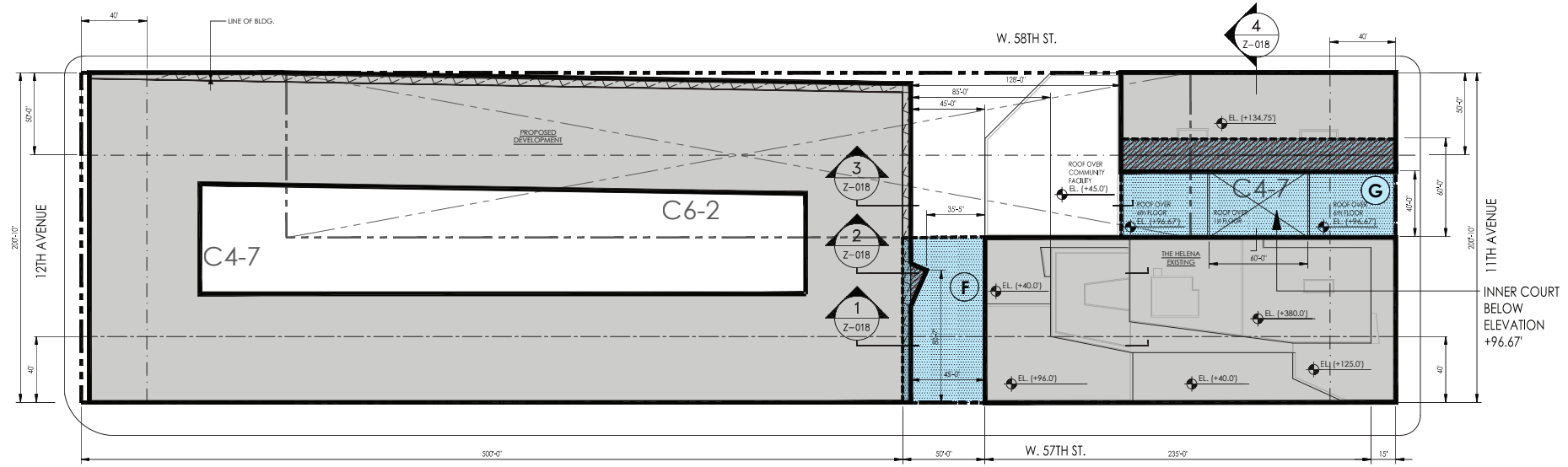
PURPOSE AND NEED

The ~~parcel of land is~~ projected development sites are currently underdeveloped, with a large portion zoned for manufacturing use, reflecting the former nature of this part of Manhattan. The proposed rezoning, along with the new and modified special permits, would allow for a mixed-use building with residential, commercial office, retail, community facility, and parking uses. This development would provide new residential uses—including affordable housing units—in the neighborhood, complement the existing residential use on the eastern portion of the block and in the surrounding area, and revitalize the vacant portions of the project block. Furthermore, the applicant has been unsuccessful in attracting tenants for either commercial or light manufacturing development of the size permitted each under the previously approved project, and therefore the change in the development program from the previously approved project to the proposed project would allow the applicant to maximize the development potential of the project site.

The proposed rezoning from M1-5 to C6-2 would facilitate development of the new mixed-use building with predominantly residential uses, ground floor retail, and office space and community facility uses, to be located on the western and mid-block portion of the block.

The new and modified special permits would allow the new development to be designed to enhance the relationship between the proposed project, adjacent streets, and surrounding development and to enliven and enhance the West 57th Street corridor.

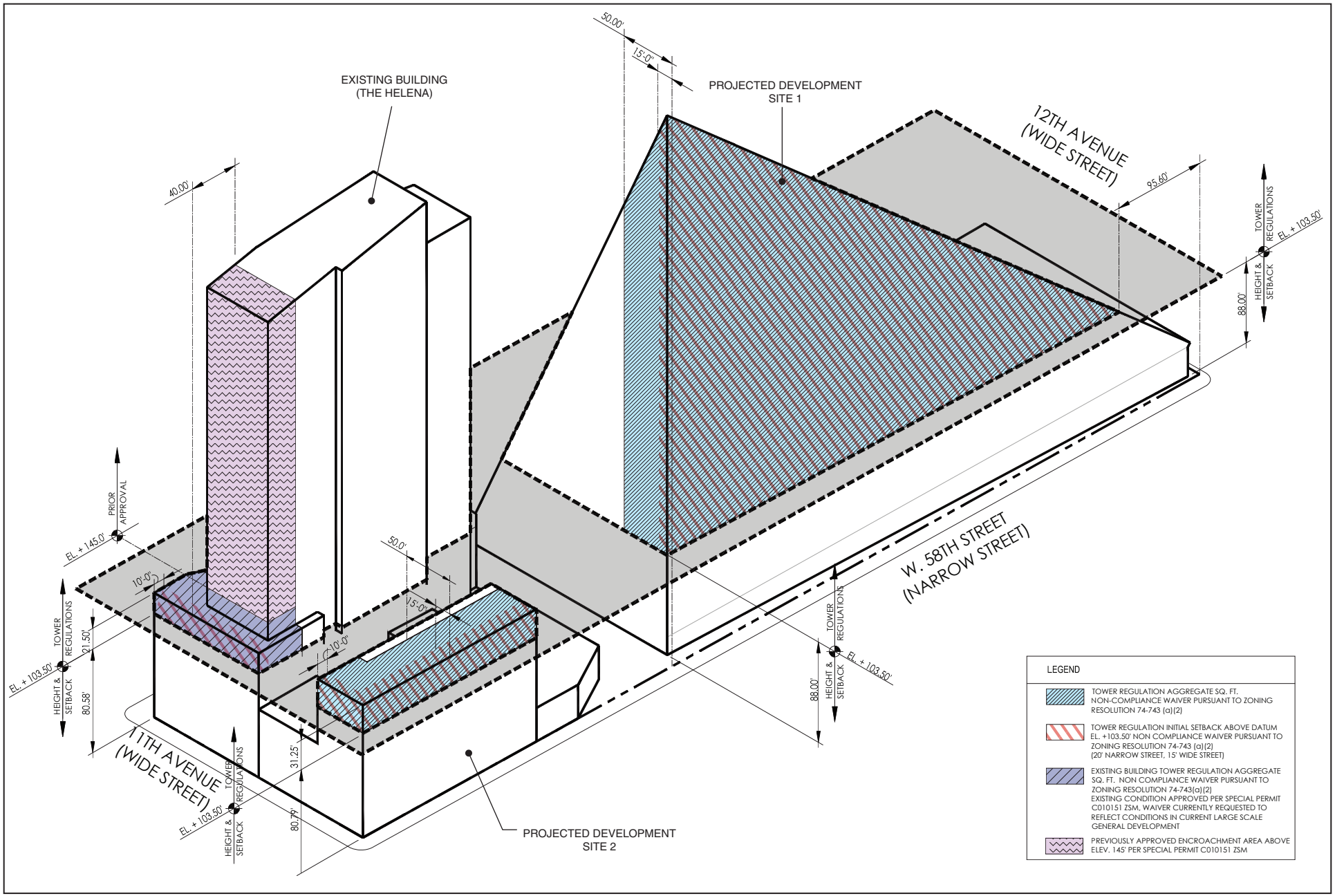
LEGEND			
Minimum distance between buildings non-compliance waiver pursuant to Zoning resolution (74-743(a)(2)	(F)	Distance provided 45'-0" @ Section 1 Distance provided 35'-5" @ Section 2	Minimum distance between buildings non-compliance waiver pursuant to Zoning resolution (74-743(a)(2)
Minimum distance between buildings required	(G)	Distance provided 40'-0" @ Section 4	



Minimum Distance Between Buildings Diagram

625 WEST 57TH STREET

Figure 11



Tower Regulations Isometric Diagram

625 WEST 57TH STREET

Figure 12

The proposed special permit pursuant to ZR § 74-743(a)(2), to permit the location of buildings without regard to height and setback regulations, is being sought because the proposed buildings does not comply with, among other things, the initial setback distance requirements along West 58th Street. The proposed special permit pursuant to ZR § 74-743(a)(1) is also being sought to permit distribution of the allowable floor area and dwelling units from the portion of the building in the C4-7 zoning district to the C6-2 zoning district within the zoning lot. and to allow balconies in the eastern façade of the new building.

Modification of the existing special permit pursuant to ZR § 74-744(b) is to allow retail or other commercial uses in the third floor of the building to be located above some of the residential space (not used for dwelling purposes) and to allow commercial uses in the southern "arm" of the building to be located on the same floor and/or above the residential uses, including dwelling units, in the remainder of the building.

Modification of the existing special permit pursuant to ZR §§ 13-562 and 74-52 13-561 for a 399-car 285 space accessory garage. would allow, among other things, changes in the configuration and location of the public garage to be located in the cellar and subcellar level of the new building.

Modification of the existing Restrictive Declaration and special permits are is needed to permit the new bulk configuration on the lot, as well as to allow more residential and retail uses, and to allow construction in accordance with the revised plans. The Restrictive Declaration will also include provisions for the implementation of "Project Components Related to the Environment" (i.e., certain project components which were material to the analysis of environmental impacts in this SEIS) and mitigation measures, substantially consistent with this SEIS.

C. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The 2012 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the proposed project's potential effects on the various environmental areas of analysis. In disclosing impacts, the SEIS considers the proposed project's potential adverse impacts on the environmental setting. Because the proposed project would be operational in 2015, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to 2015 for the purposes of determining potential impacts. The air quality analysis conservatively assesses the potential for impacts to nearby Riverside Center buildings expected to be complete after 2015.

Each chapter of the SEIS will first summarize the conclusions of the 2001 *FEIS* for that particular technical area. The SEIS will then provide a description of "Existing Conditions" for 2011 and assessments of future conditions in 2015 without the proposed project ("Future Without the Proposed Project") and with the proposed project ("Probable Impacts of the Proposed Project").

THE FUTURE WITHOUT THE PROPOSED PROJECT

The future without the proposed project also known as the "No Build scenario" in all technical areas assumes that none of the discretionary actions currently being sought are approved. In this case, absent those proposed actions, development will be constructed pursuant to the new building application that the applicant filed with the DOB for a development on the

western portion of the site. This development (the "permitted building"), which is described in more detail below, conforms to the existing zoning and approvals for the project block.

The ~~No-Build scenario~~ permitted building will consist of new construction of approximately 331,300 gsf of office use and 67,500 gsf of retail uses and ~~538~~ 239 public parking spaces on projected development site 1 (see **Table 2**). The ~~No-Build scenario~~ permitted building would be five stories tall (95 feet) with office uses located on floors 3 through 5 and ground floor retail (see **Figures 13 and 14**). Parking would be located on the second floor~~ and in the cellar~~. Parking would be accessed from a midblock access drive that would extend between West 57th and West 58th Streets~~ and from an additional midblock entrance along West 58th Street~~. It is assumed that the mini-storage facility would remain in its current use in the ~~No-Build scenario~~ future without the proposed project.

Table 2

~~No-Build Scenario~~Permitted Building Program

Project Component	Projected Development Site 1 (gsf)
Commercial Office	331,275
Retail	67,505
Above-Grade Parking*	54,313
~~Below-Grade Parking*~~	~~59,920~~
Lobbies, Storage, and Mechanical	58,961
Total*	**~~571,974~~ 512,054**

Notes: *The ~~No-Build scenario~~ permitted building would include a 239-space public parking garage~~s of 239 and 399 spaces. The above-grade parking would be located on the 2nd floor~~.
~~The mini-storage facility~~ Projected development site 2 would remain in its current use.

Source: ~~DFR 57 LLC~~ Durst Development L.L.C.; SLCE Architects.

This ~~No-Build scenario development~~ permitted building would not maximize the allowable floor area, height, or bulk under the existing zoning and approvals because there has been no demonstrated market at this location for either commercial or light manufacturing development of the size permitted each under the previously approved project. Furthermore, as noted above the applicant has filed for a new building application with the DOB for the ~~No-Build scenario~~ permitted building. Therefore, this analysis conservatively assumes a smaller office and retail building in the ~~No-Build scenario~~ future without the proposed project than permitted under the previously approved project.

As discussed above, the previously approved office-residential scenario presented in the 2001 *FEIS* included approximately 511,500 gross square feet of office use in a building on the western portion of the project block; 270,000 gross square feet of light manufacturing uses in the midblock; 536,450 gsf of residential use in a building on the eastern portion of the block (600 residential units); and the remainder in retail, storage, and other uses, as well as a total of 638 public parking spaces. Compared with the previously approved office-residential scenario, the permitted building would introduce approximately 180,000 gross square feet less of commercial office, none of the previously approved light manufacturing uses, and fewer parking spaces. As noted above, the residential uses have been developed pursuant to the 2001 approvals.

For each of the technical areas identified in the 2012 *CEQR Technical Manual*, the proposed project will be compared to the ~~No-Build scenario~~ future without the proposed project.

D. CITY ENVIRONMENTAL QUALITY REVIEW

CEQR OVERVIEW

New York City has formulated an environmental review process, CEQR, pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules and procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). CEQR's mandate is to assure that governmental agencies undertaking actions within their discretion take a "hard look" at the environmental consequences of each of those actions so that all potential significant environmental impacts of each action are fully disclosed, alternatives that reduce or eliminate such impacts are considered, and appropriate, practicable measures to reduce or eliminate such impacts are adopted.

The CEQR process begins with selection of a "lead agency" for the review. The lead agency is generally the governmental agency which is most responsible for the decisions to be made on a proposed action and which is also capable of conducting the environmental review. For the proposed project, DCP is the CEQR lead agency.

The lead agency, after reviewing the Environmental Assessment Statement (EAS), has determined that the proposed actions have the potential for significant adverse environmental impacts that were not identified in the 2001 *FEIS* and that a SEIS must be prepared. A public scoping of the content and technical analysis of the SEIS is the first step in its preparation, as described below. Following completion of scoping, the lead agency oversees preparation of a draft SEIS (DSEIS) for public review. This review is coordinated with the public review required as part of ULURP. The ULURP application for the proposed project must contain a completed DSEIS, so that public review of the DSEIS begins with public review under ULURP.

The lead agency holds a joint ULURP/CEQR hearing during the CPC's period for consideration of the application. A public scoping meeting was held for the proposed actions on October 4, 2011 at the Department of City Planning, Spector Hall, located at 22 Reade Street in Manhattan. Written comments were accepted through October 17, 2011. This Final Scope of Work for the SEIS incorporates responses to relevant comments made on the scope and includes revised methodologies of the studies, as appropriate, in response to comments made during scoping. The Draft SEIS will be prepared in accordance with this Final Scope of Work for the SEIS.

~~That hearing record is held open for 10 days following the open public session, at which time the public review of the DSEIS ends. The lead agency then oversees preparation of a final EIS (FSEIS), which incorporates all relevant comments made during public review of the DSEIS. The FSEIS is the document that forms the basis of CEQR Findings, which the lead agency and each involved agency (if applicable) must make before taking any action within its discretion on the proposed actions.~~

~~SCOPING~~

~~The CEQR scoping process is intended to focus the SEIS on those issues that are most pertinent to the proposed actions. The process at the same time allows other agencies and the public a voice in framing the scope of the SEIS. During the period for scoping those interested in reviewing the draft SEIS scope may do so and give their comments in writing to the lead agency or at the public scoping meeting. The period for comments on the Draft Scope of Work will remain open for 10 days following the meeting, at which point the scope review process will be~~

~~closed. The lead agency will then oversee preparation of a Final Scope of Work, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DSEIS will be prepared in accordance with the Final Scope of Work.~~

E. PROPOSED SCOPE OF THE SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

The scope of the SEIS will conform to all applicable laws and regulations and will follow the guidance of the 2012 *CEQR Technical Manual*.

The SEIS will contain:

- A description of the proposed actions and the environmental setting;
- A statement of potential significant adverse environmental impacts of the proposed actions that were not identified in the 2001 *FEIS*, including short- and long-term effects, and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed actions are implemented;
- A discussion of reasonable alternatives to the proposed project;
- An identification of any irreversible and irretrievable commitments of resources that would be involved in the proposed actions should they be implemented; and
- A description of mitigation measures proposed to minimize significant adverse environmental impacts that were not identified in the 2001 *FEIS*.

The analyses for the proposed actions will be performed for the expected year of completion of construction of the proposed project (2015). The ~~"No Build"~~ future baseline condition to be analyzed under "The Future Without the Proposed Project" in all technical chapters will assume that absent the proposed actions, the site would be developed in accordance with the existing zoning and approvals for the site, as discussed above.

Based on the preliminary screening assessments outlined in the 2012 *CEQR Technical Manual* and as described below and in the EAS, the following environmental areas would not require detailed analysis for the proposed project in the SEIS: socioeconomic conditions; public high schools; publicly funded child care facilities; public libraries; police and fire service; health care services; natural resources; infrastructure; solid waste and sanitation; and energy. The specific areas to be included in the SEIS, as well as their respective tasks, are described below.

PROJECT DESCRIPTION

The first chapter of the SEIS introduces the reader to the proposed actions and sets the context in which to assess impacts. This chapter will contain a brief history of the uses on and approvals for the project site (including those described in the 2001 *FEIS*); the proposed development program; a description of the design of the proposed building; figures to depict the proposed development; and a discussion of the approvals required, procedures to be followed, and a description of the ~~No Build condition~~ future without the proposed project.

The project description will include appropriate data from the Uniform Land Use Review Procedure (ULURP) application. The role of the lead agency for CEQR will also be described as well as the environmental review process to aid in decision-making. Any environmental

requirements [e.g., (E) designations or Restrictive Declarations] necessary as part of the proposed actions will also be identified.

LAND USE, ZONING, AND PUBLIC POLICY

The proposed project includes a number of actions including a rezoning of a portion of the project block and special permits for modifications to height, setback, and use. Therefore, the SEIS will include a detailed assessment of the proposed actions' consistency with land use, zoning, and public policy, in accordance with the 2012 *CEQR Technical Manual.* Further, information on existing land use now and in the future without the proposed actions is important to set the context in which many of the other technical tasks are understood. The land use tasks are as follows:

- Provide a brief development history of the project site and study area.
- Describe conditions in the project site and study area, including existing uses and the current zoning.
- Describe predominant land use patterns in the study area, including recent development trends. The study area will include the blocks immediately surrounding the project site and land uses within approximately ¼-mile.
- Provide a clear zoning map and discuss existing zoning and recent zoning actions in the study area.
- Summarize other public policies that may apply to the project site and study area, including any applicable Special Zoning Districts and any formal neighborhood or community plans.
- Prepare a list of other projects expected to be built in the study area that would be completed before or concurrent with the project (~~No-Build~~ projects to be completed in the future without the proposed project). Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the proposed actions and provide an assessment of the impacts of the proposed actions and projected development on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends and conditions in the area.

Since the project site is not located in the Coastal Zone, an assessment of the project's consistency with the Waterfront Revitalization Program (WRP) is not required. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

SOCIOECONOMIC CONDITIONS

The purpose of the socioeconomic assessment is to identify changes that would be created by the proposed project and identify whether they rise to a significant level. According to the 2012 *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on a specific industry. The 2012 *CEQR Technical Manual* further states that residential

development of 200 units or more or commercial development of 200,000 square feet or more should be assessed for their potential to cause significant adverse socioeconomic impacts.

The proposed project would not result in a commercial development that exceeds the CEQR threshold of 200,000 square feet, nor would it directly displace any residences or have the potential to affect conditions within a specific industry. Therefore, no further analysis of indirect business displacement, direct residential displacement, or adverse effects on specific industries is warranted.

The proposed project would displace the mini-storage business currently located on projected development site 2, which is estimated to contain approximately 7 employees. According to the 2012 *CEQR Technical Manual*, if a proposed project would directly displace more than 100 employees, an assessment of direct business displacement should be conducted. Because the proposed project would not displace more than 100 employees, no further analysis of direct business displacement is warranted.

The proposed project would introduce more than 200 residential units, which is the 2012 *CEQR Technical Manual* threshold for assessing the potential for indirect residential displacement. ~~However, as discussed in the attached Environmental Assessment Statement (EAS), the proposed project would not introduce a population with higher average incomes compared to the average incomes in the study area, and no further analysis of indirect residential displacement is warranted.~~ Therefore, the EIS will include a preliminary assessment of indirect residential displacement. If warranted by the preliminary assessment, a detailed analysis will be prepared. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

COMMUNITY FACILITIES AND SERVICES

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. A project can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The proposed project would not have direct effects on community facilities, because the proposed project would not physically displace or alter any community facilities. Although the proposed project includes community facility space, it is currently expected that it would be occupied by medical office uses, and therefore would not affect publicly-funded community facility services. The proposed project would introduce new residential units, which would increase demand for various community facilities. For certain community facilities, however, the proposed project would not introduce enough new residential units to exceed the CEQR thresholds for a detailed analysis of indirect effects. The proposed project could introduce up to 863 units, of which up to 151 (20 percent of the units on projected development site 1) would be affordable units. This number of units would not exceed the CEQR threshold of 2,462 units in Manhattan for an analysis of public high schools, nor would it exceed the CEQR threshold of 170 affordable units in Manhattan for an analysis of publicly funded child care facilities. It would also not exceed the CEQR threshold of 901 units in Manhattan for an analysis of public libraries. For police and fire services and health care facilities, the number of units introduced by the proposed project would not constitute a "sizeable new neighborhood" in Manhattan. Therefore, the proposed project would not have the potential to result in any significant adverse

impacts to public high schools, publicly funded child care facilities, public libraries, police and fire services, or health care facilities, and no further analysis is warranted.

The number of units introduced by the proposed project would exceed the CEQR threshold for an analysis of public elementary and intermediate schools. Therefore, a detailed assessment of potential effects on public elementary and intermediate schools will be provided in the SEIS.

The analysis of public elementary and intermediate schools will include the following:

- Identify public elementary and intermediate schools serving the project site and compile data on existing enrollment, capacity, available seats and utilization rates;
- Project conditions in the ~~No Build scenario~~ future without the proposed project using School Construction Authority (SCA) enrollment projections, SCA data on school enrollment introduced by planned development projects in the study area, plans for changes in capacity, new programs, capital projects, and improvements; and
- Project future conditions with the proposed project by adding students likely to be generated by the project to the projections for the ~~no build scenario~~ future without the proposed project. Impacts will be based on the difference between conditions without and with the proposed project.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

OPEN SPACE

According to the 2012 *CEQR Technical Manual*, an open space assessment may be necessary if a project potentially has a direct or indirect effect on open space. The proposed project would not have a direct effect on any open space. However, the additional number of residents would exceed the 200-resident CEQR threshold for areas that are neither underserved nor well-served by open space, requiring an assessment of indirect effects on open space. The methodology set forth in the 2012 *CEQR Technical Manual* consists of establishing a study area for analysis (in this case, a ½-mile around the project block), calculating the total population in the study area, and creating an inventory of publicly accessible open spaces within a ½-mile of the project site; this inventory will include examining these spaces for their facilities (active vs. passive use), condition, and use (crowded or not). The analysis will include a projection of conditions in the future without the proposed project ~~actions~~, and assess impacts of the proposed project ~~actions~~ based on quantified ratios and qualitative factors. The assessment will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

SHADOWS

The 2012 *CEQR Technical Manual* requires a shadow assessment for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. Such resources include publicly accessible open spaces, important natural features, or historic resources with sun-sensitive features. Under CEQR, an adverse shadow impact may occur when the shadow caused by a proposed project: is cast on a publicly accessible open space, important natural feature, or historic landscape or other historic resource (if the features rendering the significance of the resource are dependent on sunlight); and adversely affects its use and/or important landscaping

and vegetation, or in the case of historic resources, obscures the details that make the resource significant. Shadows falling on streets and sidewalks or other buildings generally are not considered significant, nor are shadows occurring within an hour and one-half of sunrise or sunset.

As noted above, the ~~No Build scenario~~ permitted building would be approximately 5 stories (95 feet) tall, which would not maximize the height allowed by the existing zoning and approvals on the project block. The previously approved project included an approximately 300 foot tower on the western portion of the block along Twelfth Avenue. In comparison, the proposed project would reach a maximum height of approximately ~~467~~ 448 feet (approximate elevation of 470 feet), which would be more than 50 feet taller than the ~~No Build scenario~~ permitted building. In addition, the project site is located across from the Route 9A Bikeway along Hudson River Park, and the waters of the Hudson River, with no intervening structures. Therefore, a preliminary assessment of shadows is warranted and will be provided in the SEIS. If warranted by the preliminary assessment, a detailed analysis will be prepared.

The preliminary screening assessment will include an illustration of the project site in relationship to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area. The base map will include topographic information. Based on the preliminary screening assessment, determine whether shadows from the proposed project could reach any sunlight-sensitive resources at any time of year. If the possibility of new shadows reaching sunlight-sensitive resources cannot be eliminated, a detailed analysis will be performed. This will include the following tasks:

- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.
- Develop a "worst-case" three-dimensional representation of the proposed project.
- Develop three-dimensional representations of the ~~No Build condition~~ future without the proposed project at the ~~project~~ site.
- Determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.
- Document the analysis with graphics comparing shadows resulting from the ~~No Build condition~~ permitted building with shadows resulting from the proposed project, with incremental shadow indicated with a contrasting color.
- A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources.
- If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

HISTORIC AND CULTURAL RESOURCES

Historic resources include both architectural resources and archaeological resources. The analysis will assess any potential impacts on historic resources in conformance with CEQR methodologies.

As part of the 2001 *FEIS*, to evaluate the possibility that archaeological resources might exist on the project block, a cultural resources assessment report was prepared by Historical Perspectives, Inc. This report concluded that the project block was not sensitive for pre-contact or historic-

period archaeological resources. Since the boundaries of the project site have not changed since 2001, the SEIS will rely on the conclusions of the HPI cultural resources assessment report for the analysis of archaeological resources.

There are no known architectural resources (properties listed on or determined eligible for listing on the State and National Registers of Historic Places [S/NR, S/NR-eligible], National Historic Landmarks, New York City Landmarks [NYCLs] and New York City Historic Districts [NYCHD], or properties pending such designation) or potential architectural resources on the project block. As described in the 2001 *FEIS*, the closest known architectural resource to the project site is the Consolidated Edison Power House (former Interborough Rapid Transit [IRT] Power House), which has been determined S/NR-eligible, has been heard for NYCL designation, and is located on the block to the north of the project block. The chapter will include an analysis of potential impacts of the proposed project on architectural resources in comparison to the previously-approved project. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

URBAN DESIGN AND VISUAL RESOURCES

The SEIS will assess how the project would change the urban design and visual character of the project site and surrounding area, in comparison to the future without the proposed actions condition. In addition, the SEIS will assess the degree to which the proposed project would change or restrict significant views of visual resources that are currently available from the project site and surrounding area. As discussed in the attached EAS, based on the massing configuration of the proposed project a study of wind conditions and their effect on pedestrian level safety is not warranted.

Following the guidelines of the 2012 *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources will first be prepared. The preliminary assessment will determine whether the proposed project, in comparison to the previously-approved project, would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning and public policy. The preliminary assessment will include a concise narrative of the existing project area, the future with the proposed ~~actions~~ project condition, and the future without the proposed actions condition. The preliminary assessment will present photographs, zoning and floor area calculations, building heights, project drawings and site plans, and view corridor assessments. This assessment will also consider the potential conversion of the existing mini-storage building on the northeastern portion of the project block to residential use.

A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the 2012 *CEQR Technical Manual*, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the project site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed ~~actions~~ project condition, in comparison to the future without the proposed actions condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

NATURAL RESOURCES

As stated in the 2012 *CEQR Technical Manual*, a natural resource is defined as a plant or animal species and any area capable of providing habitat for plant and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance. Such resources include surface and groundwater, wetlands, dunes and beaches, grasslands, woodlands, landscaped areas, gardens, and build structures used by wildlife. An assessment of natural resources is appropriate if a natural resource exists on or near the site of the proposed actions, or if an action involves disturbance of that resource. The project site is located in a fully developed area of Manhattan. ~~Therefore, no further analysis is required, and the proposed actions are not expected to result in any significant adverse impacts to natural resources.~~

With respect to bird strikes, migration altitudes vary depending on species, location, geographic features, season, time of day, and weather[1]. Approximately 75 percent of neotropical migratory birds fly at altitudes between 500 and 6,000 feet during migration[2]. Shorebirds generally migrate at altitudes of between 1,000 and 13,000 feet. Tall buildings and other structures are known to present strike hazards for many birds, especially those migrating along major routes, such as the Atlantic Flyway. In the U.S., instances of bird mortality due to building window strikes has been estimated at 97 million to 976 million bird deaths per year or more[3]. While bird mortality associated with an individual building may appear low, the cumulative loss due to building collisions along the Atlantic Flyway may be an important source of mortality for migratory songbirds. Breeding and migratory bird species have been recorded as window strike casualties in the New York City area during nighttime and daytime periods[4].

In general, structures that are about 500 feet or less in height (i.e., below the migratory altitude for most migratory songbirds) would be expected to pose a lower risk for bird collisions. Therefore, the proposed buildings, with a maximum elevation of approximately 470 feet, would pose a limited risk for bird losses due to building strikes.

Therefore, no further analysis is required, and the proposed actions are not expected to result in any significant adverse impacts to natural resources.

HAZARDOUS MATERIALS

The SEIS will summarize the existing hazardous materials studies conducted for the project site, and consider the potential for significant adverse impacts to occur as a result of the proposed project. Conditions at the project site (resulting from previous and existing uses of the site and the surrounding areas) have been studied extensively. For the western portion of the project site,

[1] Evans Ogden, L. P. 1996. Collision course: the hazards of lighted structures and windows to migrating birds. World Wildlife Fund Canada and the Fatal Light Awareness Program. 46 pp.

[2] Gill, F. B. 1990. Ornithology. W.H. Freeman and Co., New York, N.Y. and Able, K.P. 1999. A Gathering of Angels. Comstock Books. Cornell University Press, Ithaca, N.Y.

[3] Klem, D., Jr. 1990. Collisions between birds and windows: Mortality and prevention. Journal of Field Ornithology 61(1):120-12; Unites States Fish and Wildlife Service. 2002. Migratory bird mortality: Many human caused threats afflict our bird populations. Pamphlet. January 2002. 2pp; and Hager, S.B., H. Trudell, K.J. McKay, S.M. Crandall, L. Mayer. 2008. Bird density and mortality at windows. Wilson Journal of Ornithology 120(3):550-564.

[4] Seewagen, C. L. 2008. Bird collisions with windows: An annotated bibliography. New York City Audubon and the Wildlife Conservation Society, New York, USA. 15pp.

the studies include a 2011 Site Characterization, prepared under an existing Consent Order and Stipulation Agreement (COSA) with ~~the New York State Department of Environmental Conservation (NYSDEC)~~ DEC. For the mid-block portion of the project site, studies include a 2007 Remedial Investigation and a 2010 Remedial Action Work Plan prepared under ~~NYS~~DEC's Brownfield Cleanup Program (BCP). Historic storage, transfer, and usage of petroleum products and chlorinated solvents on the project site resulted in impacts to soil, soil vapor, and groundwater. In addition to the known subsurface contamination, the SEIS will also summarize the potential for hazardous materials (e.g., asbestos and lead-based paint) to be present within the existing mini-storage building.

The proposed project would require extensive excavation. The assessment will include a detailed description of measures (consistent with the ~~NYS~~DEC requirements under the COSA and BCP) that would be taken to ensure that the potential for any such impacts would be avoided. The measures would also be subject to review and approval by the New York City Department of Environmental Protection (~~NYC~~DEP) review and approval per the 2012 *CEQR Technical Manual*. Measures would include procedures for: excavation and regrading; petroleum tank removal; segregating, stockpiling, testing, transporting and disposing of contaminated soil encountered during excavation; dewatering; importing soils; ensuring appropriate health and safety (to protect workers and the community) are followed; and ensuring continued implementation of any necessary engineering measures, such as controls to prevent subsurface vapors entering the new building.

INFRASTRUCTURE

The 2012 *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than 1 million gallons per day [gpd]) or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

WATER SUPPLY

Compared to the ~~No Build scenario~~ future without the proposed project, the proposed project would generate an incremental demand for water of approximately ~~197,170~~ 196,900 gpd based on the water usage rates presented in Table 13-2 of the 2012 *CEQR Technical Manual*. This rate of water usage would not exceed the CEQR threshold of 1 million gpd, and the proposed project would not be located in an area that experiences low water pressure. Therefore, the proposed project would not result in any significant adverse impacts to water supply and no further analysis is warranted.

WASTEWATER AND STORMWATER

For projects in Manhattan, the 2012 *CEQR Technical Manual* indicates that if a project is located in a combined sewer area and would exceed 1,000 residential units or 250,000 square feet of commercial space above the future without the proposed project ~~predicted No Build scenario~~, a preliminary assessment of wastewater and stormwater infrastructure is required. The proposed project would not exceed those thresholds. Therefore, the proposed project would not

result in any significant adverse impacts to wastewater and stormwater infrastructure and no further analysis is required.

SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP or Plan) or with state policy related to the City's integrated solid waste management system. The City's solid waste system includes waste minimization at the point of generation, collection, treatment, recycling, composting, transfer, processing, energy recovery, and disposal.

The proposed actions ~~rezoning~~ would result in new development that would require sanitation services. According to the 2012 *CEQR Technical Manual*, if a proposed project would generate less than 50 tons per week of solid waste, further analysis is generally not required. Based on Citywide solid waste generation rates identified in Table 14-1 of the 2012 *CEQR Technical Manual*, the proposed project would generate approximately ~~14~~ 11 tons per week of solid waste compared to the future without the proposed project ~~No Build scenario~~. Therefore, the proposed project would not result in any significant adverse impacts to solid waste and sanitation services and no further analysis is required.

ENERGY

According to the 2012 *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 CEQR guidelines, this ~~environmental assessment statement~~ final scope of work will disclose the proposed project's energy consumption.

Based on the rates presented in Table 15-1 of the 2012 *CEQR Technical Manual*, the proposed project would result in an annual energy consumption of approximately ~~210,319~~ 211,700 million BTUs. This would represent a net increase in energy use on the project block of approximately ~~36,500~~ 37,900 million BTUs annually compared to the future without the proposed project ~~No Build scenario~~. Compared with the approximately 327 trillion BTUs of energy consumed annually within Con Edison's New York City and Westchester County service area, the incremental increase from the proposed project would be considered a negligible increment. Therefore, the proposed project would not result in any significant adverse impacts to energy and no further analysis is required.

TRANSPORTATION

The project site is located on the block bounded by West 57th Street, West 58th Street, Eleventh and Twelfth Avenues. A through-block driveway is planned, along with ~~public and~~ an accessory parking garage~~s~~. The proposed uses would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies for the SEIS will include the following analyses.

TRAFFIC

The proposed development program exceeds the minimum development density screening thresholds specified in Table 16-1 of the 2012 *CEQR Technical Manual*. Therefore, a trip generation forecast is required to determine if the project would generate 50 or more vehicle trips through an intersection. Based on preliminary estimates for the redevelopment of the project site, the proposed project is expected to generate more than 50 additional vehicular trips compared to the ~~No Build scenario~~future without the proposed project in the weekday AM, midday, and PM peak hours and in the Saturday midday peak hour (see Appendix A). As the project is expected to provide vehicular entry from West 57th Street and exiting to West 58th Street, project-generated vehicular trips would be distributed at multiple locations, however, every vehicle must pass through the intersection of West 58th Street and Eleventh Avenue. The SEIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of project-generated demand would occur. The scope of work for this analysis is provided below.

PARKING

The SEIS will provide a parking analysis to determine if the ~~public and~~ accessory parking to be provided is sufficient to accommodate the projected peak demand of the proposed project. This will include an hourly parking accumulation and utilization assessment. In the event that the proposed project would not provide sufficient public and accessory parking to accommodate its peak demand, a quantitative on-street parking analysis would also be provided.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the 2012 *CEQR Technical Manual*, detailed transit analyses are not required if the proposed actions are expected to result in less than 200 new peak hour rail or bus transit riders, as fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities.

Subway

Based on preliminary estimates, the proposed development would not generate more than 200 additional subway trips during the weekday AM and PM peak hours. The nearest subway station, the West 59th Street - Columbus Circle subway station, is approximately 0.5 miles from the project site. Per the 2012 *CEQR Technical Manual*, the EIS will provide a Level 1 (Project Trip Generation). Generally, detailed analyses are not provided during the weekday or Saturday midday peak hours as subway system ridership is substantially lower during these time periods than during the weekday AM and PM peak periods and incremental demand from an individual project can be accommodated without noticeably affecting system operations.

Bus

Based on preliminary estimates, the proposed development would not generate more than 200 additional peak hour bus trips. There are three New York City Transit local bus routes within the immediate vicinity of the project site, including the M11, M31, and M57 routes. The M11 runs northbound on Tenth Avenue and southbound on Ninth Avenue, providing local service between Greenwich Village and Harlem. The M57 bus route runs eastbound and westbound on 57th Street, and also extends northward along Eleventh Avenue to West 72nd Street. The M31 also

runs eastbound and westbound on 57th Street, and extends northward along York Avenue to East 92nd Street.

It is anticipated that a portion of subway riders for the proposed development would likely use the M57 or M11 bus to connect to travel the half-mile distance between the project site and the subway station at West 59th Street–Columbus Circle. Per the 2012 *CEQR Technical Manual*, the SEIS will provide a Level 1 (Project Trip Generation) Screening Assessment. Preliminary estimates show that new subway and bus trips combined would not generate 200 or more AM and/or PM peak hour bus trips, a detailed analysis would be provided.

PEDESTRIANS

Except for trips by auto or taxi, all project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks to access the project site. There would be more than 200 pedestrian trips in all peak hours, with volumes highest on those facilities closest to the project site entrances and gradually diminishing as project-generated pedestrian volumes become more dispersed further from the site. Accordingly, the SEIS will provide detailed pedestrian analyses for the pedestrian facilities in the immediate vicinity of the project site.

GOODS DELIVERIES

The proposed project would provide loading berths in compliance with zoning and based on the projected demand for loading capacity. The SEIS will provide an assessment of the ability of the proposed project to accommodate goods delivery demand without interfering with vehicular, pedestrian, and bicycle traffic or compromising safety.

TRANSPORTATION ANALYSIS SCOPE OF WORK

The SEIS transportation analysis will include the following:

A. Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed adjacent to the project site and along major routes leading to and from the site. Based on preliminary trip generation estimates for the proposed commercial, residential and community facility uses, the SEIS will analyze weekday midday AM, midday, PM, and Saturday midday peak hours. Up to 12 intersections would be screened for analysis, as listed below. The New York City Department of Transportation (DOT) also will be consulted to determine the appropriate number and locations of intersections to be analyzed.

   - West 57th Street at Ninth Avenue
   - West 57th Street at Tenth Avenue
   - West 57th Street at Eleventh Avenue
   - West 57th Street at Twelfth Avenue
   - West 58th Street at Ninth Avenue
   - West 58th Street at Tenth Avenue
   - West 58th Street at Eleventh Avenue
   - West 59th Street at Eleventh Avenue
   - West 59th Street at Twelfth Avenue
   - Eleventh Avenue at West 54th Street
   - Eleventh Avenue at West 55th Street

- Eleventh Avenue at West 56th Street

B. Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. It is anticipated that these speed-and-delay runs will be conducted in conjunction with the traffic volume counts. Manual turning movement counts will be conducted for a weekday and a Saturday and ATR counts will be collected for a 9-day period including two weekends. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including the ~~recently completed~~2010 *Riverside Center FSEIS* (CEQR No. 09DCP020M) and other data from such agencies as DOT and DCP.

C. Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.

D. Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the *2000 Highway Capacity Manual* (HCS+, Version 5.4) will be used for the analysis.

E. Based on available sources, 2000 US Census data, American Community Survey three-year estimates, surveys (if necessary), and standard references, estimate the travel demand for the future without the proposed project~~actions (the No-Build condition)~~, which will include the demand from significant development sites planned in the vicinity of the study area by the analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared.

F. Compute the ~~future No Build~~future without the proposed project traffic volumes based on an approved background traffic growth rate for the study area and any significant development projects expected to be completed in the future without the proposed ~~actions~~project, including the ~~as-of-right~~permitted development at the project site. Incorporate any planned changes to the roadway and bikeway systems anticipated by the project build year, and determine the ~~No-Build~~ intersection v/c ratios, delays and levels of service for the future without the proposed project.

G. Based on available sources, 2000 US Census data, American Community Survey three-year estimates, surveys (if necessary), and standard references, develop a travel demand forecast for the proposed development. Assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future with the proposed ~~actions~~ project condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the Build condition, and identify significant traffic impacts in accordance with 2012 *CEQR Technical Manual* criteria.

H. Identify the proposed project's potential to have significant traffic impacts. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

I. The parking studies will focus on the amount of parking to be provided as part of the proposed project, and its ability to accommodate the projected parking demand. Accessory parking for the residential, commercial and community facility uses would be located on the project site~~, along with public parking~~.

J. Develop a parking accumulation profile, by use, for the proposed development by the analysis year. This will include an hourly parking accumulation and utilization assessment by land use from 7 AM to 9 PM for the weekday and Saturday. Based on the accumulation profile, an assessment will be provided to determine whether there would be any excess parking demand. Should the on-site supply not accommodate the demand, then the following would also be done:

K. Document on-street parking regulations and inventory the number of legal on-street and off-street parking spaces within the ¼-mile study area, noting their general utilization levels on a typical weekday and on Saturday.

L. Project future parking availability based on an annual background growth rate of 0.25 percent per year.

M. Evaluate the capacity of the on-street system to accommodate any overflow from the site.

N. Based on preliminary trip generation estimates, the proposed project would not exceed the 2012 *CEQR Technical Manual* Level 1 (Project Trip Generation) threshold of more than 200 peak hour subway trips during the AM and/or PM peak hours. Per the 2012 *CEQR Technical Manual*, the SEIS will provide a Level 1 (Project Trip Generation) Screening Assessment that will include a qualitative discussion of subway service in the area.

O. Per the 2012 *CEQR Technical Manual*, the SEIS will provide a Level 1 (Project Trip Generation) Screening Assessment that will include a qualitative discussion of bus service in the area.

P. Conduct and analyze pedestrian counts at critical locations in the study area. Corners, crosswalks, and adjoining sidewalks will be evaluated at locations receiving the greatest concentration of action-generated pedestrian trips. Pedestrian assignment diagrams will be prepared to assist in identifying these locations. It is expected that two (2) pedestrian intersections will be analyzed, consisting of the intersections listed below; however, DOT will be consulted to determine the appropriate number and locations of intersections to be analyzed.

- West 57th Street at Eleventh Avenue
- West 58th Street at Eleventh Avenue

Q. Research and document traffic accidents with pedestrians and bicycles at key study area intersections.

R. Identify the potential for the proposed project to have significant pedestrian and/or bicycle impacts, through a comparison of conditions in the future ~~No Build~~ without the proposed project to the future ~~Build conditions~~with the proposed project. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

S. Identify the number and location of loading berths for goods delivery and the circulation plan for delivery vehicles. Assess the capacity of proposed loading areas to accommodate the expected volume of deliveries and the ability to do so without interfering with vehicular, pedestrian, and bicycle traffic or compromising safety.

AIR QUALITY

MOBILE SOURCE ANALYSIS

The proposed project is not expected to exceed the ~~2010~~ 2012 *CEQR Technical Manual* mobile source screening threshold of 140 new vehicle trips during a peak traffic hour at a single intersection. The proposed project is also unlikely to exceed the particulate matter (PM) emission screening thresholds discussed in Chapter 17, Sections 210 and 311 of the ~~2010~~ 2012 *CEQR Technical Manual.* A screening analysis will be performed based on the results of the traffic study to determine if microscale analyses are necessary. However, the change in use of the project to primarily residential development will necessitate an analysis of the potential impact of the proposed parking garage on air quality. Specifically:

A. Calculate emission factors. Select emission calculation methodology. Compute vehicular cruise and idle emission factors for the parking garage using the EPA-developed MOBILE6.2.03 model and applicable assumptions based on guidance by EPA, ~~NYS~~DEC and DEP.

B. Select appropriate background levels. Select appropriate background levels for the study area.

C. Perform an analysis of carbon monoxide (CO) for the proposed project's parking facility. The analysis will use the procedures outlined in the 2012 *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garage will be calculated, where appropriate.

D. Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO levels with standards, and *de minimis* criteria. If significant adverse impacts due to CO concentrations are predicted, recommend design measure to minimize impacts.

E. Provide a qualitative discussion of the effects of project related traffic on nitrogen dioxide (NO_2) concentrations at affected roadways.

If the projected number of vehicle trips exceeds the mobile source thresholds referenced in the 2012 *CEQR Technical Manual*, a microscale analysis will be performed at critical intersections.

STATIONARY SOURCE ANALYSIS

The stationary source air quality impact analysis will determine the effects of emissions from the proposed project's heating, ventilation and air conditioning (HVAC) systems on criteria pollutant levels. In addition, emissions from existing large-scale residential, commercial, and institutional sources, including the ~~Con Edison 59th Street Steam Station~~ Consolidated Edison Power House, will be assessed to determine their potential effects on the proposed project. Specifically:

A. Analyze stationary sources from the proposed project. Perform an analysis of the effect of pollutants from the proposed project's HVAC sources on other existing or planned sensitive uses within the surrounding area. For the proposed project's HVAC sources, the SEIS will assess the use of specific fuel types based on design information from the ~~project sponsor~~ applicant. ~~Nitrogen dioxide (~~NO_2~~)~~ and particulate matter (PM_{10} and $PM_{2.5}$) emissions will be analyzed.~~, while s~~Sulfur dioxide (SO_2) emissions will not be analyzed ~~if fuel oil~~ because natural gas is anticipated to be used by HVAC equipment. The analysis will be performed using the EPA-developed AERMOD model, based on the latest appropriate EPA guidance,

and will consider plume impingement conditions (i.e., when the wind blows from the stacks toward buildings) and wake effects (i.e., when the wind blows from buildings toward the stacks). A recent five years of meteorological data will be used for these simulation analyses. Project on existing and project-on-project impacts will be determined. Predicted values will be compared with NAAQS ~~for NO_2, SO_2 and PM_{10},~~ and ~~the City's interim guidance~~ other applicable criteria ~~for $PM_{2.5}$~~.

B. Analyze potential effects from existing or proposed commercial, institutional or large-scale residential developments in the surrounding area to determine their potential effects on the proposed project. Sources within 400 feet of the project site will be considered. The analysis will be performed using the AERMOD model. Predicted pollutant concentrations will be compared with NAAQS for NO_2, SO_2 and PM_{10}, and the City's interim guidance criteria for $PM_{2.5}$.

C. Perform a detailed simulation analysis of the ~~Con Edison 59th Street Station~~ Consolidated Edison Power House to determine its potential effects on the proposed project, as well as analyze how the proposed project affects the Consolidated Edison Power House exhaust plume's dispersion to potentially affect receptors in nearby buildings. The analysis will be performed using the AERMOD model, based on the latest appropriate EPA guidance, and, as necessary, physical dispersion modeling in a wind tunnel of the project site and its surroundings. Concentrations of NO_2, SO_2, PM_{10} and $PM_{2.5}$ on elevated receptors on the proposed project will be determined based on five years of recent meteorological data. Predicted values will be compared with NAAQS and ~~the City's interim guidance~~ applicable criteria ~~for $PM_{2.5}$~~.

D. Assess the potential cumulative impacts from existing or proposed commercial, institutional or large-scale residential developments in the surrounding area along with the Con Edison 59th Street Station to determine their potential impacts on the proposed project.

E. An analysis of uses surrounding the project site will be conducted to determine the potential for impacts from industrial emissions. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the project site. In addition, a search of federal and state air permits, and the DEP's Bureau of Environmental Compliance (BEC) files will be performed to determine if there are permits for any sources of toxic air compounds from industrial processes. Based on this information, a determination will be made as to whether a detailed analysis of industrial stationary source air quality issues is necessary.

F. If manufacturing or processing facilities are identified within 400 feet of the development parcels, or if any emissions from processing or manufacturing facilities within 400 feet of the project site are on file with DEP or ~~NYS~~DEC, an industrial stationary source air quality analysis as detailed in the 2012 *CEQR Technical Manual* will be performed. The 2012 *CEQR Technical Manual's* industrial source screening procedures will be used to estimate the short-term and annual concentrations of critical pollutants at sensitive receptor sites. Predicted worst-case impacts on the project will be compared with the short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) reported in ~~NYS~~DEC's DAR-1 AGC/SGC Tables guidance document to determine the potential for significant impacts. In the event that exceedances of guidance concentrations are predicted, more refined dispersion modeling (using EPA's AERMOD dispersion model) may be employed as a separate task, or measures to reduce pollutants to within guidance levels will be examined.

For all mobile and stationary source air quality analyses described above:

G. Determine whether the proposed project, in comparison to the ~~No Build Scenario~~future without the proposed project, would result in any significant adverse impacts. Mitigation will also be identified for any significant adverse impacts generated by the proposed project not previously identified in the 2001 *FEIS*.

GREENHOUSE GASES

In accordance with the 2012 *CEQR Technical Manual*, project-generated greenhouse gas (GHG) emissions generated by the proposed project will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be performed. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent (CO_2e) metric tons per year. GHG emissions other than carbon dioxide (CO_2) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential (GWP). If the extent and duration of construction or the expected use of materials is found to be potentially significant, construction-related emissions would be quantified for the duration of construction. Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the proposed project will be discussed, and the potential for those measures to reduce GHG emissions from the proposed project will be assessed to the extent practicable.

Since a portion of projected development site 1 is located within the 100-year floodplain, the potential impacts of climate change on the proposed project will be evaluated. The discussion will focus on the potential sea level rise and changes in storm frequency projected to result from global climate change and the potential future impact of those changes on project infrastructure and uses.

The GHG analysis will consist of the following subtasks:

A. The potential effects of climate change on the proposed development will be evaluated based on the best existing information. The evaluation will focus on potential future sea and storm levels and the interaction with project infrastructure and uses. The discussion will focus on early integration of climate change considerations into the project to allow for uncertainties regarding future environmental conditions resulting from climate change.

B. Direct Emissions—GHG emissions from on-site boilers used for heat and hot water, natural gas used for cooking, and fuel used for on-site electricity generation, if any, will be quantified. Emissions will be based on available project-specific information regarding the project's expected fuel use.

C. Indirect Emissions—GHG emissions from purchased electricity and/or steam generated off-site and consumed on-site during the project's operation will be estimated.

D. Indirect Mobile Source Emissions—GHG emissions from vehicle trips to and from the project site will be quantified using trip distances and vehicle emission factors provided in the 2012 *CEQR Technical Manual*.

E. Emissions from project construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered. Should a quantified assessment of construction GHG emissions be required by the lead agency, an analysis will be performed as an additional task, not included here.

F. Proposed measures to reduce energy use and GHG emissions will be discussed and quantified to the extent that information is available.

G. Consistency with the City's GHG reduction goal will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2030, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

NOISE

For the proposed project, there are two major areas of concern regarding noise:

- The effect the proposed project would have on noise levels in the adjacent community; and
- The level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements.

Since the proposed project is not expected to double the volume of traffic on any roadway, it is not expected to result in significant noise impacts from mobile sources, and a mobile source noise analysis is not required under CEQR. In addition, a detailed analysis of potential noise impacts due to outdoor mechanical equipment is not required because the project's outdoor mechanical equipment would be designed to meet applicable regulations. The analysis will also consider stationary noise from the Con Edison facility to the proposed site at street level, south facade and/or rooftop elevations.

Based on the analysis presented in the 2001 *FEIS*, an (E) designation requiring 35 dBA of window/wall attenuation was placed on the site. However, the measurements on which that (E) designation was based are now 10 years old, and there has been development in the area since that time. Consequently, an updated building attenuation analysis based on new site-specific measurements will be performed. The noise analysis will focus on the level of building attenuation necessary to meet CEQR interior noise level requirements. The building attenuation study will be an assessment of noise levels in the surrounding area associated primarily with traffic and nearby uses and their potential effect on the proposed project as follows:

Existing noise levels will be measured at the project site; these measurements will include background noise from existing sources in the study area. Measurements will be made at up to four (4) receptor locations adjacent to the project site. At each receptor site, hourly L_{10} values will be recorded during a typical weekday AM, midday, and PM peak period to determine conformance with CEQR guideline levels.

The 2012 *CEQR Technical Manual* provides recommended levels of building attenuation to achieve acceptable levels of interior noise (which are assumed to be 45 dBA $L_{10(1)}$ for uses and 50 dBA $L_{10(1)}$ for office and retail uses). The level of building attenuation necessary to satisfy CEQR requirements is a function of the exterior noise levels, and will be determined. Measured values will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding general noise attenuation measures needed for the proposed project to achieve compliance with standards and guideline levels will be made.

PUBLIC HEALTH

Following the guidelines presented in the 2012 *CEQR Technical Manual*, this task will examine the project's potential to significantly impact public health concerns related to water quality, air quality, noise, hazardous materials, and construction. Drawing on other EIS sections, this task

will assess and summarize the potential for significant adverse impacts on public health from project activities.

NEIGHBORHOOD CHARACTER

Neighborhood character is determined by a number of factors, such as land use, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise. Methodologies outlined in the 2012 *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. The assessment will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared. This chapter will include the following:

- Based on other technical analyses, a description of the predominant factors that contribute to defining the character of the neighborhood surrounding the project site will be provided.
- Based on planned development projects, public policy initiatives, and planned public improvements, changes that can be expected in the character of the area in the future without the proposed actions will be summarized.
- An assessment and summary of the proposed actions' effects on neighborhood character using the analysis of impacts as presented in other pertinent analyses (as noted above) will be included. Furthermore, an assessment of the proposed project's potential impacts to neighborhood character through combined moderate effects in the above technical areas will be provided.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

CONSTRUCTION IMPACTS

This chapter will describe the construction schedule and provide an estimate of activity on site. The assessment will begin with a qualitative assessment of the potential impacts of construction activities. If warranted, further analysis in the form of a preliminary assessment or detailed assessment will be prepared. Technical areas to be analyzed include:

- Transportation Systems. This assessment will consider losses in lanes, sidewalks, off-street parking on the project site, and effects on other transportation services, if any, during the construction periods, and identify the increase in vehicle trips from construction workers and equipment.
- Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.
- Noise. The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity.
- Hazardous Materials. In coordination with the hazardous materials summary, determine whether the construction of the project has the potential to expose construction workers to contaminants.
- Other Technical Areas. As appropriate, discuss other areas of environmental assessment for potential construction-related impacts.

- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

MITIGATION

If significant adverse environmental impacts that were not adequately addressed in the 2001 *FEIS* are identified in the analyses discussed above, measures will be assessed to mitigate those impacts. This task summarizes the findings and prepares the mitigation chapter for the EIS. Where such significant adverse environmental impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

ALTERNATIVES

The purpose of an alternatives section in an SEIS is to provide a comparison of conditions under alternative scenarios that are then compared with conditions under the proposed actions. Part of this analysis is to examine alternatives that may reduce project-related significant adverse impacts while substantively meeting the goals and objectives of the proposed actions. For this reason, the full range of alternatives is not typically defined until the extent of project impacts have been identified during SEIS preparation. At this time, it is anticipated that, at a minimum, a No ~~Build~~ Action alternative will be analyzed that describes the conditions that would exist if the proposed actions were not implemented.

SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the SEIS, as set forth in the regulations and the 2012 *CEQR Technical Manual*. They are as follows:

1. *Executive Summary*. Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed actions, environmental impacts, measures to mitigate those impacts, and alternatives to the proposed actions.
2. *Unavoidable Adverse Impacts*. Those impacts, if any, that could not be avoided and could not be practicably mitigated will be described in this chapter.
3. *Growth-Inducing Aspects of the Proposed Actions*. This chapter will focus on whether the proposed actions would have the potential to induce new development within the surrounding area.
4. *Irreversible and Irretrievable Commitments of Resources.* This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the proposed project be built. ✷